HSP

INDIANA
HIGHWAY SAFETY PLAN

This is the Indiana Criminal Justice Institute's Highway Safety Plan for FY2021, prepared for the National Highway Traffic Safety Administration.

ICJI
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FY2021 Indiana Highway Safety Plan
INDIANA CRIMINAL JUSTICE INSTITUTE

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MISSION STATEMENT

Inspiring behavioral improvement to reduce injuries and economic loss on Indiana roadways through education, evaluation, and enhancement of enforcement effectiveness.

EXECUTIVE SUMMARY

The Indiana Traffic Safety Office is established by Indiana Code 9-27-2 and housed within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The TSD manages behavioral traffic safety funding provided by the National Highway Traffic Safety Administration (NHTSA) and passes this funding through to law enforcement agencies and other organizations throughout Indiana. The TSD is responsible for grant management, assisting with media campaigns, and coordinating traffic safety enforcement programs with local and state law enforcement agencies.

The TSD, in coordination and consultation with federal, state, and local partners, works to provide leadership, innovation, and program support. The TSD focuses on model programs and promising strategies to allocate program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. Each initiative includes the scope and severity of the problem to be addressed and the effectiveness of proposed countermeasures. The TSD evaluates the potential of each initiative in relation to problem identifications for each year.

The TSD began a comprehensive program in FY20 to collect and synergize efforts of evidence based traffic safety enforcement programs (TSEP). The Comprehensive Highway Injury Reduction Program (CHIRP) incorporates efforts to improve occupant restraint use, reduce speeding, enforce impaired driving laws, support pedestrian safety, and collaboration at the local level with schools and young drivers. Local level applicants with collaborative guidance, analyze all causations factors within their community and the synergistic dynamics of combined behavioral based crash factors. This process provides for greater diversity of program areas that local communities participate in to resolve the complex and comprehensive problem of highway safety improvement.

HIGHWAY SAFETY PLANNING PROCESS

Analyses of crash records, traffic-related information sources, and the resulting trends, provide data driven problem identification in causation and geographical areas. Using the data sources and partners, program specific details are identified for strategy and project development. Funding priority is directed to programs that have the greatest potential to impact the reduction of traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, attitudinal surveys, data from the various partners, and the analysis of who, what, where, when, and why for each available data point from crash records.

The Office of Traffic Safety (OTS) was created pursuant to Ind. Code § 9-27-2, and located within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program including the administration and distribution of federal funds that Congress appropriates annually. 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 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 (TSRP), a Judicial Outreach Liaison (JOL), six (6) Law Enforcement Liaisons (LELs), and six (6) Child Passenger Safety Specialists (CPSSs) 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 contracts the use of 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 the annual seatbelt use survey throughout the State on behalf of the TSD.

The TSD staff maintain close collaboration with multiple organizations, Indiana Department of Transportation (INDOT), Purdue University's Center for Road Safety (CRS) and Joint Transportation Research Program (JTRP), Indiana University Public Policy Institute (PPI), and the Traffic Records Coordinating Committee (TRCC) to fulfill its mission of reducing traffic fatalities.
Through these partnerships, 20 performance measures in the following priority areas have been established:

- Fatalities
- Incapacitating Injuries
- Impaired Driving
- Occupant Protection
- Young Drivers

- Motorcycle Safety
- Pedestrians
- Children
- Bicyclists
- Speeding

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

During the planning process, the TSD coordinates and meets with the Indiana Department of Transportation (INDOT) to discuss, develop, and update performance measures and targets. INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The ongoing communication with INDOT staff ensures consistency with the state's highway safety planning processes and use of the extensive efforts of INDOT in identifying geographical roadway locations with high frequency of incidents.

The TSD staff receives the most recent and up-to-date data, reports, and analysis of prior year data on or near the July submission of the annual Highway Safety Plan (HSP). Prior to awarding any grant funds to sub-grantees, a secondary conformational review of current data resources and reports is completed. This review occurs between the submission date of the HSP and the awarding of funds. The culmination of this process is the implementation of NHTSA's "Countermeasures That Work" where applicable for traffic safety programs.

The TSD begins the planning process at the end of each fiscal year with the completion of the annual report for the prior fiscal year. The HSP documents that the state's highway safety program is data-driven in establishing performance targets and selecting the countermeasure strategies and projects aimed at meeting said targets. Traditionally, this plan must be submitted to NHTSA Region 5 by July 1, with the performance period following the federal fiscal year of October 1 through September 30 annually.

Figure 1: The Highway Safety Planning Process Flowchart
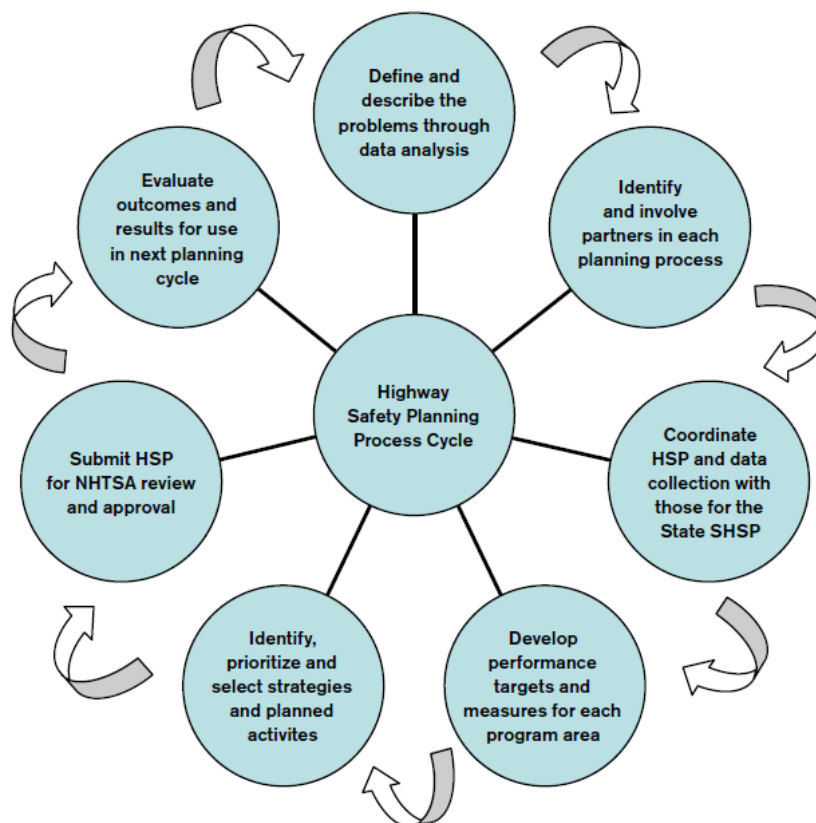
PROBLEM IDENTIFICATION PROCESS

Analyses of crash and traffic activity data sources followed by analysis of presenting patterns begin the problem identification process. Using data sources and collaboration with the partners below, program area specific details provide for problem identification in context to other problem areas, geographical area, day of week and even hour of day to strategize implementation of proven countermeasures to save lives, reduce economic loss, and demonstrate measurable improvement to all performance metrics.

Funding priority is given to programs and recipients demonstrating cause to yield the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the partners resources, and the multi-layer analysis of who, what, where, when, and why of collision events, arrest events, and demographic data.

DATA

The following data systems and partners are used in the problem identification process.

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

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

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

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

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

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

» ***Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers***
OBIEE was built for and is maintained by INDOT, which regularly uses the database to track and monitor performance metrics data. The OBIEE database is similar to ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format designed to be easily extractable in Excel for additional analysis.

PARTICIPANTS

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

ICJI will continue collaborating with the Traffic Records Coordinating Committee (TRCC), a group of individuals from state and federal agencies dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court; Indiana State Department of Health (ISDH); Indiana State Coroner's Association; Indiana Office of Technology; Indiana Prosecutor's Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information. The TRCC will meet October 21, 2020, February 24, 2021, and May 19, 2021.

ICJI will continue its partnership with Indiana University's Public Policy Institute (PPI) to obtain a research analysis of Indiana's traffic safety trends as well as track the effectiveness of ICJI's countermeasures. The data obtained by PPI allows for ICJI and their partners to determine whether programming is effective. Annual traffic safety fact sheets and a county profile fact book allow ICJI and their partners to make informed policy and program decisions.

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

Local Agency Planning Participants	
Angola City Police Department	Madison County Sheriff's Department
Bartholomew County Sheriff's Office	Madison Police Department
Batesville Police	Marshall County Police Department
Blackford County Sheriff's Office	Merrillville Police Department
Bloomington Police Department	Miami County Sheriff's Office
Bluffton Police Department	Michigan City Police Department
Boone County Sheriff's Office	Mishawaka Police Department
Bourbon Police Department	Morgan County Sheriff's Department
Bremen Police Department	Muncie Police Department
Brownsburg Police Department	Nashville Police Department
Cass County Sheriff's Department	New Albany Police Department
Clinton City Police Department	New Castle Police Department
Connersville Police Department	Noble County Sheriff's Department
Crawfordsville Police Department	North Manchester Police Department
Culver Police Department	North Vernon Police Department
Daviess County Sheriff's Office	Paoli Police Department
Decatur County Sheriff's Department	Peru Police Department
Decatur Police Department	Plymouth Police Department
Dubois County Sheriff's Department	Posey County Sheriff's Office
Elkhart County Sheriff's Department	Princeton Police Department
Floyd County Sheriff's Department	LaPorte Police Department
Fort Wayne Police Department	Lawrence County Sheriff's Department
Frankfort Police Department	Lawrenceburg Police Department
Franklin Police Department	Rensselaer Police Department
Fulton County Sheriff's Department	Richmond Police Department
Gary Police Department	Rockville Police Department
Grant County Sheriff's Department	Rushville Police Department
Hamilton County Sheriff's Department	Scott County Sheriff's Department

Hammond Police Department	Sellersburg Police Department
Hancock County Sheriff's Department	Seymour Police Department
Henry County Sheriff's Department	Shelby County Sheriff's Department
Hobart Police Department	Tell City Police Department
Howard County Sheriff's Department	Tipton County Sheriff's Office
Huntington County Sheriff's Department	Town of Chesterton Police Department
Indianapolis Metropolitan Police Department	Town of Winona Lake
Indiana State Police Department	Vanderburgh County Sheriff's Department
Jasper Police Department	Vermillion County Sheriff's Office
Jennings County Sheriff's Department	Vigo County Sheriff's Office
Knox County Sheriff's Department	Wabash City County Sheriff's Department
Kokomo Police Department	Warren Police Department
Lafayette Police Department	Washington County Sheriff's Department
Lake County Sheriff's Department	White County Sheriff's Department
LaPorte County Sheriff's Office	Winchester Police Department
Leavenworth Police Department	

FY 2021 EVIDENCE-BASED TSEP: TRAFFIC SAFETY ENFORCEMENT PLAN

Evidence-based enforcement begins with an analysis of appropriate data to form the problem identification. Then proven countermeasures are deployed which target the identified problems. Following the deployment of countermeasures, evidence based enforcement requires continuous follow-up and adjustments.

Prior to awarding any grant funds in FY 2021 to sub-grantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2021 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The Regional LELs play an important role in monitoring the effectiveness of evidence-based enforcement. LELs monitor all TSD police department sub-grantees through site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence-based enforcement receive an increased level of monitoring and attention.

Enforcement efforts will be evidence-based, with the objective of preventing traffic, crashes, fatalities, and injuries. The enforcement program will be continuously evaluated and the necessary adjustments will be made. ICJI and the LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. There will be continuous follow-up with agencies to address any lack of performance issues or activities. Adjustments and follow-up as needed will be conducted throughout the fiscal year by LELs and program managers.

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
164AL-2021-21-00-00	DUIEP: Driving Under the Influence Extra Patrol
M6X-2021-26-00-00	Indiana State Police Impaired Driving Extra Patrol
OP-2021-13-00-00	Indiana State Police OPS: Occupant Protection Strategies
M1X-2021-11-00-00	OBU: Operation Belt Up
OP-2021-08-00-00	CITLI: Click It, to Live It: Slower Speed and Seat Belts Save Lives
PS-2021-09-00-00	S.A.V.E: Stop Arm Violation Enforcement Project
164AL-2021-23-00-00	SIDEP: Summer Impaired Driving Enforcement Project

INDIANA TRAFFIC SAFETY REGIONS MAP
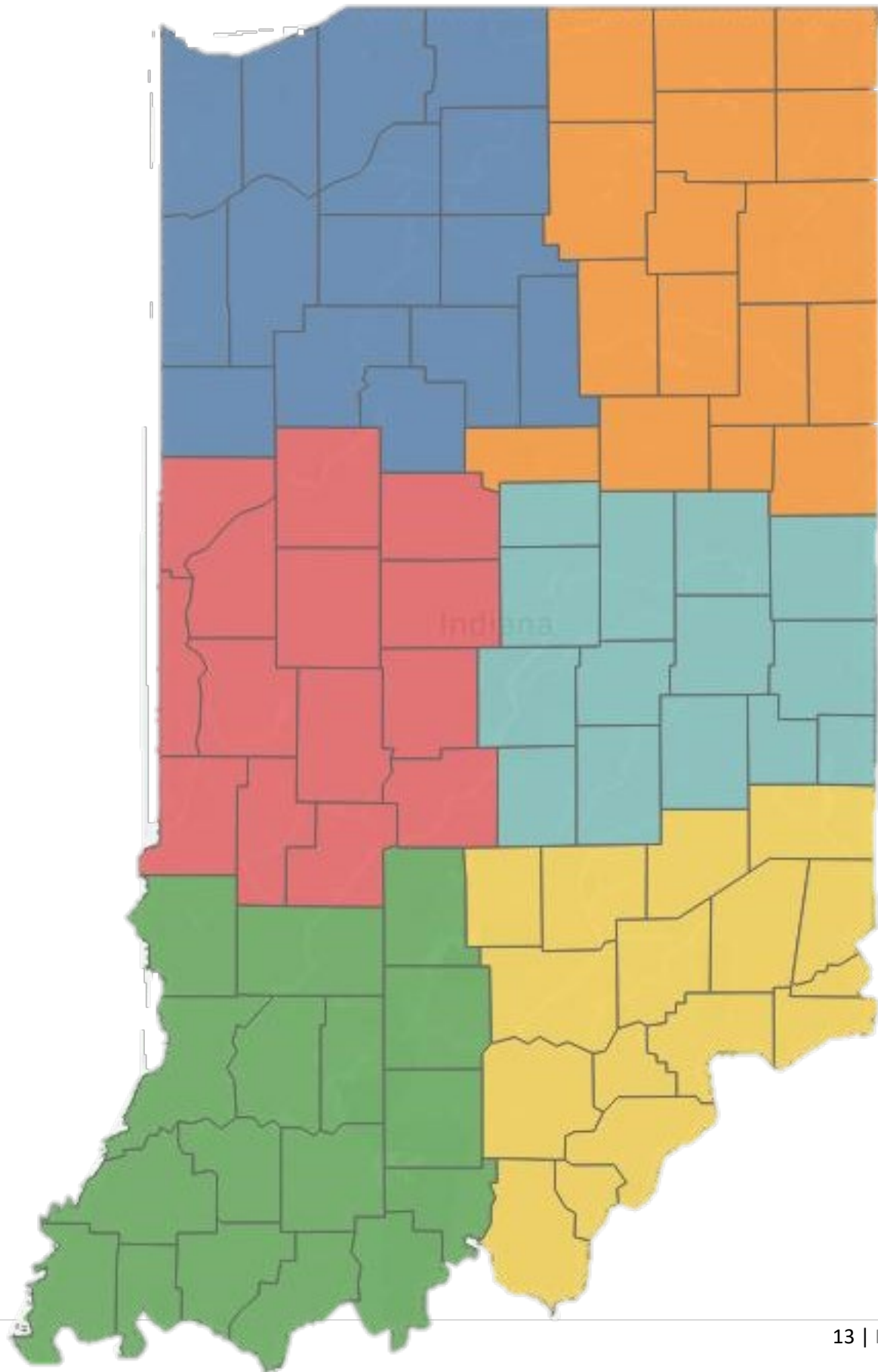
STATE DEMOGRAPHICS

Indiana consists of 92 counties and has an estimated 2015 population of 6,619,680. Sixty-two percent of the population is between the ages of 18 and 64. Indiana residents are 85.8 percent white, 9.6 percent black, and 6.7 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made up 6.3 percent, 23.9 percent, and 14.6 percent, respectively, of the population. In 2014, there were just under 6.05 million registered vehicles on Indiana roads. Indiana has 12,000 miles of Interstate, U.S. and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

The following resources will be used for Indiana's evidence-based traffic safety enforcement plan.

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

» **Purdue University's Center for Road Safety (CRS)**
CRS provides seat belt survey analysis and, in April 2017, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2014 through 2016. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity.

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

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

» **Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers**
ICJI will also employ the OBIEE system from INDOT. This system allows additional querying capabilities of Indiana State Police data and yields large datasets for additional analysis. This system is updated daily with Indiana State Police data.

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

While analysis is constant, these data sources allow ICJI to identify the following: highest demonstrating crash incidents for Indiana counties across multiple measures such as restraint use and impaired driving; the most significant spans of time for collisions based specific variables; and roadways/intersections where the highest quantity of collisions are occurring. This allows the TSD to provide law enforcement with specific plans of action for their program based on county specific data (e.g. days and times, roadways, and maps of collision data).

Data identified provides the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 250 law enforcement agencies, utilizing the most up-to-date data, driving "Countermeasures That Work" programming, and continuous monitoring of programs, ICJI's funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

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

DATA ANALYSIS AND TARGET SETTING

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

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

PERFORMANCE PLAN

Sort Order	Performance Measure Name	Target Period	Target Start Year	Target End Year	5-Year Target Value	2021 Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2017	2021	817.3	781
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	3,311.4	3,467.6
3	C-3) Fatalities/HMVMT (FARS, FHWA)	5 Year	2017	2021	1.006	0.94
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2017	2021	220	202
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	5 Year	2017	2021	197	197
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2017	2021	210	202
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	117	106
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	82	62
9	C-9) Number of drivers 20 or younger involved in fatal crashes (FARS)	5 Year	2017	2021	113	96
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2017	2021	95	93
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2017	2021	16	13
12	B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (Annual Survey)	5 Year	2017	2021	92.2	95.9
13	A-1) Fatalities per 100 Million Vehicle Miles Traveled - Rural	5 Year	2017	2021	1.74	1.61
14	A-2) Fatalities per 100 Million Vehicle Miles Traveled - Urban	5 Year	2017	2021	0.61	0.56
15	A-3) Motorcycle Fatalities Per 100k Registrations	5 Year	2017	2021	47.96	40.21
16	A-4) Rate of .08+ BAC impaired driving fatalities per 100 Million Vehicle Miles Traveled	5 Year	2017	2021	0.24	0.24
17	A-5)Children aged 15 and under killed in traffic collisions	5 Year	2017	2021	33	24
18	CPS-1) Children aged 7 and under killed in traffic collisions	5 Year	2017	2021	14	10

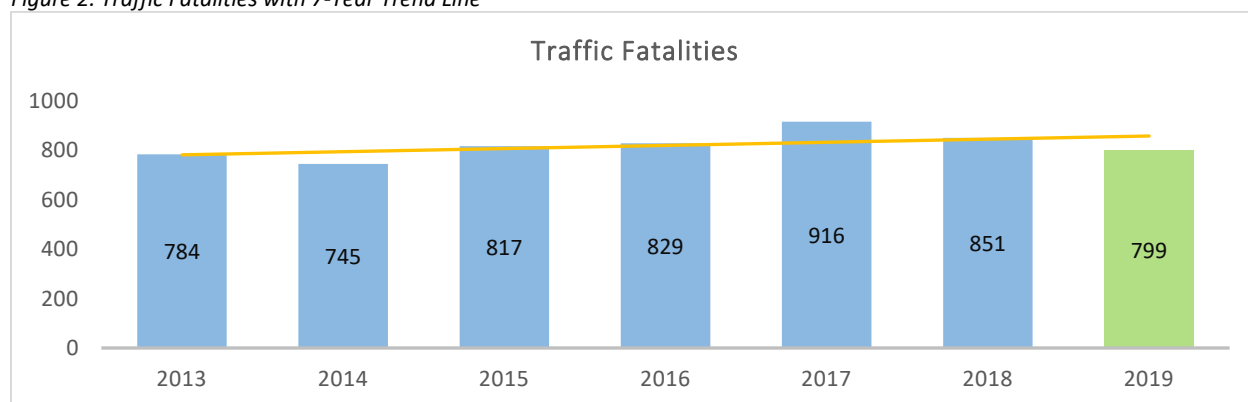## PERFORMANCE MEASURE C-1: NUMBER OF TRAFFIC FATALITIES (FARS)
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-1) Number of traffic fatalities (FARS)	Numeric	817.3	2017	781

Performance Target Justification

The performance target for traffic fatalities is one of the three targets that must match with the Indiana Department of Transportation (INDOT) as the state's planning agency for the State Strategic Highway Safety Plan under requirements of the FAST Act under 23 U.S.C. 402(b)(1)(f)(v). INDOT calculates this performance target by using employment predictions and a model that uses employment data to predict fatalities.

Statement of Justification: After analyzing numerous methods of predicting future fatality totals, it was determined that the most consistently accurate results were achieved by predicting the number of fatalities using the predicted employment percentage (Note: The employment percentage is the inverse of the unemployment percentage). The predicted employment percentage is calculated using a linear projection based on the previous two years of data. However, it is known that 2020 will have much lower employment percent than that prediction based on the early numbers, so a lower percentage was chosen than the linear method would have calculated. For 2020 an employment percentage of 86 was thoughtfully selected. In order to calculate the number of fatalities using the predicted employment percent, a model was built using the Microsoft Excel's Solver function. The previous 6 years of predicted employment data were used in the Solver function. The Solver function then produced coefficients for the model that provide the best fit over the previous 6 years. This model is in the form of $Y=A*X^2+B*X+C$ where Y is the predicted fatalities and X is the predicted employment percentage which was calculated as described previously. In this case, A=0.092035868, B=0, and C=1.002103772.

Figure 2. Traffic Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of traffic

fatalities for the prior 5-year period is 2.25%, and thus, we will aim for a 2.25% reduction in fatalities in the coming year. This makes the 2021 target value 781 fatalities.

PERFORMANCE MEASURE C-2: NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)
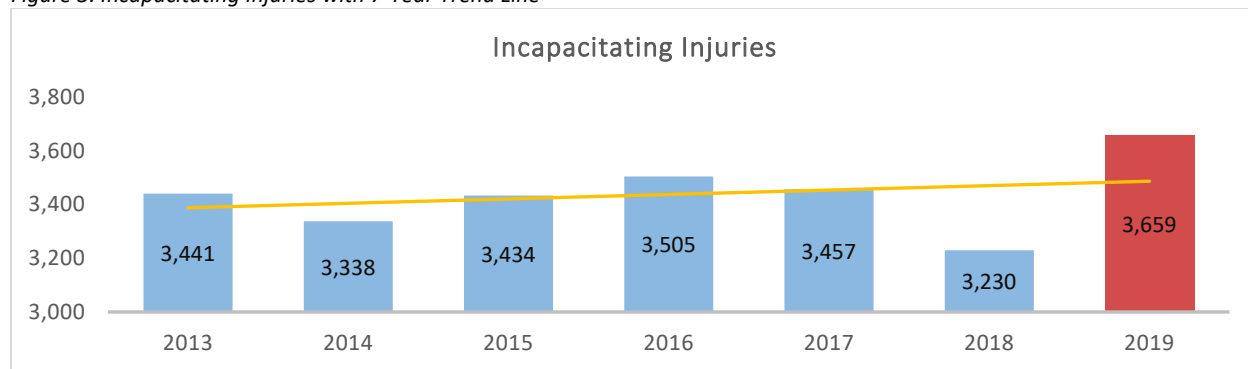
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-2) Number of serious injuries in traffic crashes (State crash data files)	Numeric	3,311.40	2017	3,467.6

Performance Target Justification

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). Due to a definition change of incapacitating/serious injury we take the number of injuries and multiple it by 7.2% to get the number of those that are serious. Then we created a trend line to calculate the 5-year target value.

Figure 3. Incapacitating Injuries with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of serious injuries in traffic crashes for the prior 5-year period is 2.06%, and thus, we will aim for a 2.06% reduction in serious injuries in the coming year. This makes the 2021 target value 3,467.6 serious injuries.

## PERFORMANCE MEASURE C-3: FATALITIES/HMVMT (FARS, FHWA)
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-3) Fatalities/HMVMT (FARS, FHWA)	Numeric	1.006	2017	0.94

Performance Target Justification
The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). The predicted annual Vehicle Miles Traveled (VMT) growth rate for each of the next five years is estimated to vary from past patterns due to the economic slowdown largely due to the COVID-19 Pandemic. As a result, projected VMT for 2020 is predicted to reduce by 7.20% from the last INDOT estimated VMT for 2019. INDOT's Technical Planning Support & Programming Division arrived at this figure by averaging the Average Annual Volume Data for the first 5 month on 2020 against data for the same 5 months of the last year for each of five factor groups. The projection of VMT for 2021 has likewise been set at 1.00% based on projected slow economic growth next year. The contributing Annual Growth Rates are calculated from the data collected at Indiana's 100+ Continuous Data Collection Sites around the State across a variety of Functional Classes.

Figure 4. Fatalities per 100 Million Vehicle Miles Traveled with 7-Year Trend Line
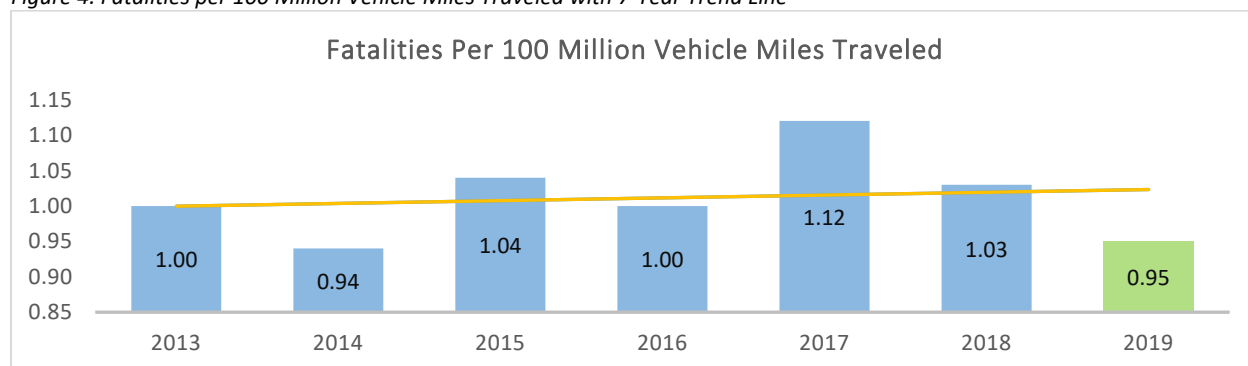
Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of traffic fatalities per 100 million vehicle miles traveled for the prior 5-year period is 0.60%, and thus, we will aim for a 0.60% reduction in fatalities/HMVMT in the coming year. This makes the 2021 target value 0.94 fatalities/HMVMT.

PERFORMANCE MEASURE C-4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	220	2017	202

Performance Target Justification

The 5-year performance target value for unrestrained passenger vehicle occupant fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 220 fatalities.

Figure 5. Unrestrained Passenger Vehicle Occupant Fatalities with 7-Year Trend Line
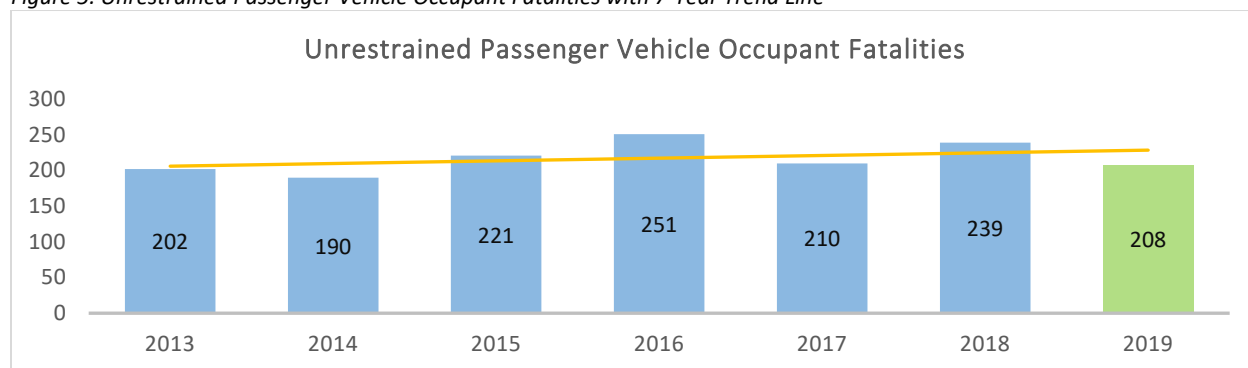
Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of unrestrained passenger vehicle occupant fatalities for the prior 5-year period is 2.88%, and thus, we will aim for a 2.88% reduction in unrestrained fatalities in the coming year. This makes the 2021 target value 202 unrestrained fatalities.

PERFORMANCE MEASURE C-5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 OR ABOVE (FARS)
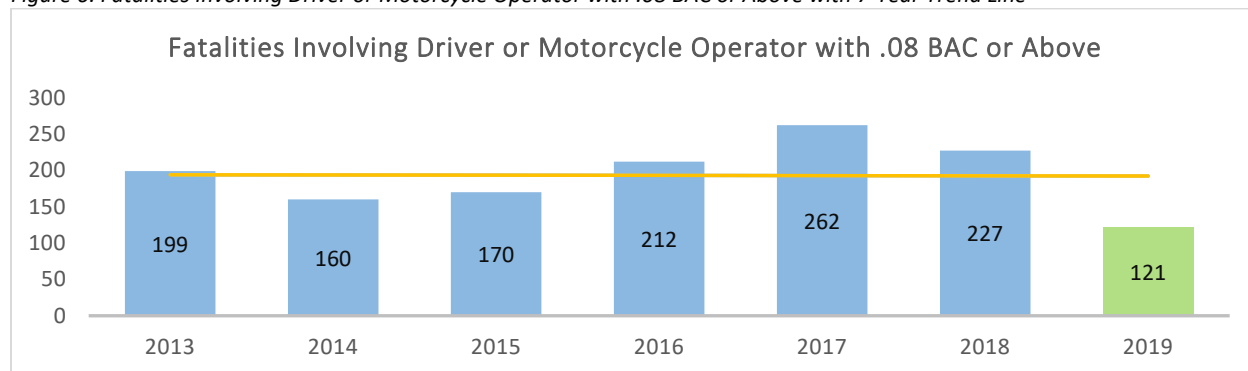
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	Numeric	197	2017	197

Performance Target Justification

The 5-year performance target value for fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 197 such fatalities.

Figure 6. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

Due to incomplete data for 2019, we are unable to calculate an accurate percent change for the prior five year period. Indiana will use the 5-year target value of 197 as our 2021 target value as it aims for a 13% reduction in impaired driving fatalities over 2018.

PERFORMANCE MEASURE C-6: NUMBER OF SPEEDING-RELATED FATALITIES (FARS)
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-6) Number of speeding-related fatalities (FARS)	Numeric	210	2017	202

Performance Target Justification

The 5-year performance target value for speed related fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 210 fatalities.

Figure 7. Speed Related Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of speed related fatalities for the prior 5-year period is 0.85%, and thus, we will aim for a 0.85% reduction in speed related fatalities in the coming year. This makes the 2021 target value 202 fatalities.
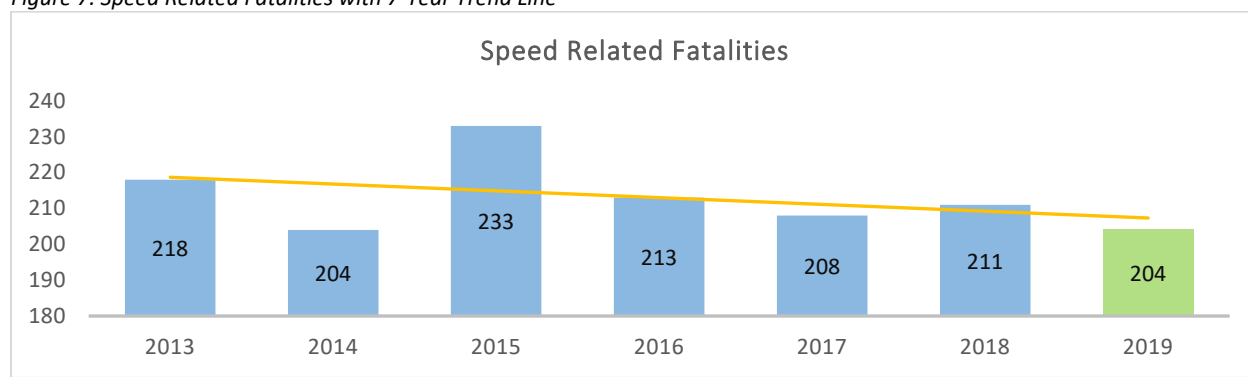
PERFORMANCE MEASURE C-7: NUMBER OF MOTORCYCLIST FATALITIES (FARS)
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-7) Number of motorcyclist fatalities (FARS)	Numeric	117	2017	106

Performance Target Justification

The 5-year performance target value for motorcycle fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 117 fatalities.

Figure 8. Total Motorcycle Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of motorcycle fatalities for the prior 5-year period is 0.79%, and thus, we will aim for a 0.79% reduction in motorcycle fatalities in the coming year. This makes the 2021 target value 106 motorcycle fatalities.

PERFORMANCE MEASURE C-8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)
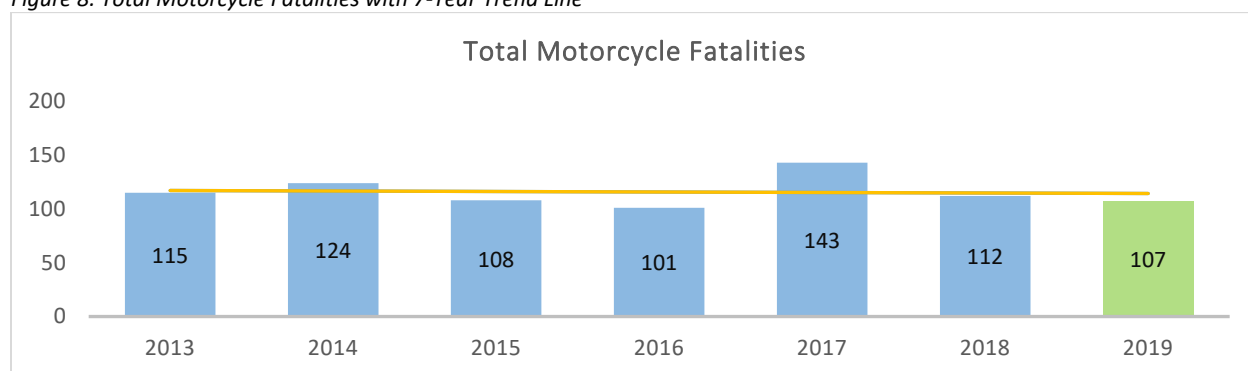Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Numeric	82	2017	62

Performance Target Justification

The 5-year performance target value for unhelmeted motorcycle fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 82 fatalities.

Figure 9. Unhelmeted Motorcycle Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of unhelmeted motorcycle fatalities for the prior 5-year period is 3.45%, and thus, we will aim for a 3.45% reduction in unhelmeted motorcycle fatalities in the coming year. This makes the 2021 target value 62 fatalities.

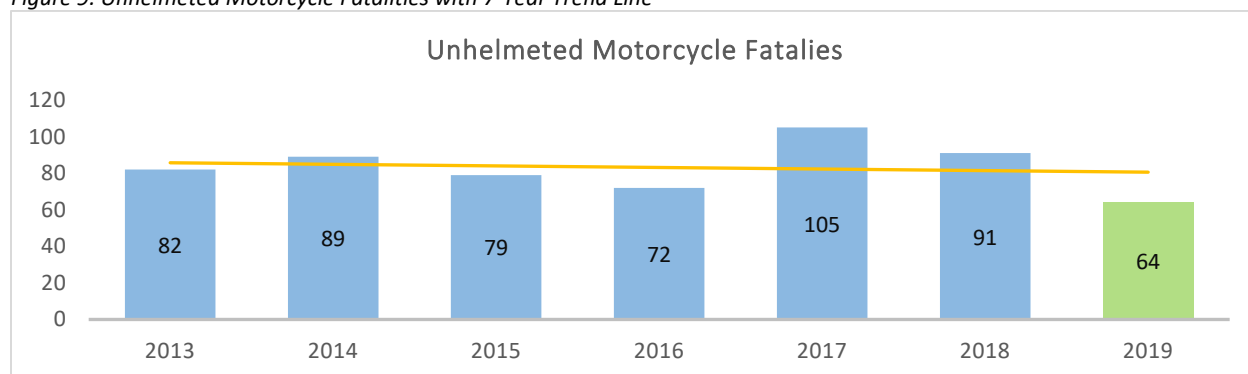## PERFORMANCE MEASURE C-9: NUMBER OF DRIVERS 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-9) Number of drivers 20 or younger involved in fatal crashes (FARS)	Numeric	113	2017	96

Performance Target Justification

The 5-year performance target value for drivers 20 or younger involved in fatal crashes was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 113 crashes.

Figure 10. Drivers 20 and Under Involved in Fatal Collisions with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of drivers 20 or younger involved in fatal crashes for the prior 5-year period is 5.12%, and thus, we will aim for a 5.12% reduction in young driver involved collisions in the coming year. This makes the 2021 target value 96 collisions.
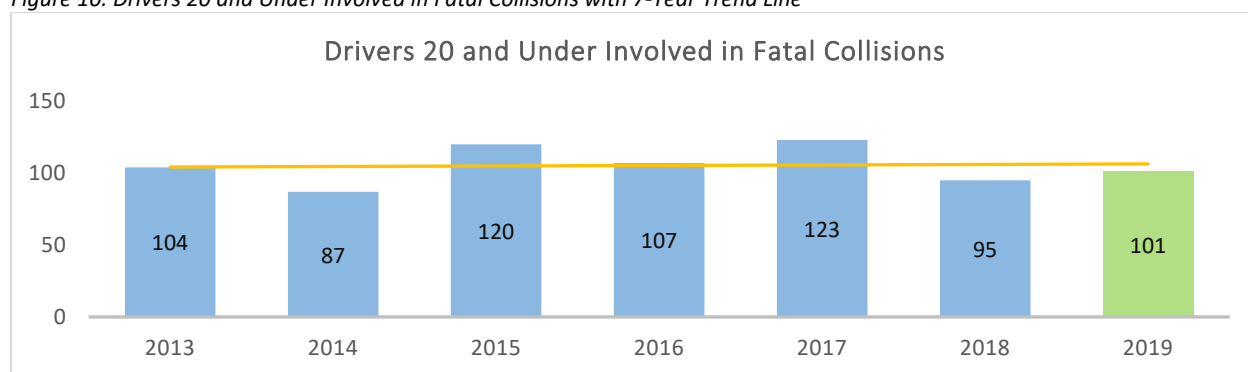
PERFORMANCE MEASURE C-10: NUMBER OF PEDESTRIAN FATALITIES (FARS)
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-10) Number of pedestrian fatalities (FARS)	Numeric	95	2017	93

Performance Target Justification
The 5-year performance target value for pedestrian fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 95 fatalities.

Figure 11. Pedestrian Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of pedestrian fatalities for the prior 5-year period is 5.61%, and thus, we will aim for a 5.61% reduction in pedestrian fatalities in the coming year. This makes the 2021 target value 93 fatalities.
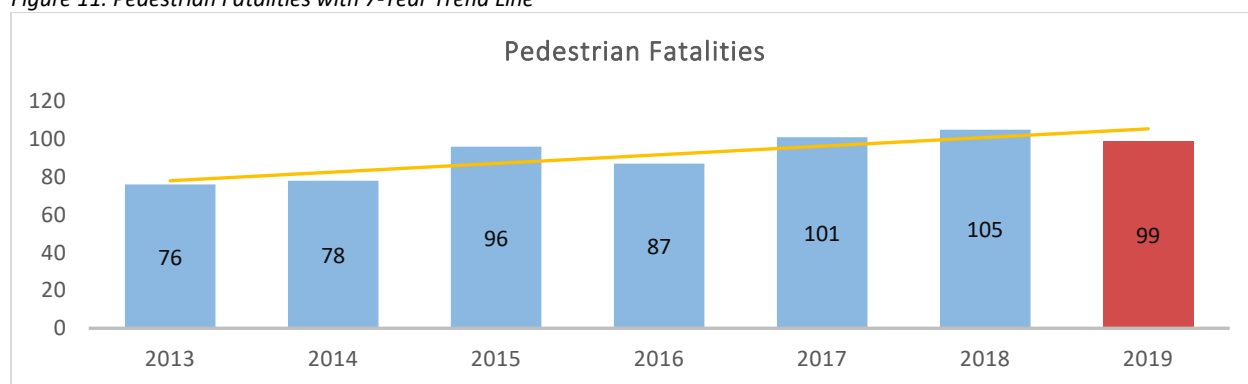
PERFORMANCE MEASURE C-11: NUMBER OF BICYCLIST FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
C-11) Number of bicyclists fatalities (FARS)	Numeric	16	2017	13

Performance Target Justification

The 5-year performance target value for bicyclist fatalities was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 16 fatalities.

Figure 12. Bicycle Fatalities with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of bicyclist fatalities for the prior 5-year period is 15.61%, and thus, we will aim for a 15.61% reduction in bicyclist fatalities in the coming year. This makes the 2021 target value 13 fatalities.

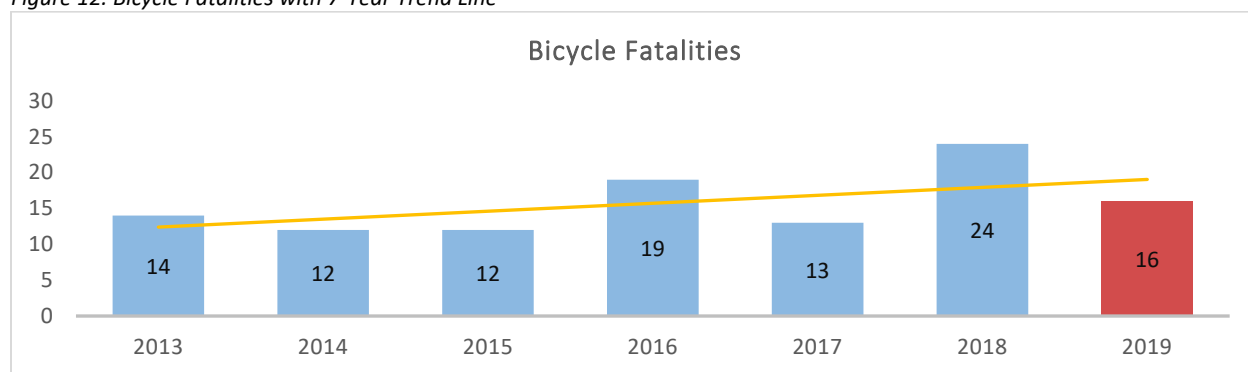## PERFORMANCE MEASURE B-1: OBSERVED SEATBELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (ANNUAL SURVEY)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Annual Survey)	Percent	92.2	2017	95.9

Performance Target Justification

The 5-year performance target value for observed seat belt use was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average use rate of 92.2.

Figure 13. Observed Seat Belt Usage Rate (%) with 7-Year Trend Line

Source: 2013-18, FARS; 2019, Annual Seat Belt Survey

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in seat belt usage rate for the prior 5-year period is 1.05%, and thus, we will aim for a 1.05% increase in seat belt usage in the coming year. This makes the 2021 target value a usage rate of 95.9.

PERFORMANCE MEASURE A-1: FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED – RURAL (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Fatalities per 100 Million Vehicle Miles Traveled – Rural (FARS)	Numeric	1.74	2017	1.61

Performance Target Justification

The 5-year performance target value for fatalities per 100 million vehicle miles traveled - rural was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 1.74 fatalities/HMVMT-Rural.

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in fatalities/HMVMT-Rural for the prior 5-year period is 0.73%, and thus, we will aim for a 0.73% reduction in fatalities/HMVMT-Rural in the coming year. This makes the 2021 target value 1.61 fatalities per 100 million vehicle miles traveled - rural.

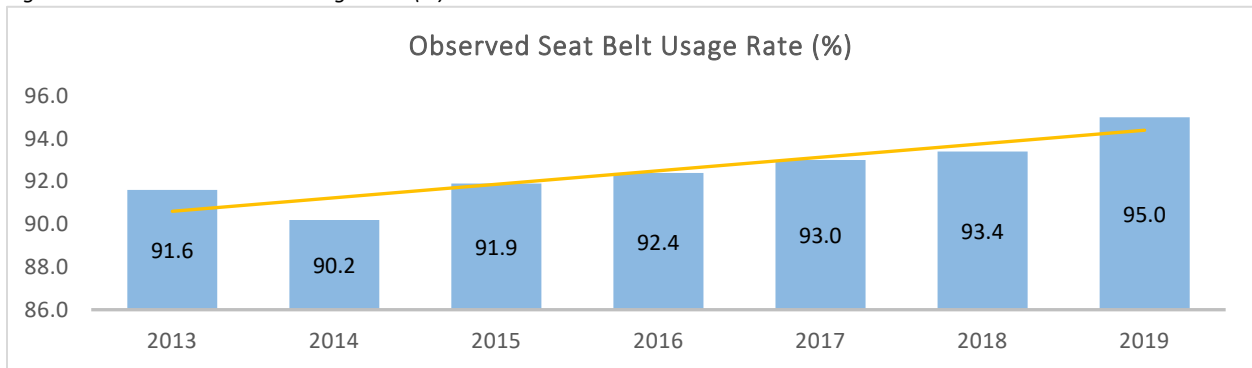## PERFORMANCE MEASURE A-2: FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED – URBAN (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Fatalities per 100 Million Vehicle Miles Traveled – Urban (FARS)	Numeric	0.61	2017	0.56

Performance Target Justification

The 5-year performance target value for fatalities per 100 million vehicle miles traveled - urban was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 0.61 fatalities/HMVMT-Urban.

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in fatalities/HMVMT-Urban for the prior 5-year period is 1.36 %, and thus, we will aim for a 1.36% reduction in fatalities/HMVMT-Urban in the coming year. This makes the 2021 target value 0.56 fatalities per 100 million vehicle miles traveled - urban.

PERFORMANCE MEASURE A-3: MOTORCYCLE FATALITIES PER 100K REGISTRATIONS
Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Motorcycle fatalities Per 100k Registrations	Numeric	47.96	2017	40.21

Performance Target Justification
The 5-year performance target value for motorcycle fatalities per 100k registrations was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 47.96 fatalities per 100k registrations.

Figure 14. Motorcycle Fatalities per 100k Registrations with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES, BMV

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in motorcycle fatalities per 100k registrations for the prior 5-year period is 3.10%, and thus, we will aim for a 3.10% decrease in the fatality rate in the coming year. This makes the 2021 target value 40.21 motorcycle fatalities per 100k registrations.

PERFORMANCE MEASURE A-4: RATE OF .08+ BAC IMPAIRED DRIVING FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED
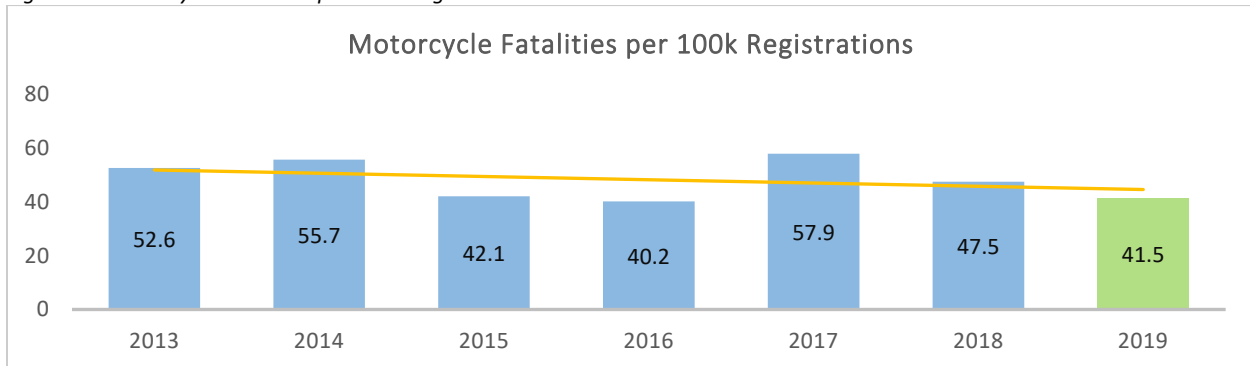Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Rate of .08+ BAC impaired driving fatalities per 100 Million Vehicle Miles Traveled	Numeric	0.24	2017	0.24

Performance Target Justification
The 5-year performance target value for the rate of .08+ BAC impaired driving fatalities per 100 million vehicle miles traveled was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 0.24 fatalities/HMVMT.

Figure 15. Rate of .08+ Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled with 7-Year Trend Line

Source: FARS

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in the rate of .08+ BAC impaired driving fatalities per 100 million vehicle miles traveled for the prior 5-year period is 0.18%, and thus, we will aim for a 0.18% decrease in the fatality rate in the coming year. This makes the 2021 target value 0.24 fatalities/HMVMT.

PERFORMANCE MEASURE A-5: CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Children aged 15 and under killed in traffic collisions	Numeric	33	2017	24

Performance Target Justification

The 5-year performance target value for children aged 15 and under killed in traffic collisions was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 33 fatalities.

Figure 16. Children Aged 15 and Under Killed in Traffic Collisions with 7-Year Trend Line

Source: 2013-18, FARS; 2019, ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of children killed in traffic collisions for the prior 5-year period is 32.43%, and thus, we will aim for a 32.43% reduction in children aged 15 and under killed in traffic collisions in the coming year. This makes the 2021 target value 24 fatalities.

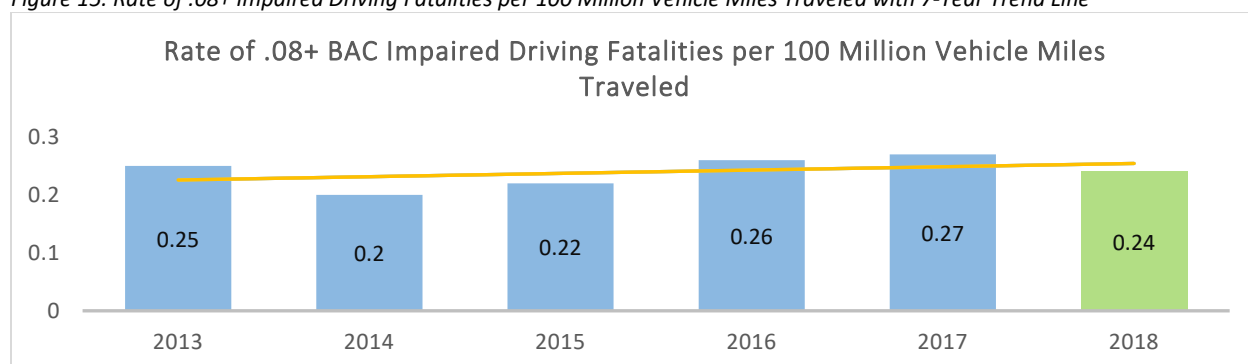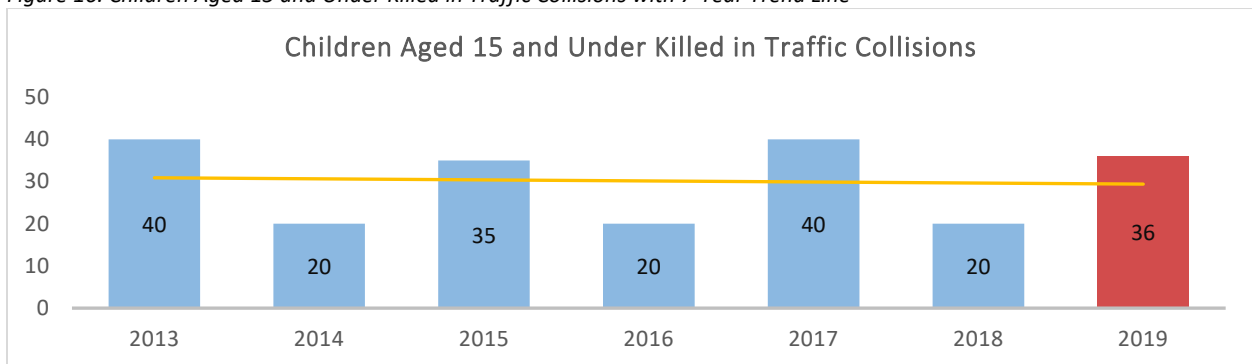## PERFORMANCE MEASURE CPS-1: CHILDREN AGED 7 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2021 Target Value
Children aged 7 and under killed in traffic collisions	Numeric	14	2017	10

Performance Target Justification

The 5-year performance target value for children aged 7 and under killed in traffic collisions was determined using a rolling five year average from 2015 to 2019. Indiana's target for the end of 2021 is a 5-year average of 14 fatalities.

Figure 17. Children Aged 7 and Under Killed in Traffic Collisions with 7-Year Trend Line
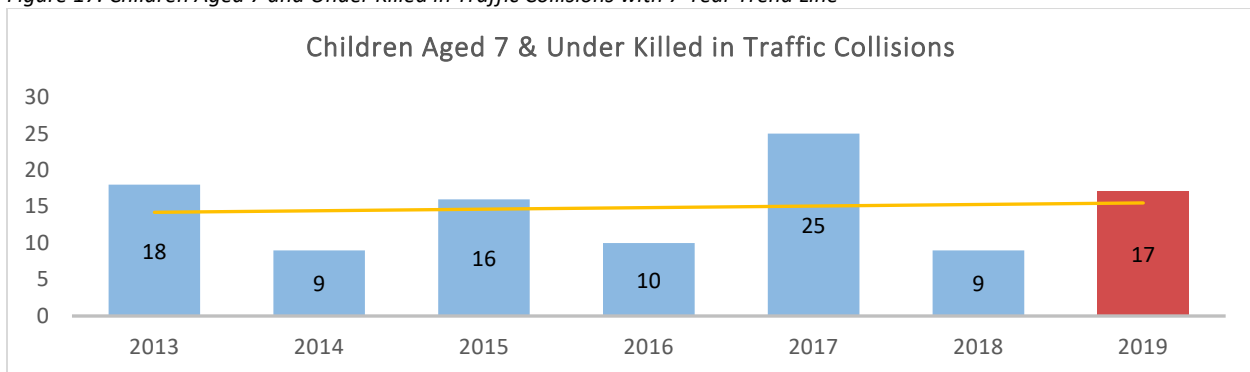
Source: ARIES

The 2021 target value was established by calculating the average percent change between each year from 2015 to 2019. The absolute value of the change was used to determine what a reasonable expectation for improvement during grant year 2021 would be. The average change in number of children killed in traffic collisions for the prior 5-year period is 43.03%, and thus, we will aim for a 43.03% reduction in children aged 7 and under killed in traffic collisions in the coming year. This makes the 2021 target value 10 fatalities.

PERFORMANCE TARGET UPDATE: FY20 HSP

Sort Order	Performance Measure Name	5-Year Target Value	2020 Target Value	Metric Status
1	C-1) Number of traffic fatalities (FARS)	817.3	907.7	In-Process
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	3,311.4	3,467.4	In-Process
3	C-3) Fatalities/HMVMT (FARS, FHWA)	1.006	1.1	In-Process
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	220	223	Not Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	197	198	In-Process
6	C-6) Number of speeding-related fatalities (FARS)	210	217	In-Process
7	C-7) Number of motorcyclist fatalities (FARS)	117	119	In-Process
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	82	85	In-Process
9	C-9) Number of drivers 20 or younger involved in fatal crashes (FARS)	113	113	In-Process
10	C-10) Number of pedestrian fatalities (FARS)	95	92.4	In-Process
11	C-11) Number of bicyclists fatalities (FARS)	16	14	In-Process
12	B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (Annual Survey)	92.2	92.2	Met
13	A-1) Fatalities per 100 Million Vehicle Miles Traveled - Rural	1.74	1.79	In-Process
14	A-2) Fatalities per 100 Million Vehicle Miles Traveled - Urban	0.61	0.60	In-Process
15	A-3) Motorcycle Fatalities Per 100k Registrations	47.96	51.42	In-Process
16	A-4) Rate of .08+ BAC impaired driving fatalities per 100 Million Vehicle Miles Traveled	0.24	0.25	In-Process
17	A-5) Children aged 15 and under killed in traffic collisions	33	32	In-Process
18	IN-1) Children aged 7 and under killed in traffic collisions	33	32	In-Process

PERFORMANCE METRIC TARGET TRACKING YEAR TO DATE COMPARISON

DEATHS

2018	2019	2020
610	587	580

PERCENT OF CHANGE

↓1.2% decrease

↓3.3% decrease

CRASHES

2018	2019	2020
556	539	521

Compared to this time last year, traffic deaths decreased by **1.2** percent.

Compared to this time last year, traffic crashes decreased by **3.3** percent.
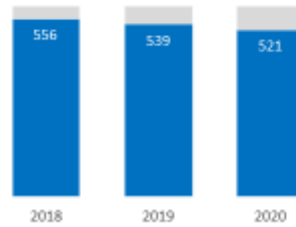
*** Traffic Fatalities from 2017 vs 2020 have decreased by 17.6%, from 704 to 580**

Source: Automated Reporting Information Exchange System (ARIES).

STATEWIDE PERFORMANCE DATA

	STATEWIDE FY20 TARGETS		
	TOTAL	Q3*	CURRENT^
Traffic Fatalities	908	681	577
Incapacitating Injuries	3497	2623	2868
Unrestrained Passenger Vehicle Occupant Fatalities	223	167	256
Fatalities Involving Driver or Operator with .08 BAC or Above	198	149	
Speeding Related Fatalities	217	163	128
Total Motorcycle Fatalities	119	89	59
Unhelmeted Motorcycle Fatalities	85	64	44
Drivers Aged 20 and Under Involved in Fatal Crashes	113	85	80
Pedestrian Fatalities	92	69	64
Bicyclists and Other Cyclists Fatalities	14	11	4
Children Aged 15 and Under Killed in Traffic Collisions	32	24	26

* Obtained by multiplying the yearly target by 0.75
^ The sum of each region's Q1, Q2, and Q3 totals

PERFORMANCE BY REGION

REGION ONE

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	115	134
Incapacitating Injuries	556	536
Unrestrained Passenger Vehicle Occupant Fatalities	51	65
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	35	41
Total Motorcycle Fatalities	9	18
Unhelmeted Motorcycle Fatalities	6	15
Drivers Aged 20 and Under Involved in Fatal Crashes	17	18
Pedestrian Fatalities	14	10
Bicyclists and Other Cyclists Fatalities	3	0
Children Aged 15 and Under Killed in Traffic Collisions	6	5
Children Aged 8 and Under Killed in Traffic Collisions*	3	2

* Not a tracked PMT. This is a brakedown of 15 and under fatalities
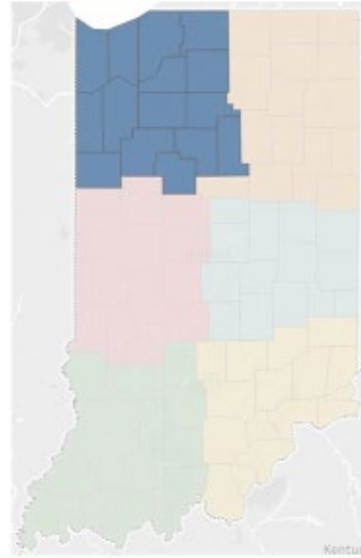
PERFORMANCE BY REGION

REGION TWO

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	114	103
Incapacitating Injuries	533	513
Unrestrained Passenger Vehicle Occupant Fatalities	57	46
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	24	22
Total Motorcycle Fatalities	14	16
Unhelmeted Motorcycle Fatalities	9	11
Drivers Aged 20 and Under Involved in Fatal Crashes	11	14
Pedestrian Fatalities	13	9
Bicyclists and Other Cyclists Fatalities	1	0
Children Aged 15 and Under Killed in Traffic Collisions	13	2
Children Aged 8 and Under Killed in Traffic Collisions*	6	1

* Not a tracked PMT. This is a brakedown of 15 and under fatalities
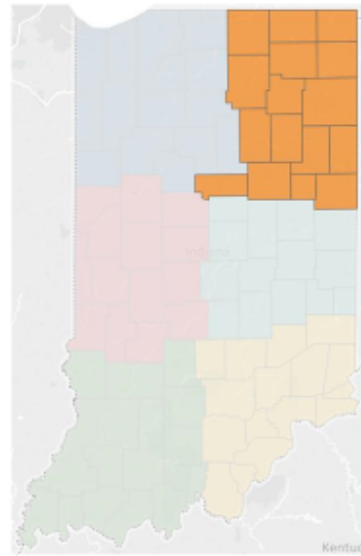
REGION THREE

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	59	68
Incapacitating Injuries	292	335
Unrestrained Passenger Vehicle Occupant Fatalities	27	28
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	12	13
Total Motorcycle Fatalities	6	3
Unhelmeted Motorcycle Fatalities	3	2
Drivers Aged 20 and Under Involved in Fatal Crashes	14	11
Pedestrian Fatalities	8	4
Bicyclists and Other Cyclists Fatalities	1	1
Children Aged 15 and Under Killed in Traffic Collisions	0	4
Children Aged 8 and Under Killed in Traffic Collisions*	0	4

* Not a tracked PMT. This is a breakdown of 15 and under fatalities
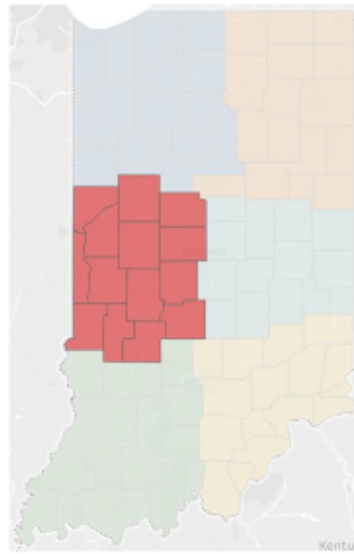
PERFORMANCE BY REGION

REGION FOUR

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	151	133
Incapacitating Injuries	867	807
Unrestrained Passenger Vehicle Occupant Fatalities	65	50
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	24	25
Total Motorcycle Fatalities	18	10
Unhelmeted Motorcycle Fatalities	12	6
Drivers Aged 20 and Under Involved in Fatal Crashes	15	12
Pedestrian Fatalities	28	36
Bicyclists and Other Cyclists Fatalities	2	2
Children Aged 15 and Under Killed in Traffic Collisions	3	6
Children Aged 8 and Under Killed in Traffic Collisions*	2	2

* Not a tracked PMT. This is a breakdown of 15 and under fatalities
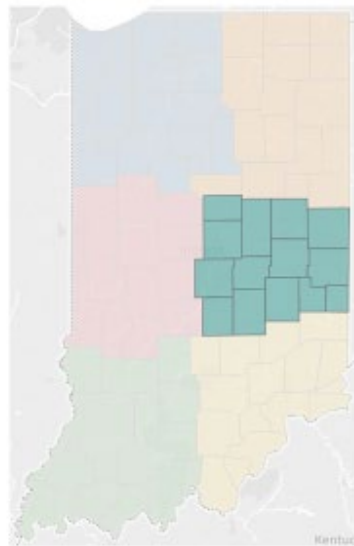
PERFORMANCE BY REGION   REGION FIVE

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	68	44
Incapacitating Injuries	310	310
Unrestrained Passenger Vehicle Occupant Fatalities	32	21
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	9	3
Total Motorcycle Fatalities	6	3
Unhelmeted Motorcycle Fatalities	6	2
Drivers Aged 20 and Under Involved in Fatal Crashes	6	11
Pedestrian Fatalities	9	2
Bicyclists and Other Cyclists Fatalities	1	0
Children Aged 15 and Under Killed in Traffic Collisions	5	2
Children Aged 8 and Under Killed in Traffic Collisions*	3	1

* Not a tracked PMT. This is a brakedown of 15 and under fatalities
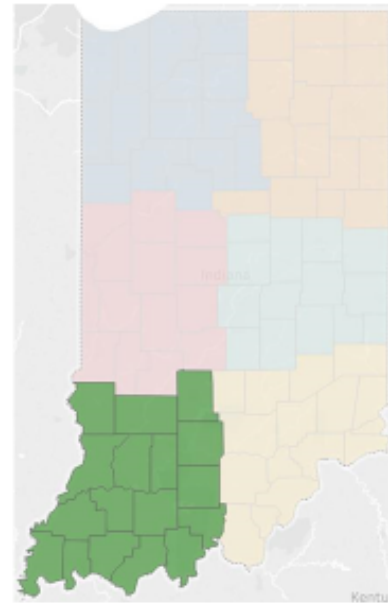
PERFORMANCE BY REGION   REGION SIX

	QUARTER 3 TOTALS	
	FY19	FY20
Traffic Fatalities	75	95
Incapacitating Injuries	379	367
Unrestrained Passenger Vehicle Occupant Fatalities	26	46
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	16	24
Total Motorcycle Fatalities	7	9
Unhelmeted Motorcycle Fatalities	4	8
Drivers Aged 20 and Under Involved in Fatal Crashes	9	14
Pedestrian Fatalities	10	3
Bicyclists and Other Cyclists Fatalities	1	1
Children Aged 15 and Under Killed in Traffic Collisions	1	7
Children Aged 8 and Under Killed in Traffic Collisions*	0	3

* Not a tracked PMT. This is a brakedown of 15 and under fatalities

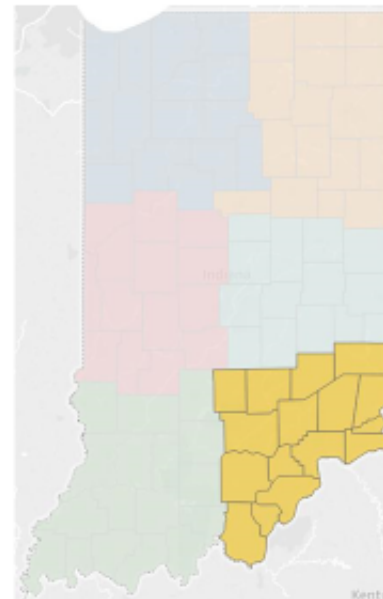# OCCUPANT PROTECTION

PROGRAM AREA: OCCUPANT PROTECTION

Description of Highway Safety Problems

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Funding priority will be given to programs that have the greatest impact on reducing injuries and fatalities that are due to not wearing seat belts. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, when, where, and why for each type of crash. Close attention is given to those contributing factors such as, location, time, and driver circumstances. Data analysis continues year round with the ICJI Research Division.

Figure 18. Observed Seat Belt Usage Rate (%)
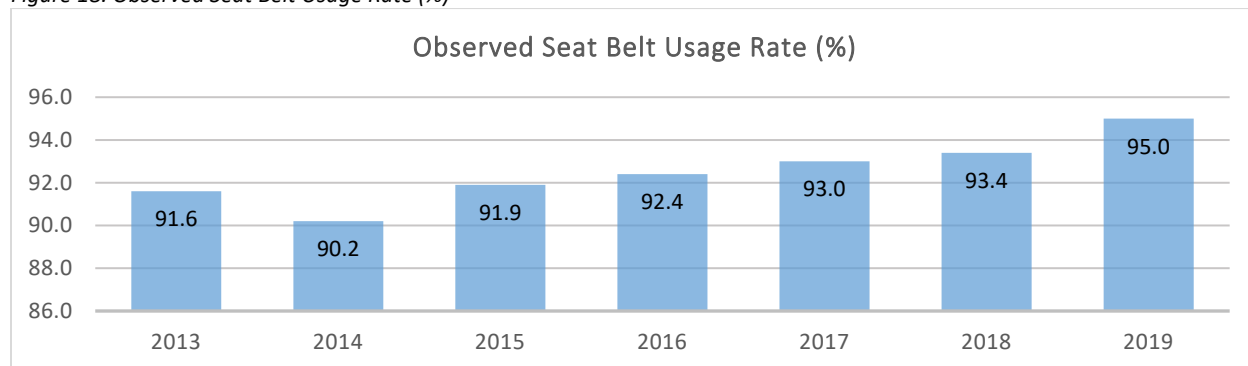
Source: Annual Survey

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. Approximately 40% of individuals sustaining an incapacitating injury were unrestrained during 2019. Additionally, approximately 47% of drivers killed were not properly restrained. Approximately 40% of individuals killed in the front passenger seat and 55% of individuals killed in the rear seating positions were not properly restrained. Speeding is also listed as a factor in an average of 16% of unrestrained fatalities. Over the last five years an average of 54% of speed-related fatalities were unrestrained, indicating a strong relationship between speeding a seat belt use.

Figure 19. Incapacitating Injuries
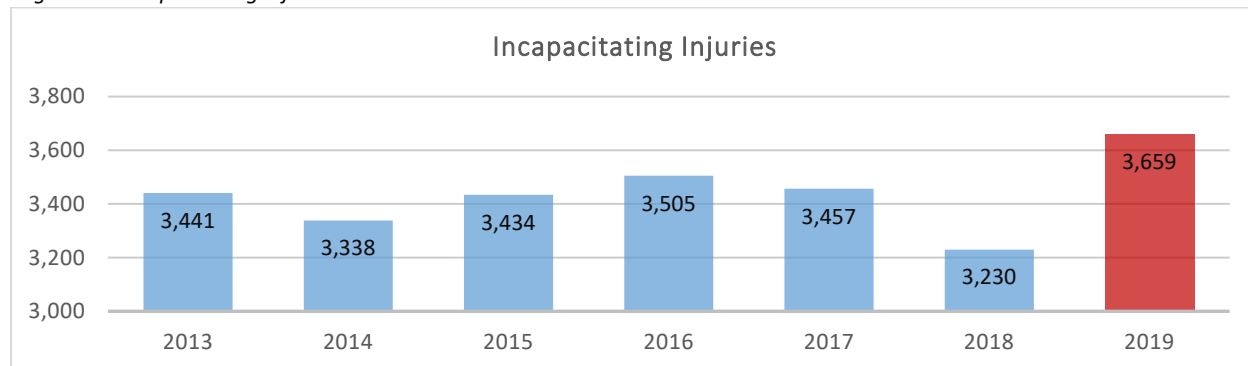
Source: 2013-18, FARS; 2019, ARIES

The TSD seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. ARIES data shows of those killed in 2019 collisions, restraint use was lowest in the 25-34 age group (20%), followed closely by the 15-24 age group (18%). Unrestrained collision rates were nearly the same between rural and urban areas when compared to the total number

of collisions. The data shows that seatbelt usage in 2018 was lowest in the west central and southwest regions of Indiana. This can be found in the PPI Occupant Protection fact sheet. Over 50% of unrestrained collisions occur between 12 PM and 6 PM. The most common three hour time period for unrestrained collisions is between 3:00 PM and 5:59 PM, while the three hour time period with the most unrestrained collisions resulting in fatalities is between 7:00 PM and 9:59 PM.

Occupants Ejected - Unrestrained Crashes

■ Ejected or Partial ■ Not Ejected

27%

73%
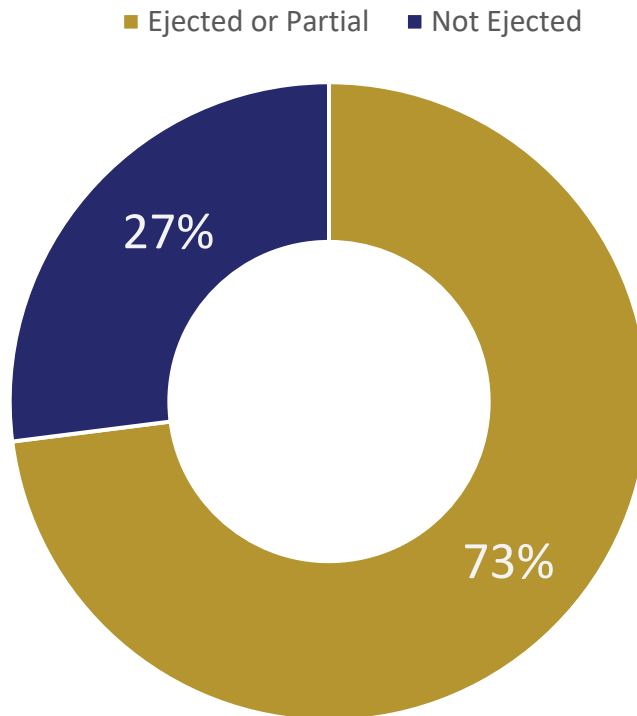
- **73%** of Unrestrained Fatalities were Ejected or Partially Ejected

- In 2019, **208** unrestrained fatalities were reported, 144 were ejected, and an additional 8 were partially ejected.

- 208 unrestrained fatalities represents **25%** of all fatalities

Figure 20. Unrestrained Passenger Vehicle Occupant Fatalities

Figure 20. Unrestrained Passenger Vehicle Occupant Fatalities
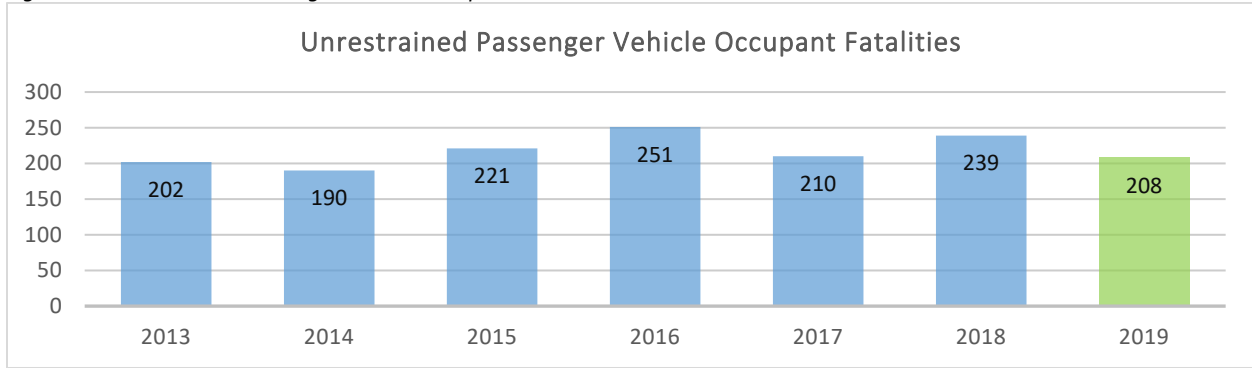
Source: 2013-18, FARS; 2019, ARIES

Figure 21. Unrestrained collisions per county (left) and unrestrained collisions per 10,000 population (right) in 2019
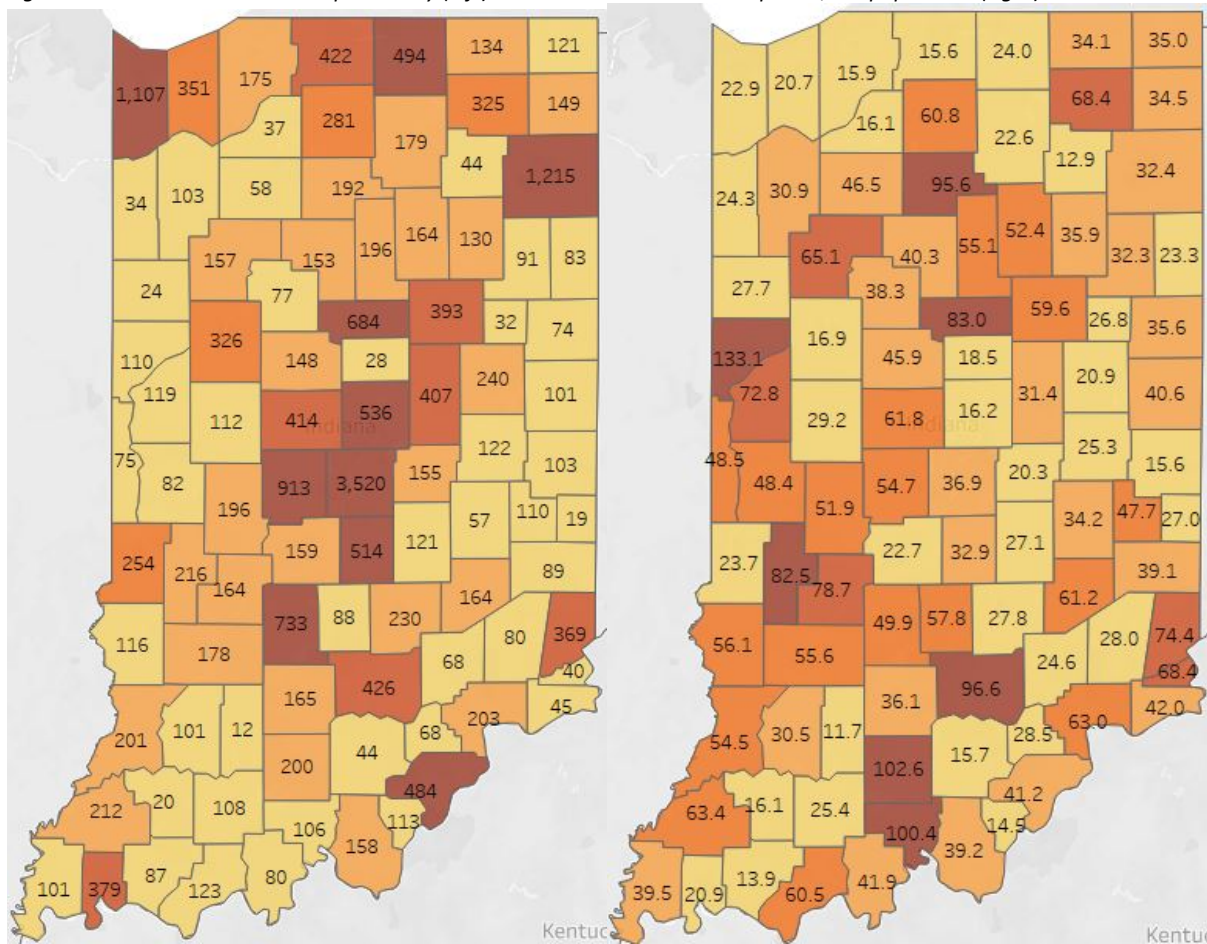
Source: ARIES

Compared with 2015 (221), 2018 (210) saw a 5% decrease in the number of unrestrained passenger vehicle occupant fatalities. In 2018 Indiana met the target for unrestrained fatalities (211), and also met the state's target for observed seatbelt usage rate. We expect FARS to report a decrease for 2019 to 208 unrestrained fatalities. Of those 2019 unrestrained fatalities 19 were from out of state. The five-year mean for unrestrained passenger vehicle occupant fatalities from 2014-2018 is 216.

Total seat belt citations are trending downward since 2015. In 2019, there were 31,759 citations written during funded activities, which is a 45% decrease from 2015. In 2015, an average of 1.50 seat belt

citations were written per hour and in 2019 that has increased to 2.10 seat belt citations written per hour. This increase can be attributed to fewer hours being worked, rather than more citations being written. Greater emphasis on unrestrained enforcement, by having more law enforcement agencies participate or more officers working more focused enforcement hours.

Figure 22. Number of Seat Belt Citations during Grant Funded Enforcement
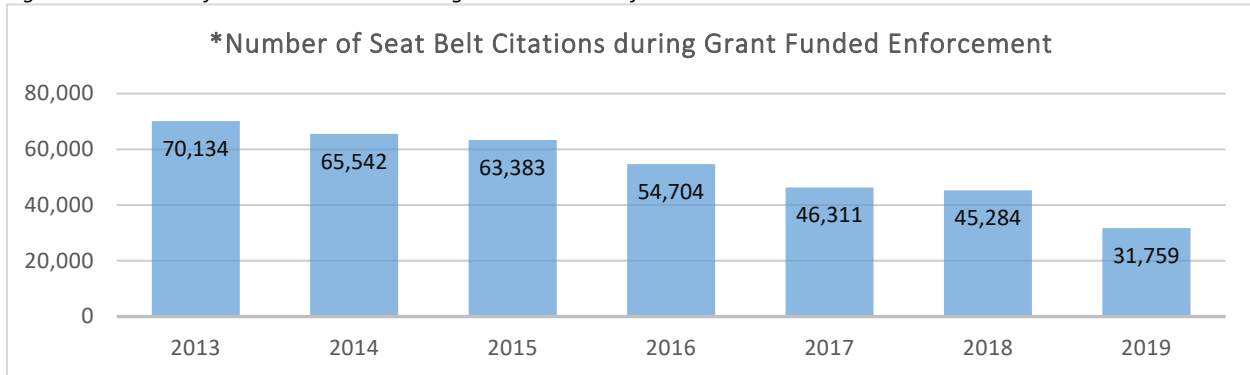
Source: OPO Database

Figure 23. Counties receiving OPO funding in 2019 (red counties received funding, gray counties did not). Source: OPO Database
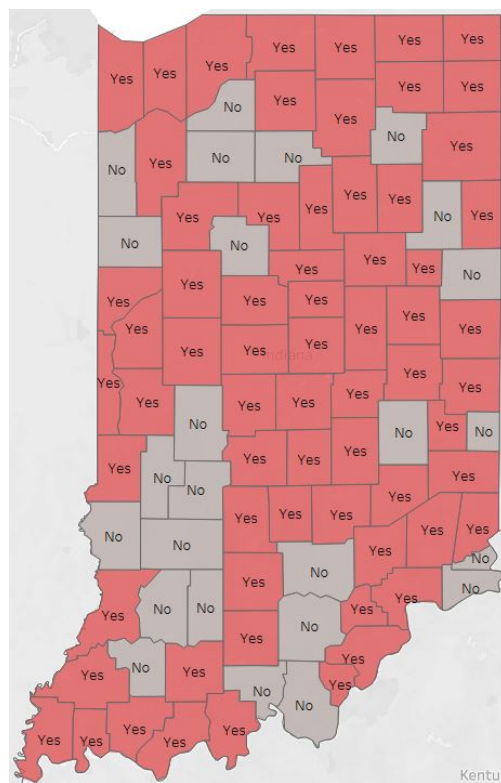
Secondary Collisions

In 2019 there were 3,081 collisions labeled as secondary collisions, which resulted in 39 fatalities. Often times those involved in a secondary collision are too distracted by looking at a collision scene to prevent their own collision. Distracted driving was listed as the primary cause in 127 secondary collisions, which is 4.1% of all secondary collisions. Distracted driving was listed as a contributing circumstance in 70 secondary collisions, and resulted in 1 fatality. Over 6% of secondary collisions cited distraction as a

factor in the collision. Less than 5% of collisions in Indiana cite distraction as a factor, meaning it is a slightly more prevalent factor in secondary collisions.

Secondary crashes on Interstates associated with lane closures and/or total road closures are an area of national concern. As part of Indiana CJI project of the FY20 HSP CMAP-0000 (Objective 3), the Purdue team identified 203 primary crashes on interstate roadways in Indiana that exhibited an impact of at least 2 hours on traffic and one or more secondary crashes, for the period of January 1 – December 31, 2019. In some cases, multiple primary crashes occurred at nearly the same time, typically during winter conditions. 195 unique incidents were identified for evaluation.

Table 1 summarizes this analysis for the six INDOT regions of the state (Figure 1).

Table 1. Summary of Incidents for 2019

District	Total Number of Primary Crashes	Total Number of Secondary Crashes	Number of Incidents with Road Closure	Avg. Road Closure Time (when closed)	Avg. Event Duration Time
Crawfordsville (CRW)	27	50	9	4h 12m	4h 29m
Fort Wayne (FTW)	29	39	10	2h 09m	3h 44m
Greenfield (GRN)	49	86	13	2h 12m	3h 40m
La Porte (LAP)	75	156	13	2h 10m	5h 23m
Seymour (SEY)	21	24	11	2h 05m	3h 26m
Vincennes (VIN)	2	3	1	5h 45m	4h 34m
Statistics for All Districts	**203**	**358**	**57**	**3h 05m**	**4h 13m**

Figure 1. INDOT districts map

Graphical heatmaps were developed using traffic speeds from probe vehicle data (1, 2) overlaid with crash data from the Automated Reporting Information Exchange System (ARIES) (3) to identify incidents and their impact on interstates. The heatmaps are generated by aggregating speeds reported on roughly 1-mile segments on the interstates, by direction of travel over 15-minute intervals. The y-axis represents

mile marker location on a roadway and the x-axis represents time of day. Figure 2 illustrates a heatmap color-coded by traffic speeds between mile markers (MM) 150 and 180 on I-65 in the south bound direction on September 12, 2019.

Crash data classified by severity type (property damage only PDO, personal injury PI and fatality F), location and time are extracted from ARIES crash reports and overlaid on heatmaps to understand the impact of the incident on the interstate traffic. Officer narratives and visual inspection of heatmaps (for example, back of queue) are used to classify the crashes into primary and secondary.

On Figure 2, the primary crash (callout P) occurred around 07:35 AM at MM 158 resulting in property damage. Traffic speeds dropped by more than 45mph resulting in sudden queues. Two secondary crashes (callouts i and ii) occurred approximately 1 hour 40 minutes and 8 hours 40 minutes later at MM 159.8 and MM 171, one of which was fatal. The first secondary crash led to 2 the interstate closure for nearly 8 hours and 45 minutes, which is illustrated by the "No Data" period on the heatmap during which no speeds were recorded.
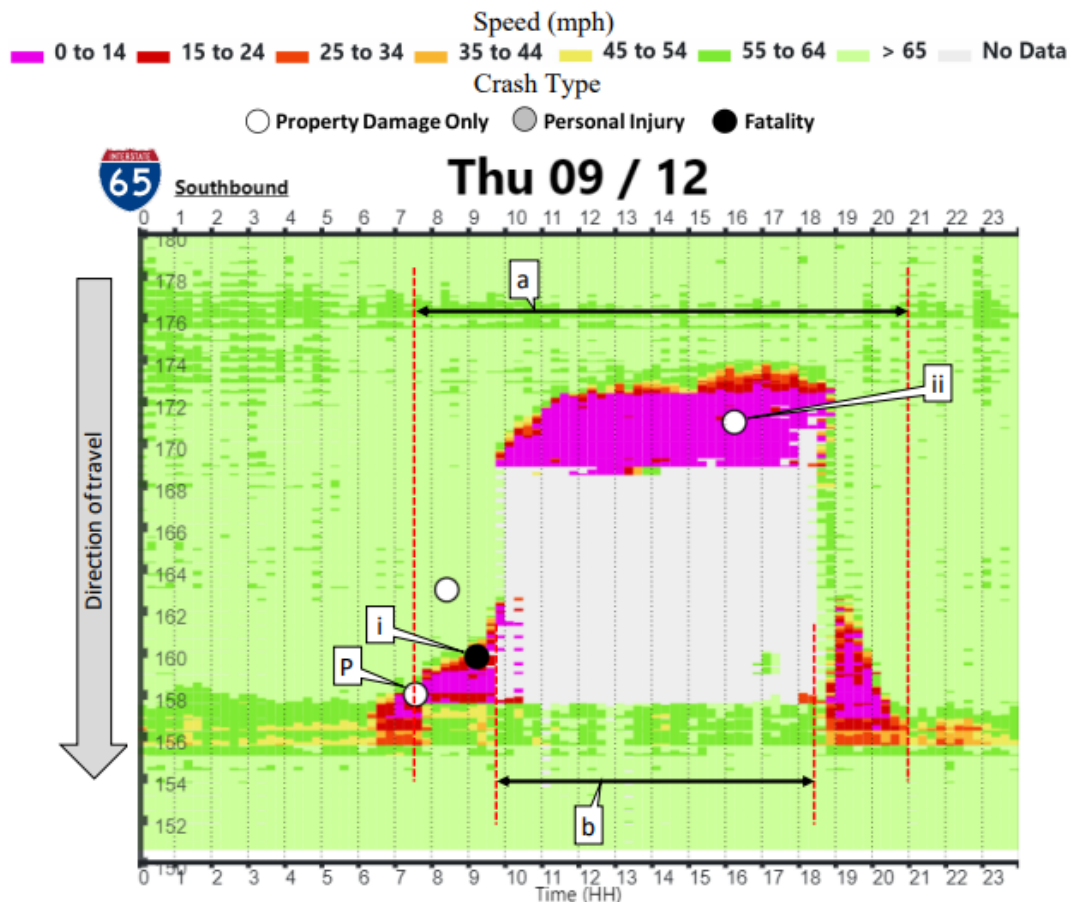
Figure 2. Traffic speed heatmap between Mile Marker 150 and Mile Marker 180 on I-65 SB
Callout (a): Event duration time = 13hrs 25 mins (from 7:35 AM to 9:00 PM)
Callout (b): Road closure time = 8hrs 45 mins (from 9:45 AM to 6:30 PM)

PLANNED ACTIVITY: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Planned activity number: M1X-2021-02-PM-00
Countermeasure Strategy: Highway Safety Office Program Management

Planned Activity Description

This project provides funding for the program managers to coordinate and oversee the occupant protection initiatives occurring in their region. The program managers' responsibilities include monitoring sub-grantee compliance and performance, promoting education, and enforcement of occupant protection laws. Funds are used for the program manager's salary, benefits, and travel costs to conferences and trainings.

Project Safety Impacts

The Occupant Protection Program Management will be a functional area of responsibility of each regional grant managers' duties. Each manager will oversee the occupant protection grants for their region(s). The grant managers will help each region lower their unrestrained collisions and increase citations through grant funding.

Linkage Between Program Area

The funds will assist the program managers to help the LELs in identifying these counties and providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance target C-1, C-2, C-3, C-4, 13, and 14.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount

The funds for this countermeasure will support the regional program managers monitoring of the occupant protection grants. This countermeasure strategy does not involve the national mobilizations directly. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Police Traffic Services	$80,000.00	$20,000.00	$0.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: STATEWIDE TRAINING
Planned activity number: M1*PT-2021-16-00-00
Countermeasure Strategy: Highway Safety Office Program Management

Planned Activity Description
This project provides for an annual statewide training and collaboration for all sub-grantees and potential sub-grantees. Local communities attend these trainings as part of the TSD's collaboration with local communities to assure the presence of an active voice in the initiation, development and implementation of the programs for which funds apportioned under Section 402 and 164 are expended. Trainings are minimally provided in six separate regions of the state to allow for maximum attendance.

Topics covered include grant management and fraud prevention, legal and/or legislative updates, available funding and training opportunities, and best practice presentations. These events are planned to occur during Quarter 2 and 3 of each FFY prior to the development of the HSP for the following FFY. This project additionally provides for performance recognition of traffic safety efforts as permitted by specific NHTSA guidance for performance recognition. The Traffic Safety Division Director will provide oversight and monitoring of this project.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Police Traffic Services	$80,000.00	$20,000.00	$0.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: CLICK IT TO LIVE IT; SLOWER SPEEDS AND SEATBELTS SAVE LIVES
Planned activity number: OP-2021-08-00-00
Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

Planned Activity Description
The TSD provides funds to local law enforcement agencies to conduct high visibility enforcement during five mobilization periods throughout the year and sustained enforcement to reinforce voluntary compliance. Local law enforcement agencies are required to work the two national mobilization periods as well as the three state mobilizations. Events and enforcement techniques will be reviewed and approved by the program manager prior to funding.

CITLI is Indiana's primary seat belt enforcement program and a part of Indiana's Comprehensive Highway Injury Reduction Program (CHIRP). CHIRP provides a method for a comprehensive approach to evidence based traffic safety enforcement programs at the local level. All CITLI participating agencies must work both national mobilizations (Click it or Ticket and Drive Sober or Get Pulled Over) and three statewide mobilizations. At least 10 percent of grant funds must be spent during each of the national mobilizations per mobilization, the remaining 50 percent can be used for additional enforcement periods as determined by the local agencies based on local traffic data and community events.

All grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.) during the national mobilizations.

The TSD provides regional training annually where local community representatives are engaged in discussion and collaboration with TSD Staff with an objective of listening for learning to identify and strategize how to address the highway safety problem at the local level. Applicants utilize county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, and motorcycle violations occur.

Sub-grantees are required to report fiscally and programmatically on a quarterly basis in the Intelligrants system within 30 days of the end of each FFY quarter. Sub-grantees receiving more than $100,000 in awarded funds will be required to report monthly in the IntelliGrants System. Sub-grantees are also required to report all enforcement within 20 days of the end of the enforcement period in ICJI's OPO database. Though CITLI is primarily a combination of seatbelt, speed and impaired driving enforcement, seatbelts remain the top priority. Applicants can additionally request funding to address other high risk driving behaviors should their local data indicate a need.

The use of Drug Recognition Experts (DRE) for drug-related impaired enforcement effort was introduced during FY18 and has remained part of the project. Sub-grantees who have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. DREs will be activated, and may not be used as part of DUI Task Force projects. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Each regional program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for traffic safety enforcement only and the overtime enforcement activity conducted at community events is only related to traffic safety.

Project Safety Impacts
This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. Indiana uses this countermeasure and the CLITLI Program as the primary source to satisfy the 402 share to local requirement. This countermeasure compliments others in the occupant protection program area, with high visibility reminding drivers to wear seat belts and community outreach and education working to affect behavior with a second modality to create sustained behavior modification.

Linkage Between Program Area
High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1, C-2, C-3, C-4, B-1, 13, and 14.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.

- » B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.
- » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
- » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

High visibility enforcement will also help the state achieve performance targets C-5 and 16.
- » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
- » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Police Traffic Services	$2,800,000.00	$560,000.00	$2,800,000.00

Intended Sub-Recipients: Local County and Municipal Law Enforcement Agencies

PLANNED ACTIVITY: LAW ENFORCEMENT LIAISONS

Planned activity number: CP-2021-34-00-00
Countermeasure Strategy: Community Traffic Safety Programs

Planned Activity Description

Active law enforcement participation in traffic safety enforcement programs is a proven method to reduce traffic related fatalities. The TSD plans to conduct five mobilization campaigns. These campaigns include Click It or Ticket, Drive Sober or Get Pulled Over and the national Thanksgiving enforcement campaign. The TSD also conducts statewide mobilizations near St. Patrick's Day as a Dangerous Driving Campaign. Active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs).

This project provides funding for six regional LELs. Each LEL develops a traffic safety plan for their assigned region. The LEL regional traffic safety plans play a crucial role in fatality reduction. LELs are

responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and facilitating effective and accurate traffic safety programs and policies.

Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines during onsite monitoring, desk reviews, and review of programmatic and fiscal reporting for completeness and accuracy. The LELs also help their assigned agencies with the coordination of media events during five overtime enforcement periods (this includes two national and three state mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned.

The Statewide Services Program Manager will provide oversight and monitoring of this project.

Project Safety Impacts
The LELs provide support to police departments, by providing them with guidance and monitoring of the grant activities. They also notify departments in their region about grants they can apply for. LELs are the 1st line compliance monitors for traffic safety grants management. This countermeasure and planned activity assist the others, by providing external agency support to police departments to apply for occupant protection and other grants. The LELs alert certain counties that are in their region that they could apply for occupant protection grants and provide data analysis information specific to each county.

Linkage Between Program Area
The funds will be used to assist LELs who will provide law enforcement agencies information about high collision areas. The LELs will be able to work closely with those agencies that receive OPO funds and will help Indiana meet the unrestrained fatality target for FY 2021. The travel funds are monitored to assure necessary onsite support to agencies in need to assist them. This will assist the state in reaching performance target C-1, C-3, C-4, C-5, 13, 14, and 16, and will have an impact on the remaining performance targets at large.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds provide for LELs who will provide law enforcement agencies information about high collision areas. This countermeasure was as LELs are regionally based and in connection with local level barriers affecting law enforcement agencies. The six regions each have a liaison. This allows law enforcement agencies to have access to persons experienced within their geographical region specific to law enforcement tasks.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Community Traffic Safety Project	$495,000.00	$99,000.00	$0.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: OPERATION BELT UP (OBU)
Planned activity number: M1X-2021-11-00-00
Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

Planned Activity Description
Operation Belt Up (formerly RDP), has been highly effective in increasing seat belt usage rates in rural areas. Since the majority of unrestrained fatalities occur in rural areas, this enforcement is scheduled to occur prior to the National Safe Family Travel Mobilization. Rural counties are identified using FARS and census data and given top priority to receive funding in this project. Both rural and rural/mixed counties were selected for inclusion based on rates of unrestrained individuals in collisions per 10,000 population. Historically, the top 1/3 counties with the highest rates of unrestrained crashes are contacted and asked to participate. Any remaining funding may be distributed to additional counties based on unrestrained crash rates.

Sub-grantees are directed to conduct enforcement patrols utilizing data driven enforcement areas provided by the TSD. Once the enforcement locations and traffic collision maps are made available to sub-grantees, they are required to write a descriptive enforcement plan. Sub-grantees are directed to report fiscally and programmatically within 30 days of the end of the enforcement period through the Intelligrants system. Speed enforcement is encouraged as a detection technique to identify unrestrained occupants, due to it being a factor in about 16% of unrestrained fatal collisions. DUI, and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program managers will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 405B Occupant Protection funds for appropriate enforcement activities.

Project Safety Impacts
The sustained enforcement strategy is utilized by Operation Belt Up in rural counties. Data shows that often rural counties have more unrestrained collisions per 10,000 population than many urban counties. Providing funds for enforcement periods outside of blitzes assures sustained enforcement in critical areas, and will alert drivers that officers are watching for seatbelt violations at times other than the national blitzes.

Linkage Between Program Area

The funds will assist in providing for enforcement periods outside of the national blitz periods. This will help drive the "police are everywhere" general deterrence for the motoring public. This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number. This will help the state in meeting performance targets C-1, C-2, C-3, C-4, B-1, 13, and 14, and the other performance targets at large.

  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
  » B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.
  » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
  » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount

In 2018, there were 520 fatalities in rural Indiana (62.3% of all fatalities), and roughly 41% of rural fatalities were unrestrained. In 2019, there were 470 fatalities in rural Indiana (61% of all fatalities), and 37.4% of rural fatalities were unrestrained. The funds will assist in providing an additional mobilization for rural Indiana counties with support for sustained enforcement. The mobilization will occur prior to the National Safe Family Travels mobilization. This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number. Driver awareness of continued enforcement will provide increased general deterrence of unrestrained driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Occupant Protection	$80,000.00	$20,000.00	$0.00

Intended Sub-Recipients: Local County and Municipal Law Enforcement Agencies

PLANNED ACTIVITY: CRASH MAPPING SECONDARY CRASH REDUCTION (CMAP)

Planned activity number: RS-2021-14-00-00

Countermeasure Strategy: Distracted Driver, Speed Reduction

Planned Activity Description

With minimal training, the developed protocol could be used for standardized data acquisition, which ensures the quality of the derived products (i.e., scaled ortho-rectified images and 3D models of the crash scene). To date, data processing and reduction activities have been conducted at Purdue using Pix4D – commercially available SW package. Expanding the use of this technology beyond TCSO throughout the State of Indiana can be achieved through: 1) training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and 2) development of a common data processing/reduction strategy and delivery of the final products.

One model for data processing and product delivery could be based on providing access to individual police offices throughout the State of Indiana with piX4D license as well as establishing a protocol for data processing, quality control/assessment, and product generation. Another alternative is having a single data processing center that takes care of these activities. The latter model would be more economical (each Pix4D license would cost $3,400). Moreover, it would facilitate common processing standards, faster mapping, and consistent product quality (sporadic processing activities would be more time consuming as the individuals would need to be re-acquainted with the data processing steps, which could also lead to inconsistencies in the quality of the delivered products). This proposal aims at establishing a UAS-based data processing center for crash scene documentation.

Timely processing and clearing of complex crash scenes requires access to properly trained and proficient investigators. Crash investigators much like Drug Recognition Expert (DRE) Officers must complete specific trainings for certification. Through partnership with the Indiana Associations of Accident Investigators, ICJI will facilitate crash reconstruction training to expand the number of certified crash reconstructionists in Indiana, integrating the use of the Indiana Crash Mapping Center at the Purdue University – Joint Transportation Research Program.

Project Safety Impacts

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost effective technology for crash scene mapping. During the past two years, Purdue University has been working closely with the Tippecanoe County Sheriff's Office (TCSO) to establish a protocol for the UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation[1]. The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol as well as the feasibility of its use for the documentation of day and night time crash scenes.

Linkage Between Program Area

The funds will assist in reducing the incidence of distracted driving. Distracted driving was cited as a factor in 6% of secondary collisions in 2019. This countermeasure will address that issue for all age groups in an attempt to reduce the number of secondary collisions that occur because a driver was too distracted either by the initial collision or traffic queuing from the extended roadway clearance times from significant incidents such as fatalities, hazardous materials, or commercial motor vehicle. This will assist the state in reaching performance target C-1, C-2, C-3, 13, and 14.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.

» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist with the use of UAS for crash scene mapping provides. UAS's provide significant benefit by minimizing the time required to obtain comprehensive crash scene photos and measurements. These techniques have been demonstrated to provide equal, if not better, accuracy as traditional close-range (terrestrial) photogrammetric techniques. Reducing the time required to document a crash scene reduces exposure of first responders to traffic hazards and reduces the risk of secondary crashes. This is not part of the national mobilizations.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Roadway Safety	$450,000.00	$99,000.00	$0.00

Intended Sub-Recipients: Purdue University, Indiana Association of Accident Investigators

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PLANNED ACTIVITY: INDIANA STATE POLICE OPS: Occupant Protection Strategies
Planned activity number: OP-2021-13-00-00
Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement, Sustained Enforcement

Planned Activity Description
Funding is provided to ISP to enforce all traffic safety laws. Troopers conduct saturation patrols to combat dangerous driving, seat belt violations, speed violations and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of three separate projects:
» Combined Accident Reduction Effort (CARE): Targets peak holiday travel periods on major roadways.
» Click it to Live it: Targets occupant protection violations, speed and dangerous driving.
» Selective Traffic Enforcement Project (STEP): Targets all crash causation violations on all roads, except interstates.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.) during the National Click it or Ticket (CIOT) Mobilization for Seatbelt Enforcement. ISP directs enforcement concentration within each enforcement district utilizing crash data.

The ISP participates and supports the National Mobilization for Impaired Driving through the ISP DUIEP Project. The ISP provides a strategic operations plan with the identified areas of enforcement for each performance reporting period. ISP is required to report fiscally and programmatically on a quarterly basis in the Intelligrants System. They are also required to report all enforcement within 15 days of the

end of each month or National Mobilization Period to ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, equipment, and travel.

The FY21 HSP continues the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. Sub-grantees who have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of funds for appropriate enforcement activities.

Project Safety Impacts
This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. Indiana uses this countermeasure strategy through CHIRP and specifically Click it to Live it. This countermeasure includes participation in the national mobilizations as well as creating additional statewide mobilizations. This countermeasure compliments others in the occupant protection program area, with use of high visibility enforcement to remind drivers to wear seatbelts and the other countermeasure focus on enforcement all year round.

Linkage Between Program Area
High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1, C-3, C-4, B-1, 13, and 14.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
  » B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.
  » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
  » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

High visibility enforcement will also help the state achieve performance targets C-5 and 16.
  » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
  » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Occupant Protection	$600,000.00	$120,000.00	$0.00

Intended Sub-Recipients: Indiana State Police

CHILD PASSENGER SAFETY

PROGRAM AREA: CHILD PASSENGER SAFETY

Description of Highway Safety Problems

There was a 50% decrease in the number of children (ages 0 to 14 years) killed in traffic collisions from 2018 (20) compared to 2017 (40). There is a projected 80% increase in the number of children killed in traffic collisions from 2018 to 2019 (36). Out of the 36 child fatalities in 2019, only 9 of them were reported to be properly restrained. In 2018, 0 bicyclists and 8 pedestrians from this age group died in collisions. In 2019, it is estimated that 1 child bicyclist and 8 child pedestrians died in collisions

In 2018 a total of 1,930 children ages 8 to 14 years old were involved in collisions. This age group also had the lowest restraint usage rate of any child age group in collisions, 87.6% for 8-12 years and 84.2% for 13-14 years. A total of 779 children ages 4-7 were involved in collisions in 2018, and 11.4% were unrestrained. In the same year, 642 children ages 0-3 were involved in collisions, and 8.3% were unrestrained. Over 70% of child involved collisions occurred in urban areas. "Failure to yield right of way", "following too closely", and "disregarding a signal" were the top three primary factors that contributed to the most child injuries in collisions.

Figure 24. Children Aged 15 and Under Killed in Traffic Collisions
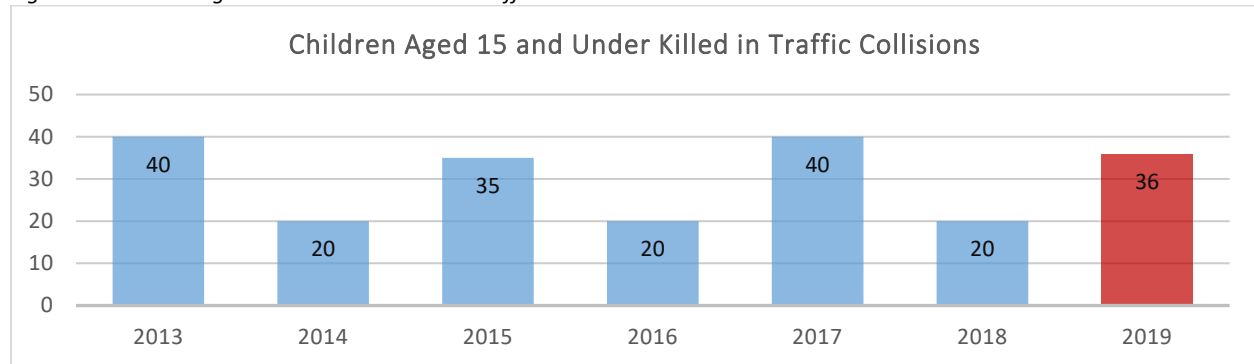
Source: 2013-18, FARS; 2019, ARIES

Figure 25. Children involved in Indiana traffic collisions by person type, 2018.. Source: ARIES

n = 3,348
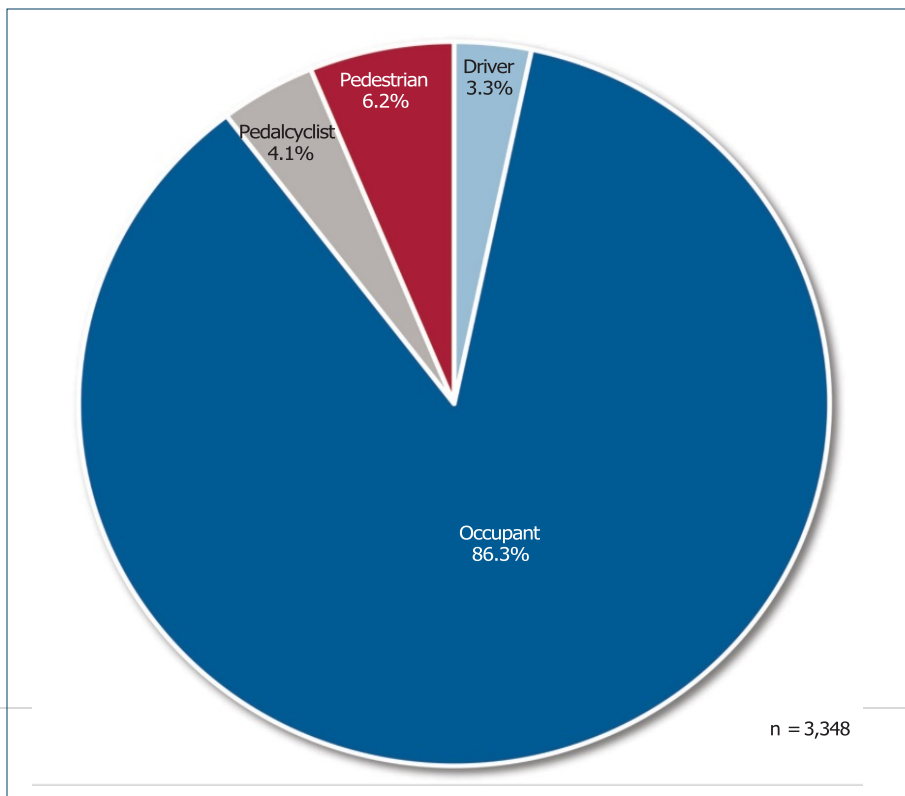
Figure 26. Children age 14 and under involved in collisions in 2019. Source: ARIES
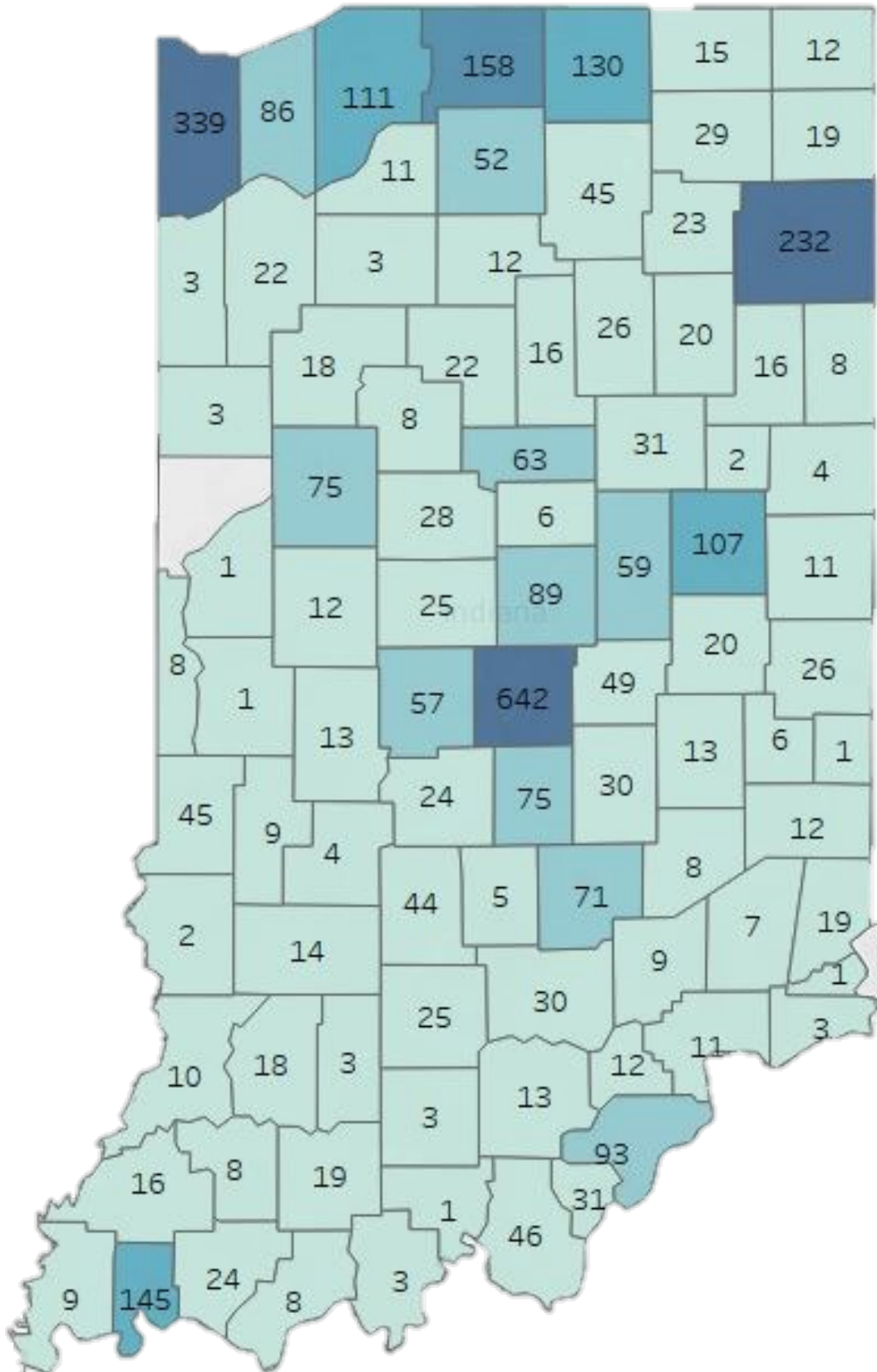
Figure 27: Children 0-14 years injured in collisions, 2018. Source: ARIES
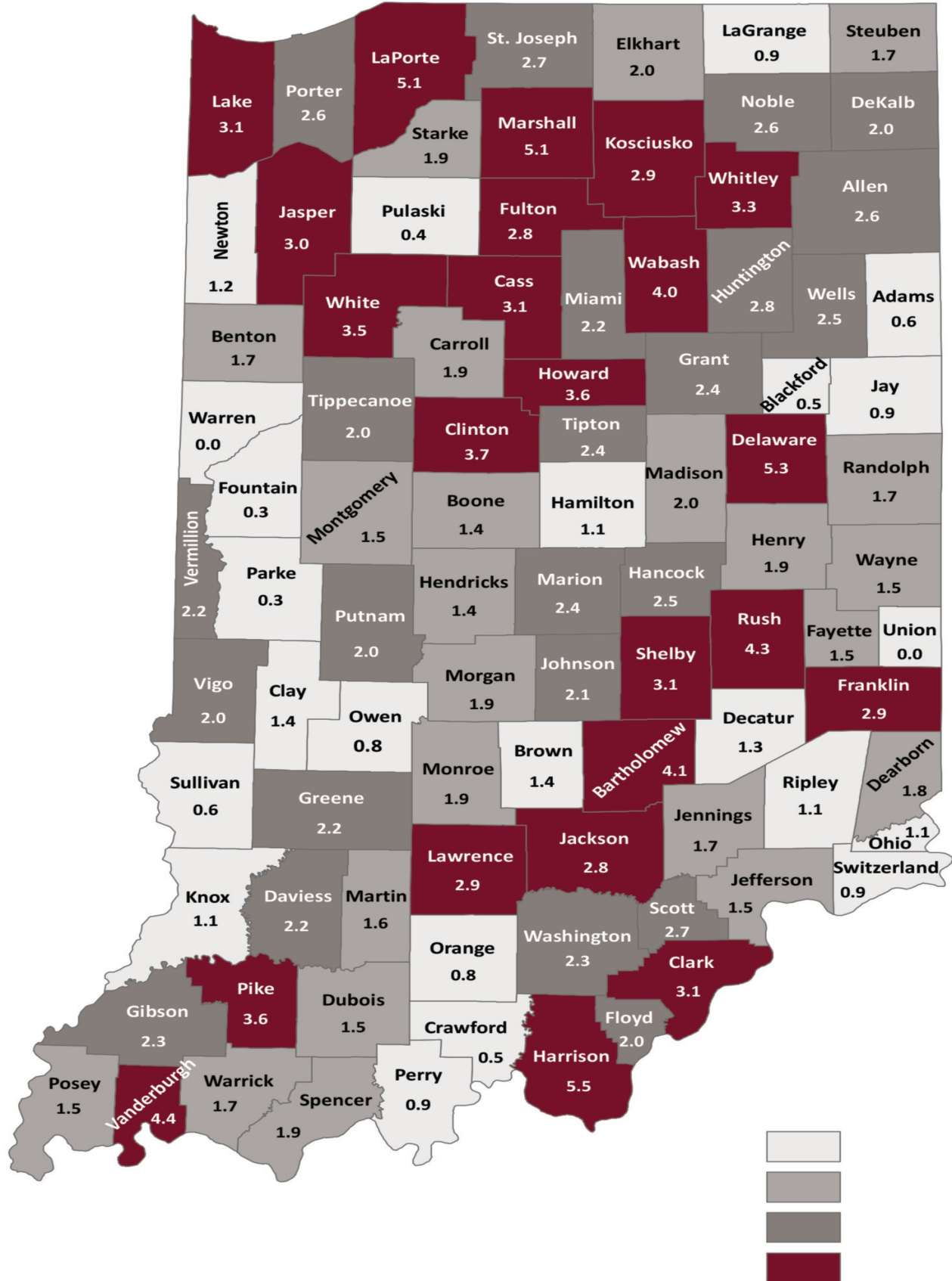
Injury rate per 1,000 population county population 0.0 - 1.4, 1.5 - 2.0, 2.1 - 2.8, 2.9 - 5.5
Source: Indiana State Police Automated Reporting Information

Figure 28. Permanent Fitting Stations per County, shown by TSD Region
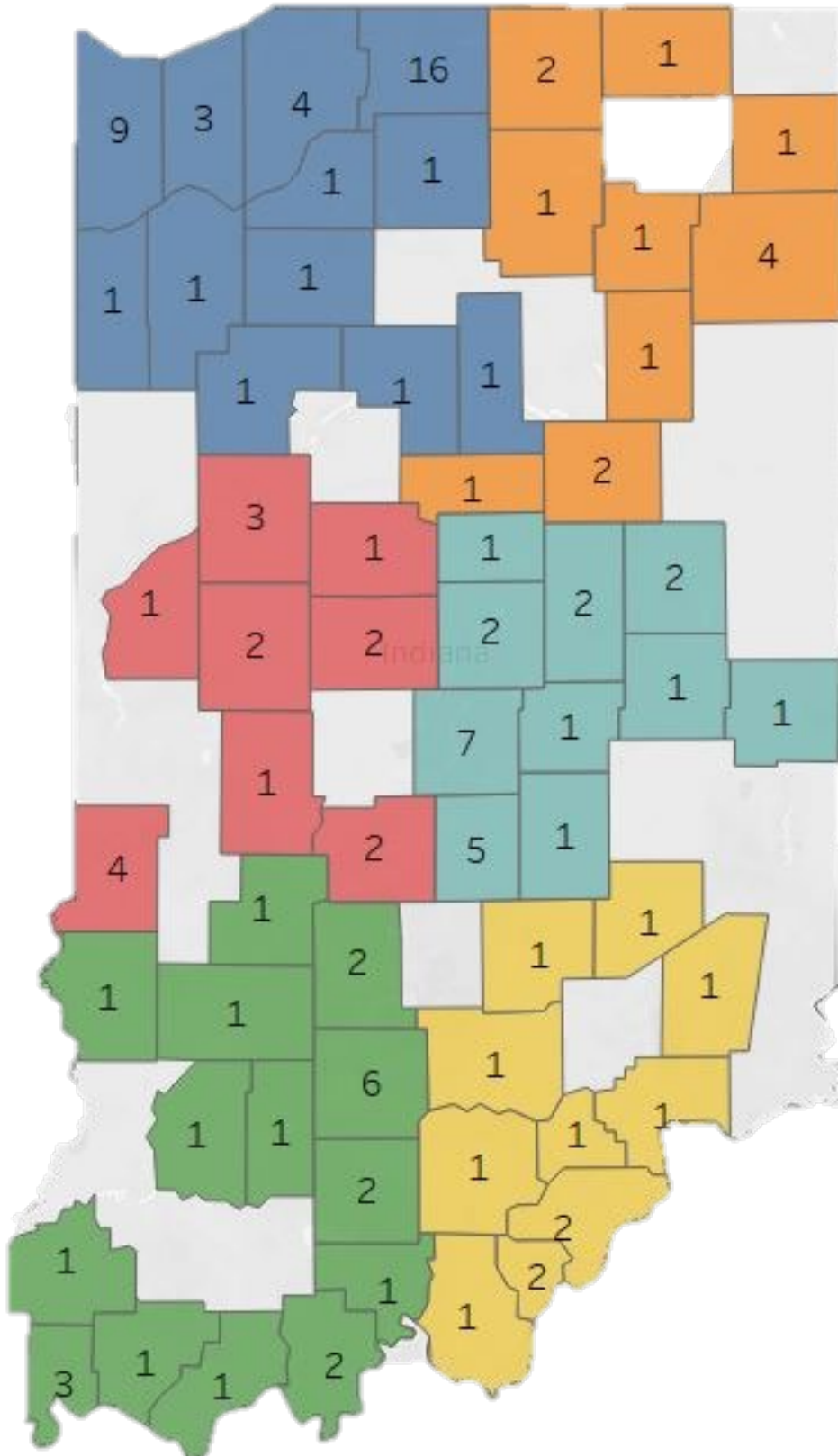
Source: Indiana Traffic Safety Office.

PLANNED ACTIVITY: CHILD PASSENGER SAFETY AND YOUNG DRIVER PROGRAM MANAGEMENT

Planned activity number: M1X-2021-02-PM-00
Countermeasure Strategy: Highway Safety Office Program Management Child Safety

Planned Activity Description
This project funds a program manager to oversee Child Passenger Safety, Indiana SADD, and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.

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

Project Safety Impacts
The child safety coordinator will oversee the teen driving and child safety grants for ICJI. The grant manager will assist those applying for child safety and teen driver grant funding.

Linkage Between Program Area
Each traffic safety division region has at least one county that has more than 50 young driver collisions. The program manager will help the Child Passenger Safety Regional Facilitators in identifying these counties and providing in-person and in-office help to lower those collision numbers. This will assist the state in meeting performance targets C-1, C-2, C-3, 13, 14, and 17.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
    17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount
This does not include funds for management of the national mobilizations. This countermeasure strategy was selected due to child passenger grants needing monitoring by an ICJI staff member. The program manager is able to monitor the child restraint grant funded activities and young driver grant funded activities.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b (FLEX)	405b High Occupant Protection	$80,000.00	$20,000.00	$0.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: CHILD RESTRAINT SYSTEM INSPECTION STATION(S)

Planned activity number: M1CSS-2021-03-CS-00
Countermeasure Strategy: Child Restraint System Inspection Station(s)

Planned Activity Description

Funds will be utilized to fund the necessary Child Restraints for a network of permanent fitting stations (PFS) across the state. PFS minimally each have a certified child passenger safety technician available for education, providing car seats (when appropriate), and advocate for child occupant protection.

Currently, there are more than 120 PFSs throughout Indiana in 63 counties (see Appendix for a list of Indiana counties with a PFS). The TSD will also provide funding to PFSs to provide child restraints at special events and one day clinics.

Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to children under the age of 15.

Inspection stations provide parents and other caregivers with "hands-on" education and assistance with the learning the proper installation and use of child restraints. The inspection stations educate parents, and also support a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on getting children in the proper restraint based on their age and installed properly. Emphasis should be placed on this age group by making sure parents understand that children this age need to wear a seat belt minimum, but some should likely still be using a booster seat. CPS technicians are able to convey this to parents when they stop at the PFS for assistance.

To effectively track activity and data, ICJI utilizes the NSC Child Safety Seat Check-up Form as a mandatory item for every inspection. This technology will allow the TSD staff to access check-up forms more readily and analyze them more accurately. ICJI provides electronic data tablets, input devices and security storage protectors for each device to every fitting station to facilitate data collection. This countermeasure is focused on eliminating barriers between the TSD and the community by collecting and investigating specific needs associated with inspection stations. This planned activity will contribute to the child restraint program but providing the TSD with accurate data related to the use, distribution, and inspection of child restraints in Indiana. Future analyses of this data will better inform the need, usefulness, and allocation of funds associated with Child Passenger/Seat Belts.

This project will fund the purchase of additional iPads and cases for Indiana's child restraint fitting stations with cases to utilize the electronic check-up form. This electronic format will provide staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. Additionally allowing ICJI staff to run more accurate and timely reports through this newly created database. ICJI has purchased iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. This project additionally funds the purchase of child restraint seats to be distributed by technicians using the PFS Network across Indiana.

Project Safety Impacts
Inspection stations provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat improper use. Inspection stations utilize technicians to educate parents, but also supports a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on the proper restraint and usage for children based on their age, size, and developmental needs.

Linkage Between Program Area
The funds will assist in training Child Passenger Safety Technicians who have the knowledge and skill to convey proper restraint information to parents when they schedule an appointment at a fitting station. Technicians must complete the National Safe Kid Certification to staff stations. The problem ID section reveals that children ages 8 to 14 years old used restraints the least of any age group. This suggests that further parent education required to ensure parents understand that children of this age need to wear a seat belt at minimum, but some should likely still be using a booster seat. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, 13, 14, and 17.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High CSS Purchase/Distribution	$35,000.00	$7,000.00	$35,000.00
FAST Act 402	Child Restraint	$40,000.00	$10,000.00	$40,000.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: CHILD PASSENGER AND PEDESTRIAN SAFETY TRAINING PROGRAM
Planned activity number: M1X-2021-05-CS-00
Countermeasure Strategy: Safe Kids Program

Planned Activity Description
The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager, one dedicated full-time Child Passenger Safety Program Training Facilitator, one full-time Program Director, and one non-English speaking facilitator. Every staff member receiving compensation from this project must minimally maintain certification as a Child Passenger Safety Technician (CPST).

The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:
   » NHTSA child safety seat technician and instructor trainings for emergency personnel and other interested individuals.
   » Basic awareness courses for emergency personnel and other interested individuals.
   » Child Passenger Safety refresher courses for technicians and instructors.
   » The planning and hosting of a Child Passenger Safety Conference.
   » Statewide outreach on properly restraining children to non-English speaking populations.
   » Safe Kids Indiana supports a network of coalitions and chapters across the state. These chapters and coalitions are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.
   » A program designed for the classroom to teach the importance of belt use for children 8-12. This program is entitled *Belt Abouts* and will be provided through the Safe Kids Indiana network.

Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all children under 15.

Future plans for the Automotive Safety Program
   » Three Child Passenger Safety Technician Courses to be held within each of the six (6) geographical regions of the ICJI Traffic Safety Division, with priority in delivery directed to fall of <u>2020</u> and spring of <u>2021.</u>
   » One Regional Refresher Course within each of the six (6) geographical regions of the ICJI Traffic Safety Division during the spring of <u>2021.</u>
   » One Statewide Child Passenger Safety Conference to provide no less than 12 hours of content of which will be eligible to qualify for continuing education credits towards CPST Recertification, capable of accommodating a minimum of 200 attendees.
   » 180-240 New Child Passenger Safety Technicians, renewal of 70% or greater of the currently eligible technicians for recertification to maintain a working level of technicians between 1,500 to 1,800
   » Increase clinics by 30%.

Project Safety Impacts
The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager, one dedicated full-time Child Passenger Safety Program facilitator, one full-time support administrator, and one non-English speaking facilitator. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Linkage Between Program Area

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, 13, 14, and 17.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Figure 29. Child Passenger Safety Program Activity

Automotive Safety Program Activity						
Years	**Clinics**	**New Technicians**	**New Law Enforcement Technicians**	**Total Technicians**	**Inspected Car Seats**	**Car Seats Deemed Defective**
2017	49	305	18	1,106	1,910	1,333
2018	66	364	20	1,513	1,513	957
2019	48	281	22	1,361	961	655

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Community CPS Services	$330,000.00	$66,000.00	$0.00
FAST Act 405b (FLEX)	405b High Pedestrian/Bicycle Safety	$35,000	$7,000.00	$0.00

Intended Sub-Recipients: Indiana University – Automotive Safety Program

PLANNED ACTIVITY: CHILD PASSENGER SAFETY SPECIALIST (CPSS'S)

Planned activity number: M1X-2021-05-CS-00
Countermeasure Strategy: Community Traffic Safety Programs

Planned Activity Description

Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. Funding allows for contracting of six part-time Child Passenger Safety Specialists (CPSS's). The CPSS's are charged with the responsibility to increase the number of fitting stations within their assigned region, and facilitate CPST retention by completing the necessary seat checks, community events, and sourcing continuing education credits. CPSS's are additionally responsible to conduct annual site visits with each fitting station to ensure accurate reporting of inspections, stock rotation, and availability of technicians for inspections.

The primary program area goal is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. Contracts will allow for personnel costs, travel costs for training and CPS specific conferences, and travel to fitting station sites only.

Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.

Project Safety Impacts

The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Linkage Between Program Area

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, 13, 14, and 17.
 » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
 » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
 » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
 » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
 » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
 » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
 » 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Community CPS Services	$150,000.00	$30,000.00	$0.00

Intended Sub-Recipients: ICJ-TSD

IMPAIRED DRIVING

PROGRAM AREA: IMPAIRED DRIVING (ALCOHOL)

Description of Highway Safety Problems

In 2018, there were 227 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 13.4% decrease from 2017. These fatalities accounted for 26.7% of Indiana's 851 fatalities in 2018. In 2019, it is currently projected that there were 121 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which would be a 46.7% decrease from 2018. This estimate is likely to increase as additional crash records are updated in the ARIES database.

Figure 30. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above
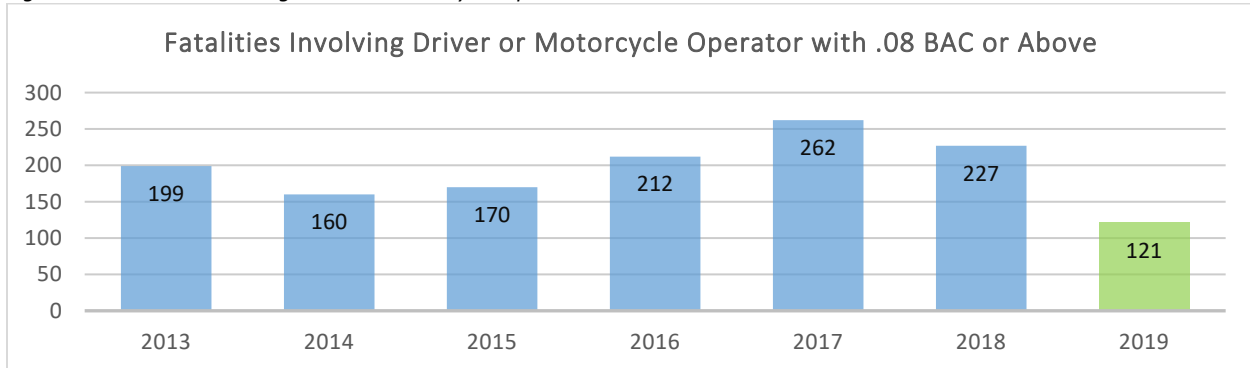
Source: 2013-18, FARS; 2019, ARIES

During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from nearly 6,000 submissions to under 500, a reduction of nearly 1200%. Analysis results for submissions requesting alcohol analysis are currently provided in an average of 15 days for **all** submissions. Prior to the reduction, alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updating crash records from 2019 records with available results.

ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification of geographical areas of significance, utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports.

Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but additionally, quantifiably, in examining the number of incidents in ratio to per 10,000 population, for greater problem ID in rural areas.

Blood Alcohol Content Level (BAC) of submission for analysis for alcohol increased from 2015 to 2019, with operators having a BAC of greater than 0.15 g/100 ml of Ethanol (2.8 times more than those with a BAC of 0.08-0.149 g/100 ml). In 2015, 3,288 operators' results exceeded 0.15 g/100ml while in 2019, 4,479 operators' results exceeded this level, an increase of 1,191 or 26.5%.

Figure 31. 2015 Driver Positive Ethanol Results for All Crash Types

2015 - 2019 Positive Ethanol Results

Fatal/Non-Fatal	Ethanol (g/100 mL)	Distinct ..
Fatal/SBI	0.02-0.039	4
	0.04-0.079	5
	0.08-0.149	12
	0.15-0.19	11
	>=0.2	10
Non-Fatal/SBI	0.01-0.019	37
	0.02-0.039	53
	0.04-0.079	228
	0.08-0.149	1,139
	0.15-0.19	1,168
	>=0.2	2,099
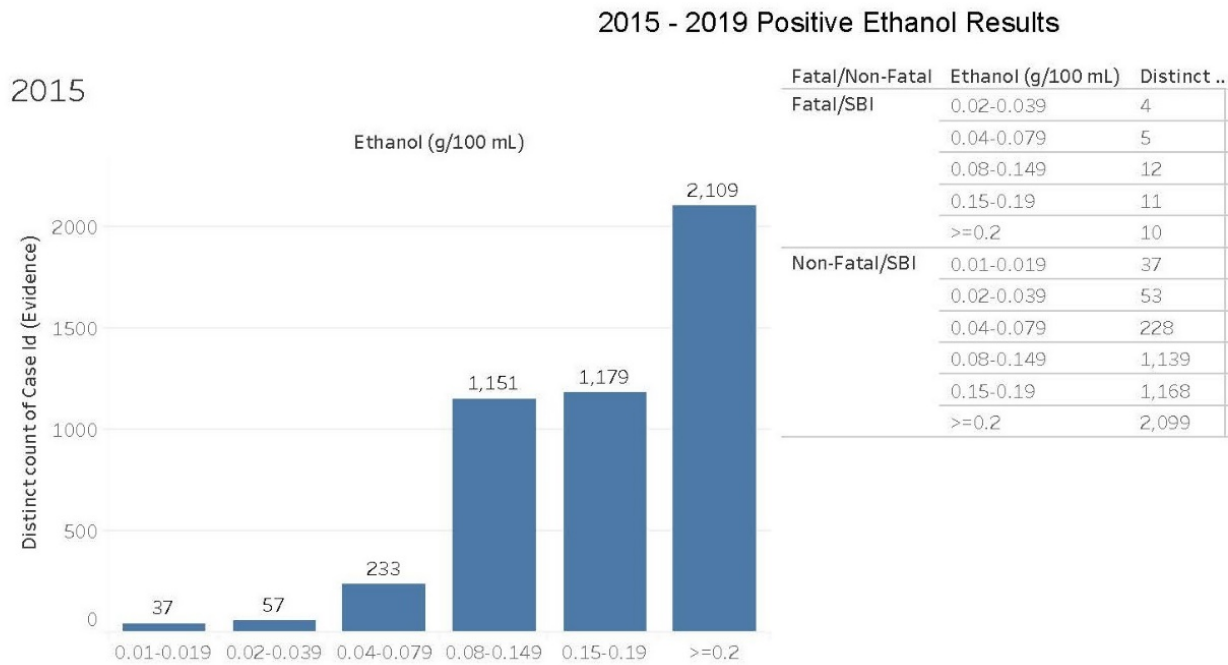
Figure 32. 2019 Driver Positive Ethanol Results for All Crash Types

2015 - 2019 Positive Ethanol Results

Fatal/Non-Fatal	Ethanol (g/100 mL)	Distinct ..
Fatal/SBI	0.01-0.019	7
	0.02-0.039	15
	0.04-0.079	26
	0.08-0.149	69
	0.15-0.19	64
	>=0.2	67
Non-Fatal/SBI	0.01-0.019	33
	0.02-0.039	92
	0.04-0.079	247
	0.08-0.149	1,502
	0.15-0.19	1,721
	>=0.2	2,627
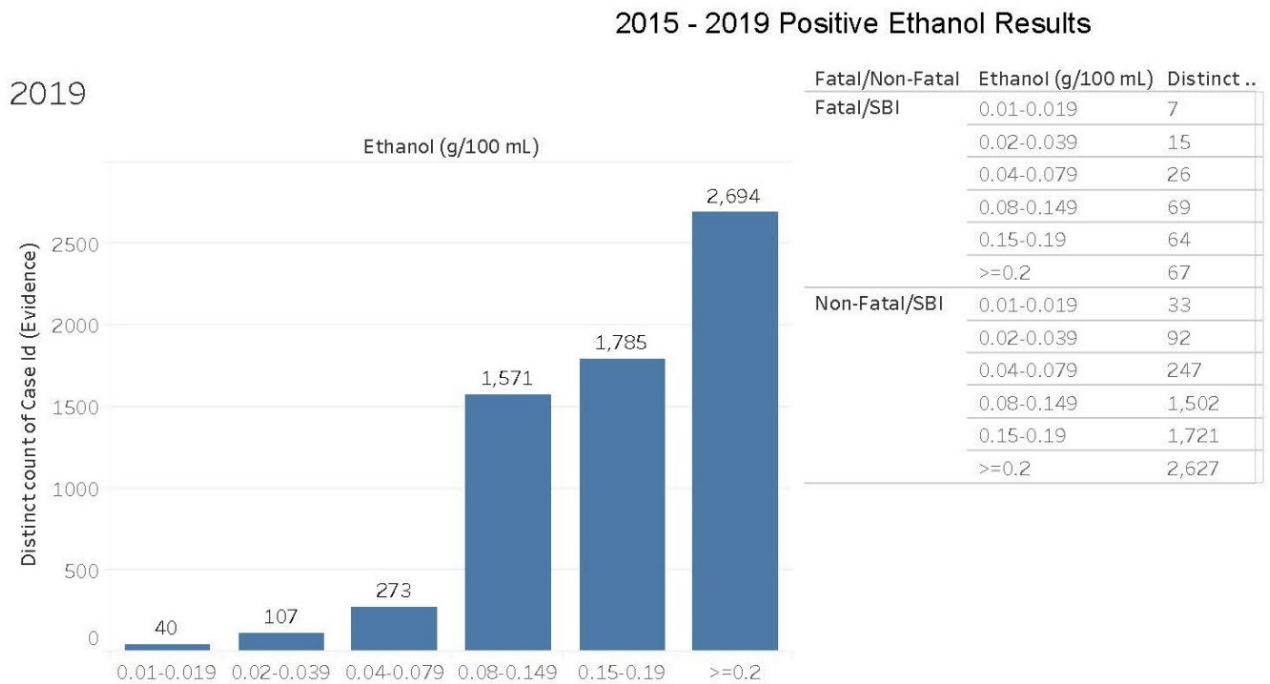
Figure 33. 2019 Number of Impaired Breath Tests Administered and Lab Submissions
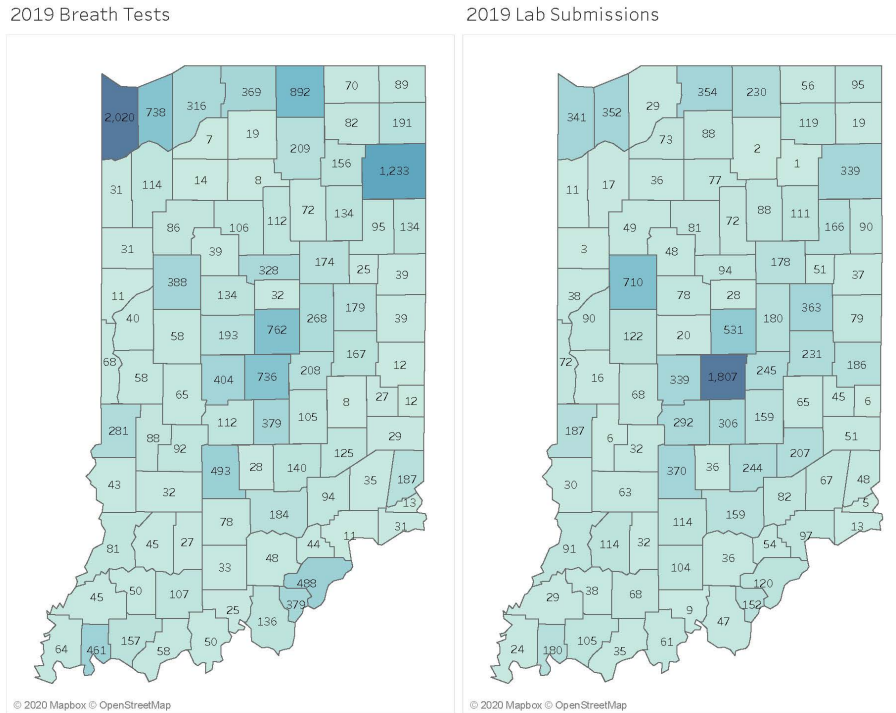
The TSD operates with an objective to "enhance enforcement effectiveness" through the implementation of traffic safety programs. In 2015, 35,651.54 hours were worked by agencies participating in DUI Enforcement Programs. Hours worked during DUI enforcement decreased by 3.8% from 2015 to 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 17.3% between 2015 and 2018. An average of 1.04 DUI citations were written per 8 hours worked in 2019. When compared to 2015, with 3.8% fewer hours worked in 2019, there was an increase of 0.16 DUI citations per 8 hours worked.

Figure 34. Number of Impaired Driving Citations and Arrests during Grant Funded Enforcement
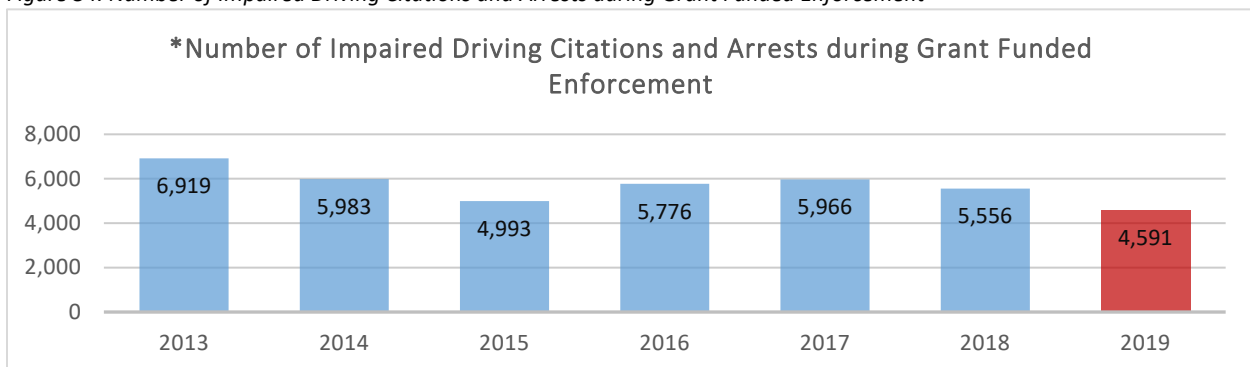
Source: OPO Database

The following maps display the total number of impaired driving citations that were issued in 2019, by county, for all enforcement including those issued during grant funded activities. The map on the left provides a quantitative analysis and indicates counties in the northwest and central part of the state

represented the largest total number of citations. The map on the right, which represents qualitative analysis and shows citations per 10,000 county population, indicates that some of the counties in the southern part of the state have a higher rate of citations compared to their population. Priority for funding is given to counties that demonstrate a higher need based on collisions, fatalities and incidences of impaired driving.

Figure 35. OWI Citations per County (Left) and OWI Citations per 10,000 Population (Right) in 2019

Source: eCWS Database, Citation and Adjudication Database Deployment is critical to timely and accurate data.

Figure 36. Counties receiving DUI funds in 2019 (Blue counties received funds, Gray counties did not). Source: OPO Database
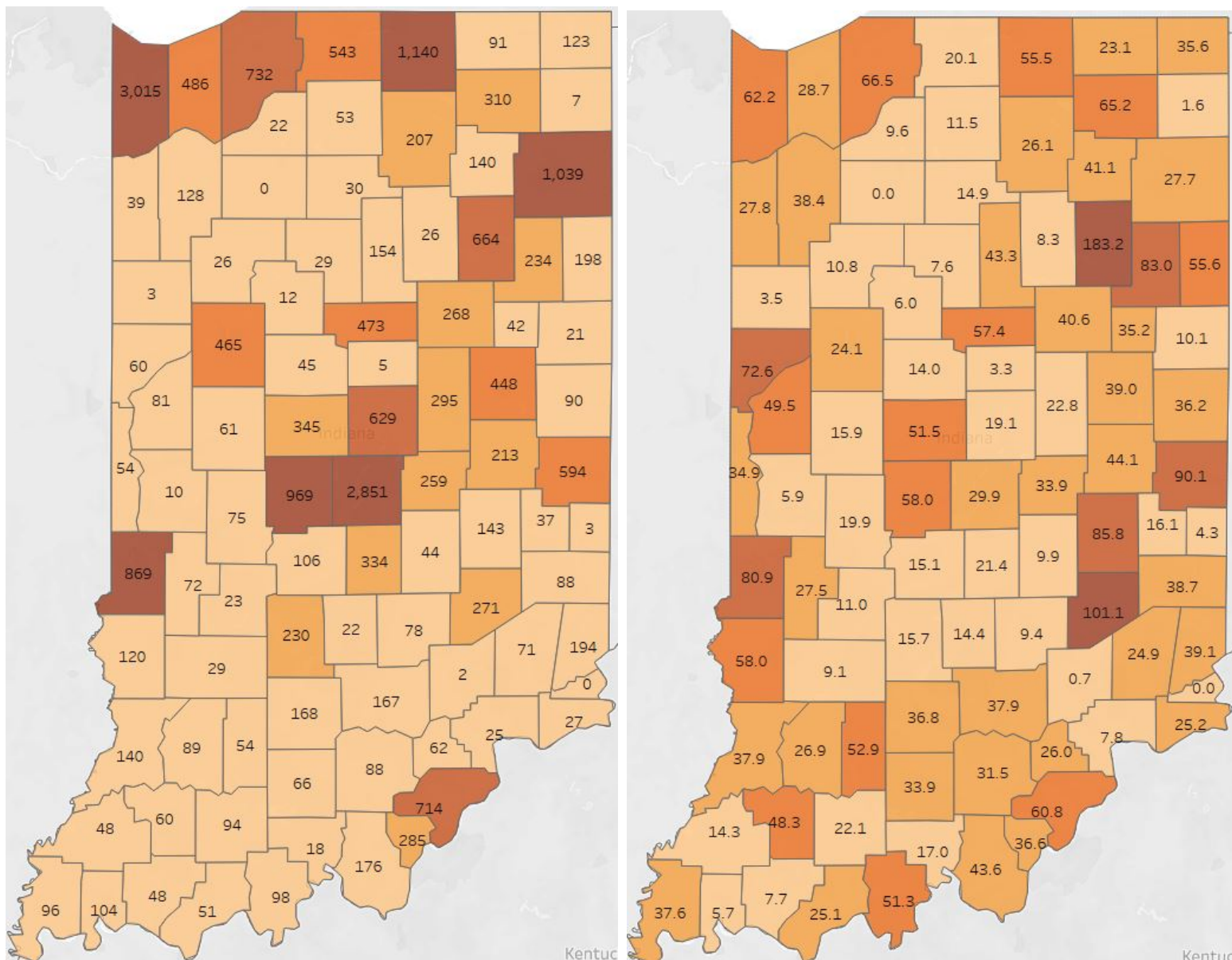
PLANNED ACTIVITY: DUI TASKFORCE ENFORCEMENT PROJECT (DUIEP)

Planned activity number: 164AL-2021-21-00-00
Primary Countermeasure Strategy: High Visibility Enforcement, Sustained Enforcement

Planned Activity Description
The DUI Taskforce Enforcement Project (DUIEP) is a component of CHIRP: Comprehensive Highway Injury Reduction Program. Through the implementation of CHIRP in FY21, law enforcement agencies participate in a comprehensive traffic safety program utilizing multiple projects with independent identified problem areas of focus. The DUIEP 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 alcohol impaired collisions and fatalities in identified counties.

Project Safety Impacts
This countermeasure strategy provides funding to police departments to continue impaired enforcement outside of the national mobilization periods. The High Visibility Enforcement is intensified during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

Linkage Between Program Area
High visibility enforcement will be used to provide enforcement of occupant restraint and impaired driving laws and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
  » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
  » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
  » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Additionally, High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1 and C-4, which is the number of unrestrained passenger vehicle fatalities.
  » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will provide overtime for officers for impaired enforcement activities, specifically directed patrols for sustained enforcement and sobriety checkpoints, with a rubric for effectiveness of increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Transfer Funds-AL	$1,500,000.00	$0.00	$1,500,000.00

Intended Sub-Recipients: City/County Level Law Enforcement

PLANNED ACTIVITY: SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT (SIDEP)
Planned activity number: 164AL-2021-23-00-00
Primary Countermeasure Strategy: High Visibility Enforcement

Planned Activity Description

The Summer Impaired Driving Enforcement Project (SIDEP) is a component of TSD's Comprehensive Highway Injury Reduction Program (CHIRP). Through the implementation of CHIRP, law enforcement agencies participate in a comprehensive program by utilizing multiple projects with independently identified problem areas of focus. The SIDEP promotes a coordinated effort to reduce alcohol-impaired collisions and fatalities specifically through the use of high visibility enforcement sobriety checkpoints as the primary objective and provides for sustained traffic enforcement in identified counties.

In 2018, females aged 24-28 and males aged 21-25 represented the highest rates of alcohol impairment collisions. Summer months, May through September, represent the highest occurrences of impaired driving collisions throughout the year. Urban areas, as represented by ARIES data, demonstrated the greatest likelihood of alcohol-impaired collisions. In 2018, 65.6% of alcohol-impaired collisions were recorded as occurring in urban areas. However, rural areas had a higher rate, 52.6%, of alcohol-impaired collisions that resulted in a fatality.

Figure 37. Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled
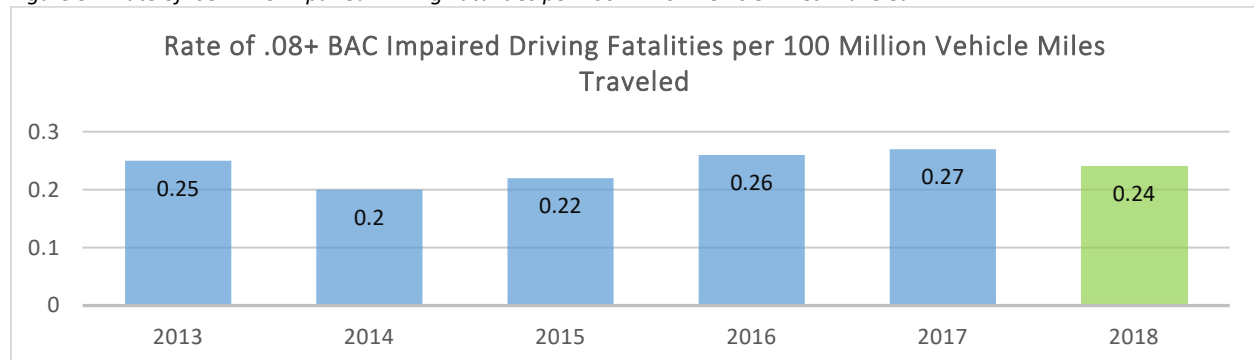
Source: FARS

Agencies selected for SIDEP must complete one sobriety checkpoint during each month of the specific project period of May through September, which is when the highest number of impaired driving fatalities occur every year, according to our crash data. This project is designed to decrease impaired collisions and fatalities in identified counties.

Project Safety Impacts
This countermeasure strategy provides funding to police departments to intensify impaired enforcement during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions (in relation to their collisions) get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

Linkage Between Program Area
High visibility enforcement will be used to encourage restraint use and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.
» Additionally, High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1 and C-4, as the number of unrestrained passenger vehicle fatalities.
» C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.

Rationale for Selecting Countermeasure/Amount
Funds will support the mission of "Enhancing Enforcement Effectiveness" by increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Transfer Funds-AL	$400,000.00	$0.00	$400,000.00

Intended Sub-Recipients: City/County Level Law Enforcement

PLANNED ACTIVITY: PROGRAM MANAGEMENT IMPAIRED DRIVING

Planned activity number: M6X-2021-18-PM-00
Primary Countermeasure Strategy: Highway Safety Office Program Management

Planned Activity Description

Coordination of activities and monitoring for programmatic effectives and allocable use of funds is accomplished through effective program management. Responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired driving laws. Program Managers use the OPO database as well as PPI and CRS recommendations to develop impaired driving countermeasures to lower the occurrence of impaired driving crashes. The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. This project provides funds for the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.

Project Safety Impacts

Impaired Driving Program Management is a core deliverable of each regional program area. Program Managers oversee the programmatic and fiscal implementation of impaired driving grants for each region. Program management will facilitate each region in goal setting and monitoring to reduce impaired driving collisions and increase citations through grant funding.

Linkage Between Program Area

The maps within the problem ID area for alcohol demonstrate that all regions, excluding the Southwest region, have one county that has a rate of 10 impaired collisions per 10,000 population. Funds will provide the program managers to facilitate Regional LELs in providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, 16, and the performance targets at large.

» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

Funds for this countermeasure will support the regional program managers monitoring of the impaired driving enforcement grants. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low ID Coordinator	$80,000.00	$20,000.00	$0.00

Intended Sub-Recipients: ICJI - TSD

PLANNED ACTIVITY: IGNITION INTERLOCK MANAGEMENT

Planned activity number: 164AL-2021-25-00-00
Primary Countermeasure Strategy: Ignition Interlocks

Planned Activity Description

Effective management of inspecting and monitoring ignition interlock service centers and technicians is a function of the TSD of ICJI with the following responsibilities:

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

This planned activity funds the salary, benefits, and travel costs to coordinate, monitor, and administer Indiana's Ignition Interlock Program.

Project Safety Impacts

An ignition interlock prevents a car from starting if a subject breath sample is above .02% BrAC. Ignition interlocks are effective in preventing recidivism of drivers who have a prior OWI conviction from driving under the influence. The TSD does not participate or use funs to lobby for mandatory ignition interlock installation of drivers who have been convicted of OWI. This project does not pay for ignition interlock equipment.

Linkage Between Program Area

This funds will assist in providing the courts options for OWI sentencing. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combatting impaired driving. This countermeasure is a consequence eligible to be imposed by the courts for an impaired driving conviction and will help the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This is a problem that affects the whole state. Every county reported a DUI collision in 2018.

- » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
- » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
- » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
- » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
- » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
- » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

Improving the number and monitoring compliance of installation sites will improve accessibility of ignition interlock devices. Convicted impaired drivers that receive an ignition interlock sentence need awareness of certified installers and where they are located.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Transfer Funds-AL	$170,000.00	$0.00	$0.00

Intended Sub-Recipients: ICJI - TSD

PLANNED ACTIVITY: REDUCED ACCESS TO IMPAIRING LIQUORS (RAIL)
Planned activity number: 164AL-2021-19-00-01
Primary Countermeasure Strategy: Integrated Enforcement

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

Project goals are to reduce risk behaviors such as underage and binge drinking, in order to promote safer decision making. These programs offer both education and enforcement activities to reduce underage consumption, impaired driving, and therefore collisions. The assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all have demonstrated a measurable impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, has contributed to the reduction in the number of collisions since 2009. In 2019, there were 152 collisions involving legally impaired young drivers. In 2018, 110 young drivers were hit by legally impaired drivers of any age group. SUDS has demonstrated to have helped reduce the number of these crashes during large events, such as concerts, sporting events, festivals, etc.

Project Safety Impacts
This countermeasure strategy provides funding for an underage drinking taskforce (Excise Police). Excise Police officers will focus on reducing instances of underage drinking by stopping sales to minors, being present on college campuses, and large events. Other countermeasures focus on stopping any potential impairment, but this focus is specifically on preventing underage drinking and alcohol impaired driving.

Linkage Between Program Area

The funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

The Integrated Enforcement Countermeasure as described in the "Countermeasures That Work, Ninth Edition." Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired-driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially as impaired drivers often speed or fail to wear seat belts. (Such operations can be particularly effective when conducted at night.) Funds provided will assist in increasing citations and arrests. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Transfer Funds-AL	$280,000.00	$56,000.00	$0.00

Intended Sub-Recipients: Indiana State Excise Police

PLANNED ACTIVITY: ALTERNATIVE TRANSPORTATION PROGRAM

Planned activity number: 164AL-2021-20-00-00
Countermeasure Strategy: Alternative Transportation

Planned Activity Description

The TSD will partner with the Indiana State Excise Police as a facilitator with local law enforcement to promote use of alternative transportation options by persons leaving licensed alcoholic beverage distribution locations, bars/restaurants, following consumption of alcoholic beverages. Locations of implementation will be data identified geographical locations with high crash areas involving alcohol impaired drivers. Through the use of handouts containing fact based messaging to promote positive

decisions, displayed and distributed at businesses and law enforcement a Project Code or QR Code will record the use of ride credits for alternative transportation.

This program focuses to persuade potentially intoxicated vehicle operators and pedestrians to the use of alternative options of transportation. Crash factors documented in FARS provides that: Alcohol impairment is a major contributing factor to pedestrian fatalities with an estimated 33% of fatal pedestrian crashes involved a pedestrian with a BAC of 0.08% or higher, and an estimated 16% of drivers involved in these crashes had a BAC of 0.08% or higher. About 75% of pedestrian fatalities occur after dark, and recent increases in the number of pedestrian fatalities are occurring largely at night with most pedestrian fatalities occur at non-intersection locations.

The rubric for measurable improvement through use of this planned activity is to reduce the number of alcohol involved collisions and specifically those involving pedestrians under the influence of alcohol. The Impaired Driving Program Manager will provide oversight and monitoring of this project.

Project Safety Impacts
Incidents of drug and alcohol impaired driving are on the rise in Indiana. The general and specific deterrence of traffic enforcement by law enforcement officers has been proven to be effective in reducing impaired driving incidents and collisions. It is prudent to implement additional methods to further reduce the incidents of impaired driving and collisions outside of enforcement action. Promoting good choices to utilize transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home will result in a decrease in alcohol-related crashes.

Linkage Between Program Area
The funds will assist with providing an accessible and reasonable alternative to driving after drinking. This will assist the state in our primary mission of inspiring behavioral improvement to reduce injuries and economic loss. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. General and specific deterrence may not be enough to dissuade some individuals, but when presented with an easy alternative they may alter their behavior.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist in promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home, resulting in a decrease in alcohol-related crashes. When presented with an accessible and reasonable alternative to driving or walking after drinking we believe that we will alter the behavior of a larger section of the population. Specifically those who may have driven intoxicated many times undetected. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. General and specific deterrence may not be enough to dissuade these people, but when presented with an easy alternative they may alter behavior.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Community Traffic Safety	$300,000.00	$60,000.00	$0.00

Intended Sub-Recipients: Indiana Alcohol and Tobacco Commission

PLANNED ACTIVITY: PORTABLE BREATH TEST EQUIPMENT
Planned activity number: 164AL-2021-22-00-00
Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

Planned Activity Description
This equipment will be used as an integrated resource in three HSP projects to provide PBT devices and calibration supplies for screening of alcohol that are used across these three representative programs. The State establishes for accounting purposes a separate Planned Project Number of 164AL-2021-22-00-00. The equipment stated within this project is incorporated as a function of the Planned Activity 164AL-2021-21-00-00, Impaired Driving Taskforce.

Project Safety Impacts
Law Enforcement Officers participate in multiple projects designed to reduce the number of alcohol involved crashes. Proper screening of alcohol at the field level confirms or eliminates the presence of alcohol as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument allows for the officer to move forward with an investigation for alcohol impairment. PBT's have a limited life span of the fuel cell and require regular calibration and replacement when the fuel cell is exhausted.

Linkage Between Program Area
In 2018 there were 136 fatal collisions and it is estimated that 114 fatal collisions in 2019 that involved a driver with a BAC of .08 or above. In 2019, there were a total of 3,815 impaired collisions, with alcohol as a contributing factor. Indiana police departments receive PBTs to either replace failing units or increase availability moving to a one to one ratio of equipment. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
»   C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
»   C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
»   C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
»   13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
»   14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
»   16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist police agencies with access and availability to reliable PBTs. Inadequate, outdated PBTs and those not regularly verified for accuracy or calibration may not provide reliable results for screening or identifying alcohol as an impairment factor. To effectively detect, identify and remove impaired drivers from Indiana roadways quality PBTs are a necessary tool. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Transfer Funds-AL	$125,000.00	$0.00	$125,000.00

Intended Sub-Recipients: Local City/County Law Enforcement

PROGRAM AREA: IMPAIRED DRIVING (DRUG AND ALCOHOL)

Description of Highway Safety Problems

In 2018, there were 227 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 13.4% decrease from 2017. These fatalities accounted for or 26.7% of Indiana's 851 fatalities in 2018. In 2019, it is currently projected that there were 121 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which would be a 46.7% decrease from 2018. This estimate is likely to increase as additional crash records are updated in the ARIES database.

Figure 38. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above
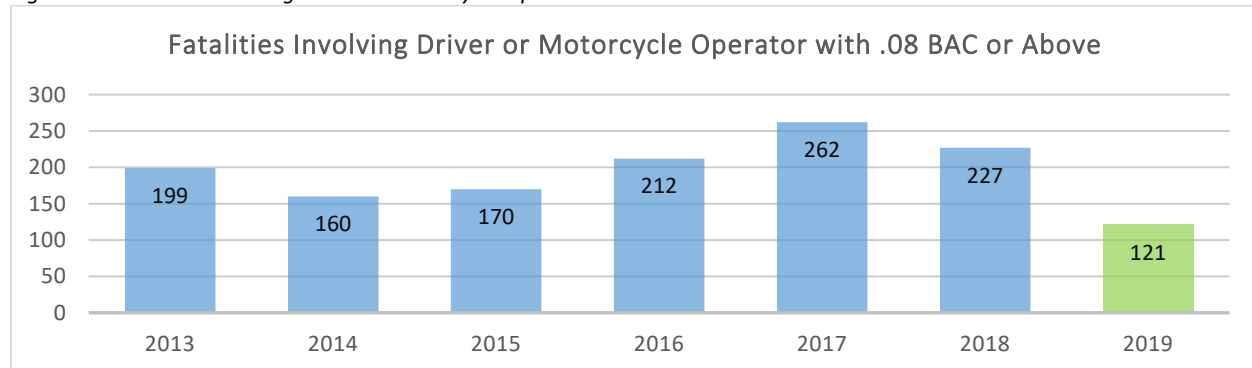
Source: 2013-18, FARS; 2019, ARIES

During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from a backlog of nearly 6,000 submissions to under 500, a reduction of nearly 1200%. Analysis results for submissions requesting alcohol analysis are currently provided in an average of 15 days for **all** submissions. Prior to the reduction alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updated crash records from 2019 records with available results.

ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification of geographical areas of significance. Utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports. Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but additionally quantifiably in examining the number of incidents in ratio to per 10,000 population, for greater problem ID in rural areas.

Blood Alcohol Content Level (BAC) of submission for analysis for alcohol increased from 2015 to 2019, with operators have a BAC of greater that 0.15 g/100 ml of Ethanol 2.8 times more than those with a BAC of 0.08-0.149 g/100 ml. IN 2015, 3,288 operator's results exceeded 0.15 g/100ml while in 2019, 4,479 operator's results exceed this level an increase of 1191 or 26.5%.

2019 Breath Tests
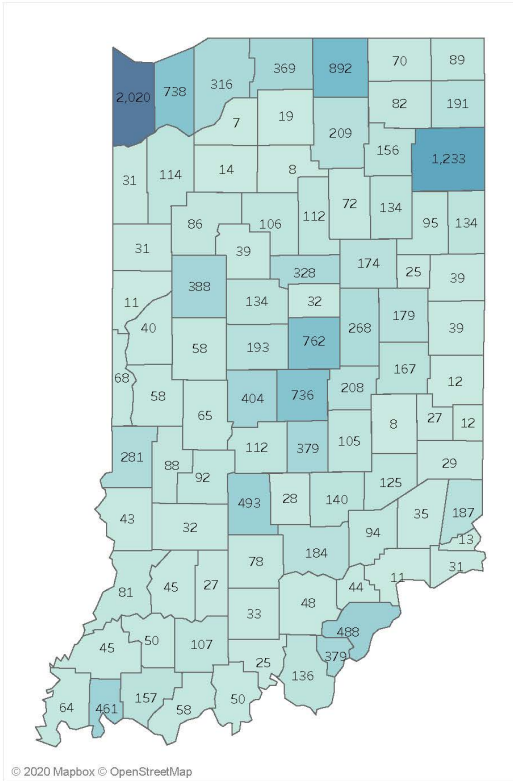
2019 Lab Submissions
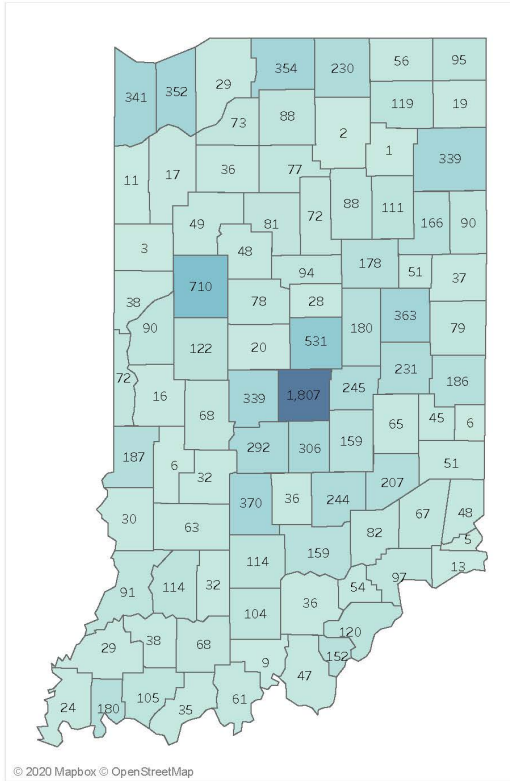
The TSD operates with an objective to "Enhance Enforcement Effectiveness" through the implementation of traffic safety programs.). In 2015, 35,651.54 hours were worked by agencies participating in DUI Enforcement Programs. Hours worked during DUI enforcement decreased by 3.8% from 2015 to 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 17.3% between 2015 and 2018. An average of 1.04 DUI citations were written per 8 hours worked in 2019. When compared to 2015, with 3.8% fewer hours worked in 2019, there was an increase of 0.16 DUI citations per 8 hours worked.

Figure 39. Number of Impaired Driving Citations and Arrests during Grant Funded Enforcement
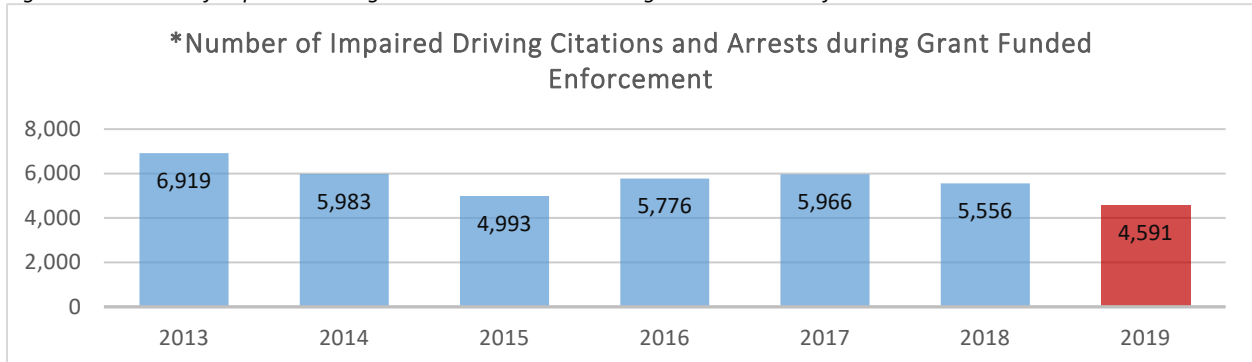
Source: OPO Database

The following maps display the total number of impaired driving citations that were issued in 2019, by county, for all enforcement including those issued during grant funded activities. The map on the left provides a quantitative analysis and indicates counties in the northwest and central part of the state represented the largest total number of citations. The map on the right, represents qualitative analysis and shows citations per 10,000 county population, indicates that some of the counties in the southern part of the state have a higher rate of citations compared to their population. Priority for funding is given to counties that demonstrate a higher need based on collisions, fatalities, and incidences of impaired driving.

Figure 40. OWI Citations per County (Left) and OWI Citations per 10,000 Population (Right) in 2019
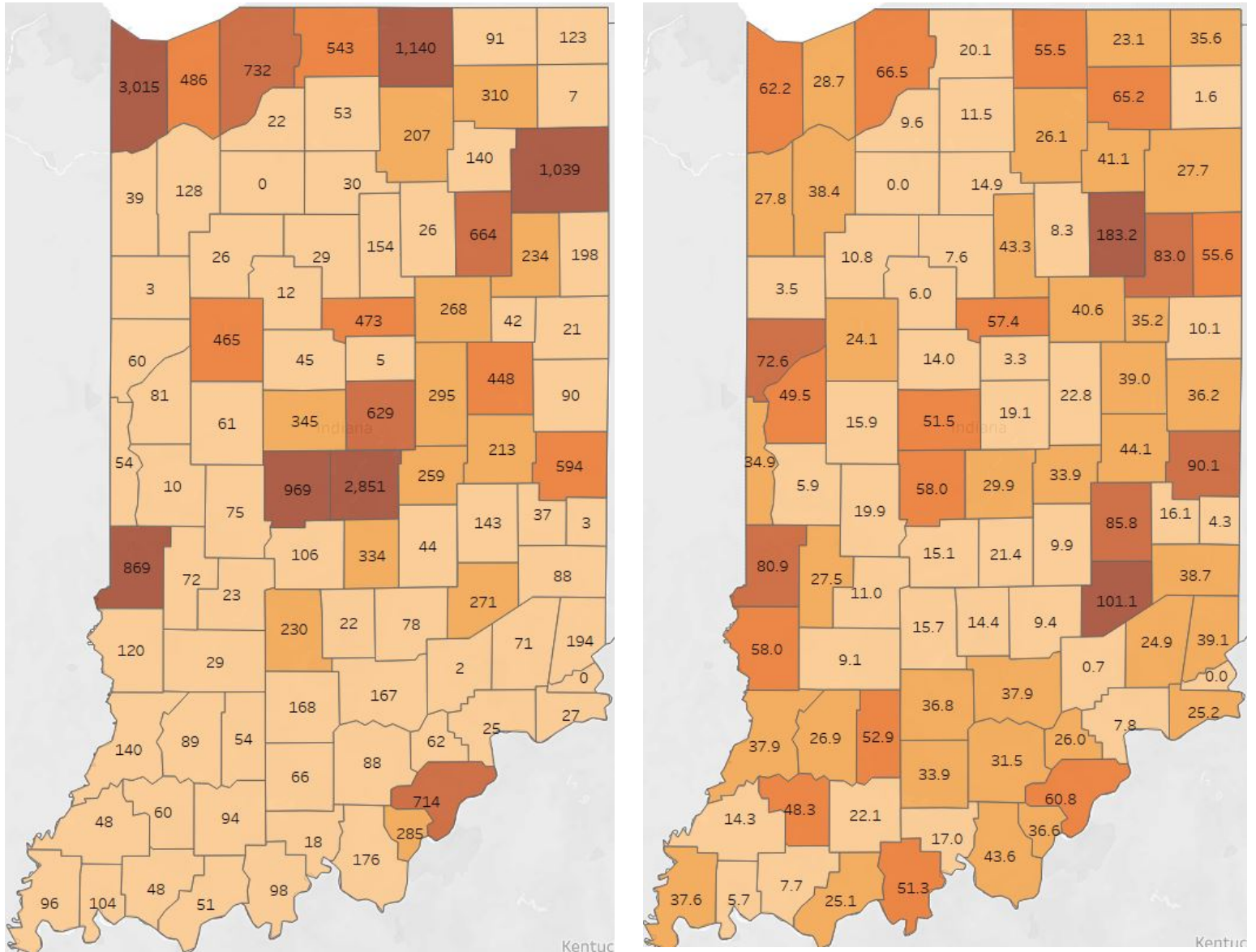
Source: eCWS Database, Citation and Adjudication Database Deployment is critical to timely and accurate data.

In 2018, 65% of Fatal and Serious Bodily Injury Crashes, and 60% of all crash involving THC results were at a level of less than or equal to 4ng/ml.

Figure 41. THC Concentrations Fatal and Non-Fatal Crashes

2018 THC Confirmation Cases (mix of traffic/non-traffic and NMS/ISDT confirmed): 1,945 Cases
405 fatal/SBI Cases Submitted for Drug Analysis
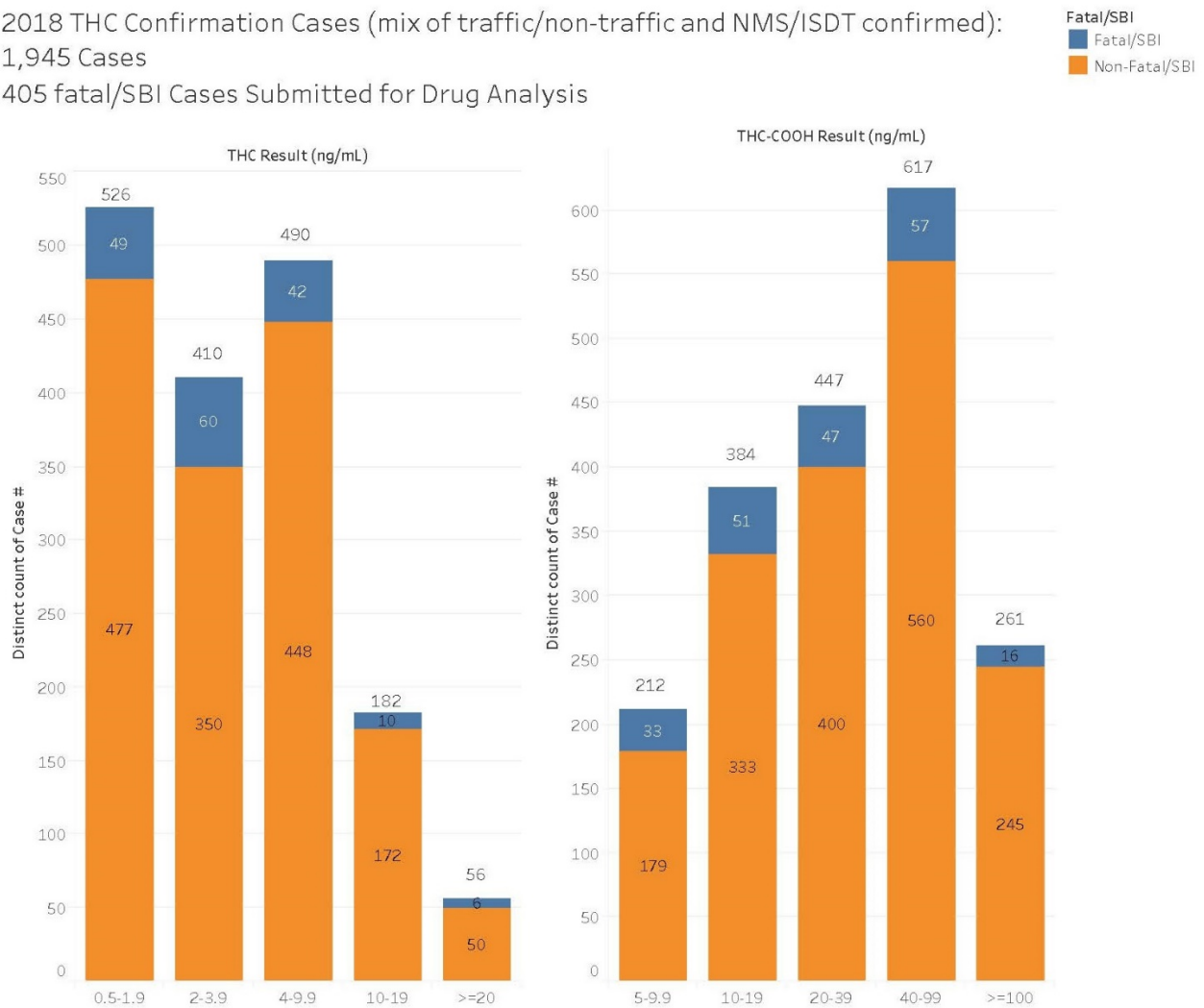
Figure 42. Drug Analysis Positivity Rate through Screening for Submitted Samples

| | Any Offense | Traffic | Traffic | | | | | | |
| | | | Drug Screening | | | Drug Screening Tested by ISDT | | | |
Year	Cases Submitted	# Cases Submitted	# Tested (NMS or ISDT)	# Tested by NMS	# Tested by ISDT	# Positive (any drug)	% Positive (any drug)	# Positive Cannabinoids	% Positive Cannabinoids
2015	6750	6286	6235	0	6235	4224	68%	2773	66%
2016	7973	7217	7126	0	7126	5062	71%	3403	67%
2017	8414	7540	6249	0	6249	4294	69%	2776	65%
2018	8220	7479	6609	2434	4175	2951	71%	1759	60%
2019	8241	7499	7135	3644	3491	2549	73%	1308	51%

Source: Indiana State Department of Toxicology

Figure 43. Counties receiving DUI funds in 2019 (Blue counties received funds, Gray counties did not)

Source: OPO Database

PLANNED ACTIVITY: DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION
Planned activity number: M6OT-2021-27-00-00
Countermeasure Strategy: Laboratory Testing of Drug and Alcohol Samples

Planned Activity Description
This project continues to fund outsourcing and support operational costs to sustain reduction of the Indiana State Department of Toxicology backlog. The current time of submission to time of analysis result delivery is less than 30 days for alcohol testing, and near 45 days for drug testing. Extended turnaround time for drug analysis delays prosecution of impaired driving crashes and reduces effectiveness of DRE evaluation results in all 92 Indiana counties.

Timely availability of these forensic results provides direct positive impacts for courts and victims of impaired driving to assist with prosecution decisions and expedite the adjudication of traffic related offenses. Project goal is to achieve and sustain a reporting time period of 30 - 45 days from the time a sample is received.

Project allows for outsourcing of testing to maintain current timeliness of results and improvement of laboratory equipment items as approved by the Regional Administrator for efficiency enhancements. Efficiency enhancements through equipment reduce the need for outsourcing and provide long term sustainability of the timeliness of results.to allow for staff involved with the analysis and improvement of testing capabilities to attend training and conferences to further the knowledge and ability of ISDT Staff. Improving the knowledge and abilities of ISDT staff will work to enhance credibility when testifying in impaired driving cases as well as provide information on emerging drugs and trends to guide planning for the increased scope of testing by ISDT.

Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts
This countermeasure will provide funding for the Indiana State Department of Toxicology to outsourcing the analysis of the blood samples, and through equipment updates, will improve internal efficiency to reduce future need for outsourcing. Blood samples need to be tested quickly and efficiently so they can be used as evidence at trial.

Linkage Between Program Area
The funds will assist in reducing a backlog of blood samples in need of testing. Testing samples quickly supports the efforts of judges, prosecutors, and officers to deter impaired driving. Drug impaired driving is increasing in prevalence in Indiana. This program supports the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This program speeds up the timeline of adjudication allowing for more cases to move through the judicial system expeditiously.
 » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
 » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
 » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
 » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
 » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
 » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

This countermeasure is necessary for the department of toxicology to update or replace equipment to facilitate timely analysis of blood samples. Driver awareness of streamlined impaired driving evidence processing, which leads to faster case adjudication, will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$500,000.00	$130,000.00	$0.00

Intended Sub-Recipients: Indiana Department of Toxicology

PLANNED ACTIVITY: TRAFFIC SAFETY RESOURCE PROSECUTOR

Planned activity number: FDL*PT -2021-31-00-00
Countermeasure Strategy: Prosecutor Training

Planned Activity Description

This project provides funding for two Indiana Traffic Safety Resource Prosecutors (TSRP) to provide training, education, and technical support to reduce the number of traffic fatalities and injuries from behavioral rooted causations through prosecuting offenders under the state's OWI laws and additional traffic related statutes. The TSRP will host multiple trainings sessions throughout the year. The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation. The TSRP will produce a quarterly newsletter to keep agencies up-to-date on current trends. The TSRP attends ICJI's annual law enforcement update meetings. The TSRP'ss will provide and facilitate the Annual Statewide Impaired Driving Training Conference. This project will provide for two TSRPs' salary, benefits, travel, training costs, and administrative support costs.

Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts

The prosecutor training program allows a prosecuting attorney to attend training to better understand impaired driving cases and prosecution. Training is needed, to increase the successful prosecution and conviction of impaired drivers in Indiana.

Linkage Between Program Area

Funds will increase confidence in the prosecuting of impaired driving cases. Due to the need for this type of training the TSD expanded the TSRP Program with a second TSRP in FY20. This program supports the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16.

This program supports an efficient and effective timeline of adjudication allowing more cases to move through the judicial system expeditiously.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

The funds will assist prosecutor training for Indiana's prosecutors on effective methods of investigating and prosecuting impaired driving cases. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Police Traffic Services	$430,000.00	$107,500.00	$0.00

Intended Sub-Recipients: Indiana Prosecuting Attorney's Council

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PLANNED ACTIVITY: OWI COURT TRAINING

Planned activity number: FDLCS-2021-33-00-00
Countermeasure Strategy: OWI Courts

Planned Activity Description

The National Center for DWI Courts (NCDC) provides training and technical assistance to states to develop and implement OWI courts. This project will fund attendance for OWI Court staff to attend one three and one-half (3.5) day foundational training class to train up to six (6) planning teams. This training is designed to take these planning teams through the various stages involved in planning and designing an OWI court. At the conclusion of the training, teams will be expected to work within their jurisdictions to implement OWI courts. As required by NCDC, each team will consist of a minimum of eight (8) team members. This project will fund the training costs for this foundational training including lodging and meal costs for the team members who attend this training. NCDC trained six (6) Indiana teams in FY18 and this planned activity will increase the number of OWI courts in Indiana to twelve (12). The funding for this planned activity for the OWI courts provides judicial education regarding; OWI courts and impaired driving education.

Project Safety Impacts

This countermeasure provides training to prosecutors and judges about handling OWI cases, who would otherwise not be able to acquire this training.

Linkage Between Program Area

The funds will improve the confidence of judges and prosecutors in the area of impaired driving prosecution and sentencing. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. This countermeasure strategy was chosen to provide further education for Indiana judges and prosecutors in the area of impaired driving prosecution and sentencing. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Court Support	$65,000.00	$16,250.00	$0.00

Intended Sub-Recipients: Municipal/ County Courts Establishing or with Established OWI Courts

PLANNED ACTIVITY: LAW ENFORCEMENT PHLEBOTOMY PROGRAM

Planned activity number: M6OT-2021-30-00-01
Countermeasure Strategy: High Visibility Enforcement

Planned Activity Description

The Law Enforcement Phlebotomy Program will be conducted in collaboration with the Indiana State Department of Health, Indiana State Department of Toxicology, and an Indiana College/University. The Law Enforcement Phlebotomy Program will provide training for Indiana Officers to collect blood samples from vehicle operators involved in fatal crashes and all crashes where impairment is suspected. Program

costs will support training for officers, training supplies, as well as specimen collection and submission kits for all Indiana Officers.

These funds will be used to allow officers to spend less time transporting individuals to and from hospitals, which will in turn allow them to return quicker to enforcement activities. This program will also facilitate the ability of Indiana to test a larger percentage of drivers involved in fatal collisions, increasing our access to timely, accurate, data.

Project Safety Impacts
High visibility enforcement for drug and alcohol impaired driving is a necessity for the State of Indiana. Utilizing officers who are trained on collecting blood samples for analysis will further increase enforcement in counties who have limited access to hospitals or medical professionals. This countermeasure is focused on the officers collecting the blood samples in support of high visibility enforcement for impaired drivers.

Linkage Between Program Area
In 2019, 40% of the vehicle operators involved in fatal crashes were tested for alcohol or drugs. As demonstrated by the problem analysis, drug impaired driving is increasing in Indiana. Indiana remains rural in many areas, with extended travel time to hospital facilities. Additionally many of these rural areas are assisted by medical helicopter services that immediately transport vehicle operators across state lines. This further restricts the ability for immediate testing. Use of this program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
This countermeasure strategy is needed to help address the issue of impaired driving through testing of blood.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$170,000.00	$34,000.00	$85,000.00

Intended Sub-Recipients: Vincennes University, Indiana State Department of Health

PLANNED ACTIVITY: JUDICIAL OUTREACH LIAISON
Planned activity number: M6X-2021-32-00-00
Countermeasure Strategy: Judicial Outreach Liaison

Planned Activity Description
This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock and impaired driving laws to judges and judiciary staff across the state.
The Judicial Outreach Liaison will also:
» Work with the State's Specialty Court Committee to promote the development and use of OWI courts in Indiana.
» Continue to work with National Judicial Fellows and the Regional Judicial Outreach Liaison to seek outreach opportunities.
» Identify issues of concern to judges and other court officials regarding impaired driving issues.
» Share information and coordinate with TSD, LELs, TRSP and others on emerging impaired driving issues.
» Develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.
» Identify barriers that affect training, education and outreach to the courts and recommend alternatives to address these issues.

The assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts
The judicial outreach liaison will assist in training judges and judiciary staff regarding ignition interlock laws and impaired driving education. The judicial outreach liaison will also work with the specialty court committee to promote the development and use of OWI courts along with other activities. This countermeasure compliments others, especially the prosecutor training.

Linkage Between Program Area
The funds will assist in assuring education is provided to judges regarding ignition interlock technology, accessibility to resources, and drug impaired driving. Educating judges about sentencing repeat offenders to have an ignition interlock system installed in their vehicle will assist in reducing the number of fatalities and impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. This planned activity is not directly related to the blitzes, but affects anyone arrested who may go before a judge who sentences them to the installation of an ignition interlock.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist in providing Indiana's judicial staff continuing training and education so they are able to effectuate the most appropriate sentence that will best rehabilitate the offender and reduce

recidivism. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Drug and Alcohol Training	$70,000.00	$14,000.00	$0.00

Intended Sub-Recipients: Judicial Outreach Liaison, Penrod Consulting LLC

PLANNED ACTIVITY: SFST/DRE TRAINING PROGRAM
Planned activity number: M6X-2021-28-00-00
Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Planned Activity Description
This project provides funding for SFST, DRE and ARIDE training programs and the sustained education of Indiana DRE Officers. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces to have successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender.

Indiana plans annually to provide two (2) DRE Courses with a goal of fifty (50) new DRE's trained annually, to outpace attrition and provide additional resources. Indiana has increased the number of certified DRE Officers from 115 in 2016 to 256 in 2020.Two SFST Instructor Courses are planned annually to increase the number of SFST Instructors available to provide basic training and refresher training with associated psychomotor proficiencies.

Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts
Enhanced enforcement effectiveness of alcohol and drug impaired driving incidents, resulting in the reduction of injuries, crashes and economic loss.

Linkage Between Program Area
The funds will assist with providing DRE Training to law enforcement officers in Indiana. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
»   C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.

» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Drug and Alcohol Training	$550,000.00	$110,000.00	$450,000.00

Intended Sub-Recipients: DRE and SFST Training Services Provider

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PLANNED ACTIVITY: DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

Planned activity number: M6X-2021-29-00-00
Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Planned Activity Description

This project provides Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into hand held data tablets. The tablets use an electronic version of a face sheet, which eliminates the need for paper 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 evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures.

Project Safety Impacts

This project provides funding for SFST, DRE and ARIDE trainings. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST

basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Linkage Between Program Area
The funds will assist with providing DRE Training to law enforcement officers in Indiana. The problem ID section identified that there were 107 drivers, who had a positive or pending drug result that died in collisions in 2019. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.
»   C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
»   C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
»   C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
»   13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
»   14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
»   16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
The funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Information System	$50,000.00	$10,000.00	$50,000.00

Intended Sub-Recipients: ICJI – TSD

PLANNED ACTIVITY: ROADSIDE IMPAIRED DRIVING ORAL FLUID FOR DRUG DRIVING (RID-DD)
Planned activity number: M6OT-2021-24-00-00
Countermeasure Strategy: Supporting Law Enforcement

Planned Activity Description

The TSD will deploy the use of the oral fluid testing instruments for use at sobriety checkpoints and in Indiana counties demonstrating an imbalance of breath test administration for alcohol to submission of blood for drug analysis, or a high incidence of submissions for drug analysis. Funds from this program will purchase an initial supply of testing instruments at a cost of less than the minimum equipment threshold value and supply testing supplies for these instruments. Use logs will be kept from the administration of oral fluid tests for data and program evaluation purposes. Officers from agencies who are at minimum trained in ARIDE will be eligible to participate.

The Statewide Services Program Manager will provide oversight of this program.

Project Safety Impacts

This project provides funding for DRE and ARIDE trained officers to utilize field instruments to analyze the oral fluid of a subject suspected of operating a vehicle while intoxicated on a substance other than or in addition to alcohol. Currently, Indiana police officers do not have instruments available for roadside use to assist with establishing probable cause for drug impairment during operating while intoxicated investigations. Collecting oral fluid from a driver on the roadside can be easy, quick, and non-invasive. The closer as sample can be collected to the time the driver was operating a vehicle the accuracy of results will be increased. The oral fluid test instrument provides the investigating police officer positive or negative test results, in minutes.

Linkage Between Program Area

The funds will assist in increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

These funds will assist in increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected so Indiana law enforcement agencies will be more equipped to tackle of the issue of drug impaired driving, which is becoming more prevalent every year. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$180,000.00	$36,000.00	$180,000.00

Intended Sub-Recipients: County and Municipal Law Enforcement Agencies

MOTORCYCLE SAFETY

PROGRAM AREA: MOTORCYCLE SAFETY

Description of Highway Safety Problems

In 2018, there were 112 motorcycle fatalities, a decrease of 31 from 2017 where 143 were recorded. A target of 107 or fewer motorcycle fatalities in 2018, this goal overall metric was not reached. NHTSA determined Indiana also did not achieve the metric of 77 non-helmeted fatalities although there was a reduction from 105 in 2017 to 91 in 2018. We predict motorcycle fatalities will be 107 in 2019, a decrease expected to be 4.5% from 2018.

Figure 43. Total Motorcycle Fatalities

Total Motorcycle Fatalities

Year	2013	2014	2015	2016	2017	2018	2019
Fatalities	115	124	108	101	143	112	107
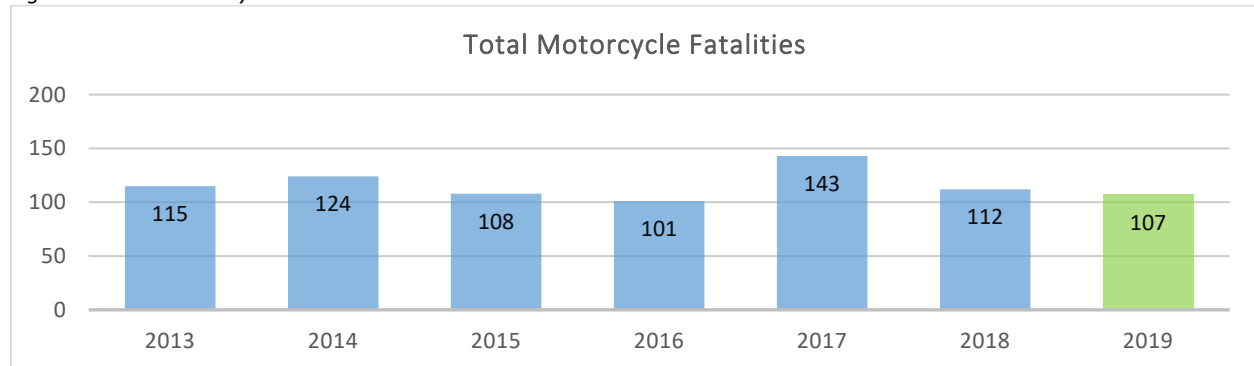
Source: 2013-18, FARS; 2019, ARIES

Figure 44. Unhelmeted Motorcycle Fatalities

Unhelmeted Motorcycle Fatalies

Year	2013	2014	2015	2016	2017	2018	2019
Fatalities	82	89	79	72	105	91	64
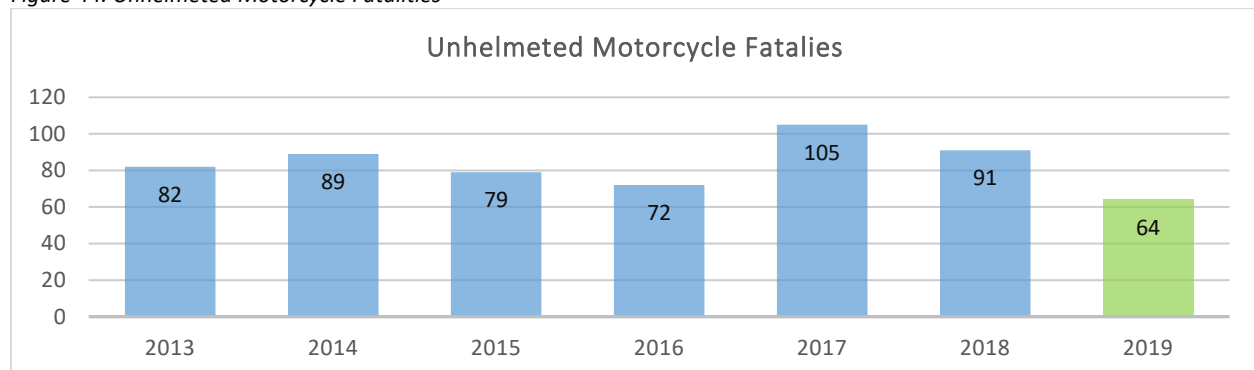
Source: 2013-18, FARS; 2019, ARIES

Collisions involving motorcycles predominately occurred during clear and dry weather conditions, on local/city straight/level roads during daylight hours. Non-helmeted riders represented 60% of all motorcycle fatalities in 2019. Motorcycle fatalities per 100,000 registrations decreased in 2018 to 47.5 from 57.9 in 2017. Motorcycle fatalities per 100,000 registrations is predicted to be 45.6 in 2019. The 2017, 2018,and 2019 rates have steadily increased since 2015, when the rate was 41.5, however, the data shows that the number of collisions have not significantly increased, rather the total number of registrations have been decreasing for the last five years.

Figure 45. Motorcycle Fatalities per 100k Registrations
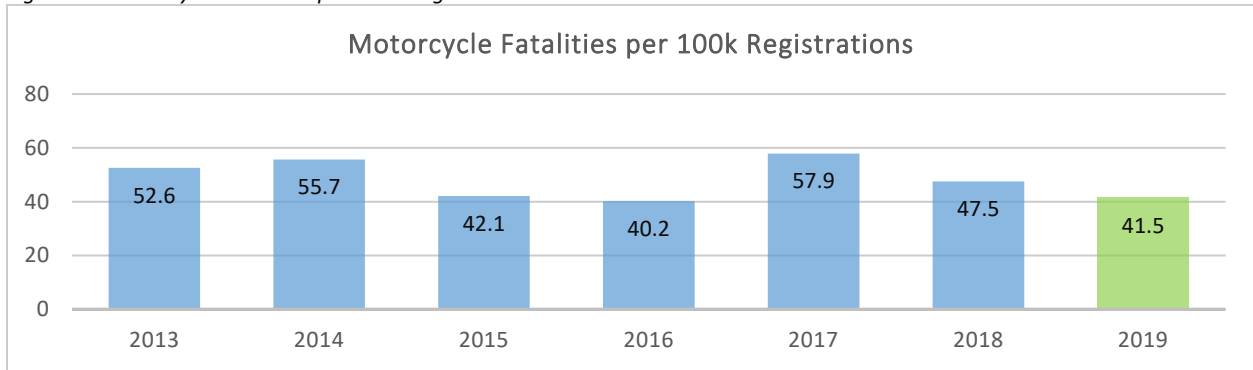
In 2019 almost 75% of motorcycle collisions occurred between May through September, with most occurring during August (418). The most common age group involved in a motorcycle collision is 20 to 29 years old. "Failure to yield right of way" (by other motorist) and "Following too closely" (by motorcyclists) were the most common primary factors involved in motorcycle collisions. Although Indiana tracks all motorized bikes, mopeds, and motorcycles when calculating total collisions and fatalities, it is of note that just over 75% of motorcycle collisions involved a traditional, large, motorcycle rather than a moped or small motorized bike, which have their own classifications. Incapacitating injuries decreased by 13.2% from 2017 (748) to 2018 (649) and further decreased from 2018 to 2019 by 13.4% (562).

More information is provided in the Indiana visualization maps below. Utilizing the data visualization maps is an enhanced analysis in 2019 by Indiana based on total number of motorcycle collision, Central Indiana contains a cluster of crash incidents, depicted by the darker blue counties. Projects for mitigation of the sustained fatality rate of motorcycle riders in Indiana will prioritize the data indicated regions of higher collision rates. In 2018, 23.1% of motorcycle operators in fatal collisions were alcohol or drug impaired.

Figure 46. Motorcycle Collisions per County (Left) and Motorcycle Collisions per 10,000 Population (Right) in 2019. Source: ARIES
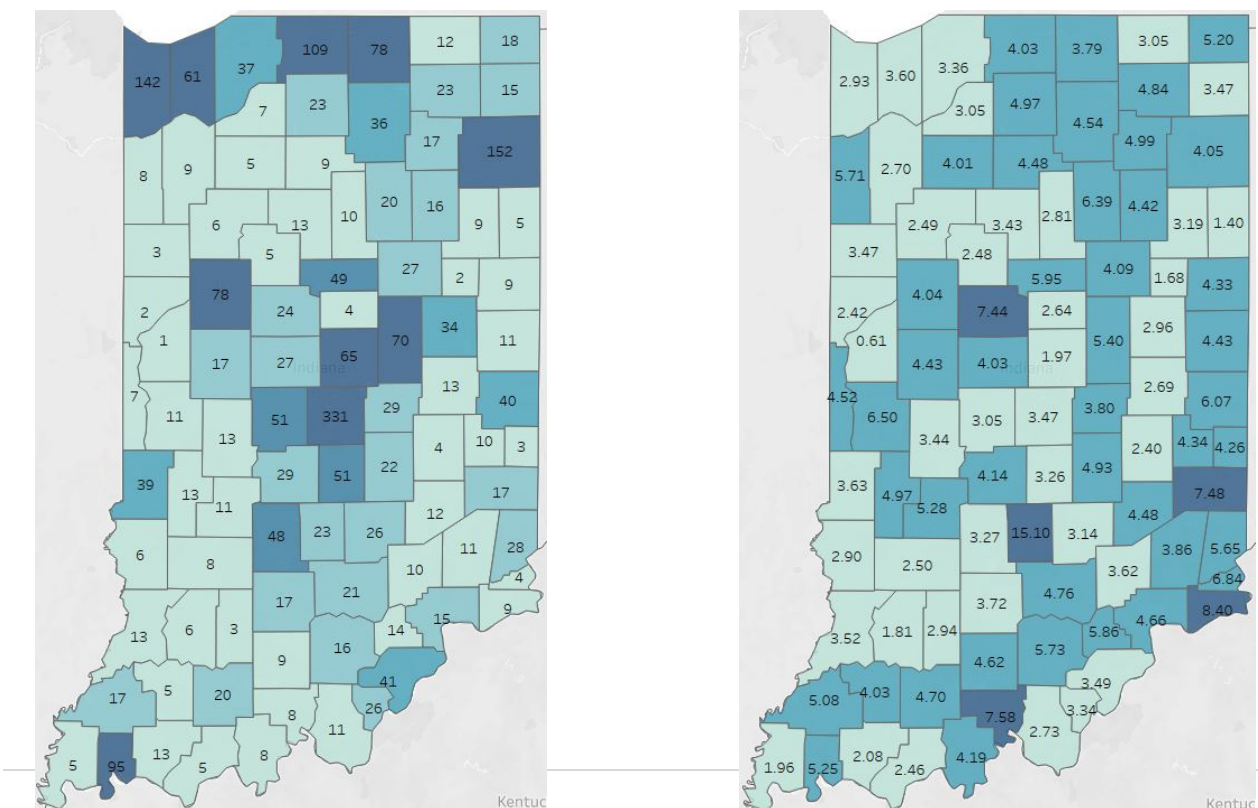
PLANNED ACTIVITY: HIGH VISIBILITY ENFORCEMENT (HVE) MOTORCYCLE ENFORCEMENT
Planned activity number: MC-2021-49-00-00
Countermeasure Strategy: High Visibility Enforcement

Planned Activity Description
Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. Registrations peaked in 2015 with 250,571, and remain well above 200,000 with 234,229 in 2019. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator.

Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2018 clearly indicated two areas within the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties.

While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety fact sheets to the agencies conducting these campaigns to hand out to riders at these events. Law enforcement will additionally conduct HVE Enforcement of non-motorcycle vehicles to promote awareness of motorcycles in and around the above type events where motorcycles saturate an area.

Project Safety Impacts
This countermeasure focuses on providing materials at motorcycle events that discuss how drugs and alcohol can impair a motorcyclist and contribute to fatal accidents. Officers will be handing out these materials, and watching to see if any riders at the event appear impaired and stop them from riding while on patrol. This countermeasure focuses on the impaired riders the unendorsed rider grant emphasizes proper licensing for riders.

Linkage Between Program Area
The funds will assist in increasing citations, arrests, and education. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Rider awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. The program will also assist the state in achieving performance targets C-7 and C-8, and 15.
- » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
- » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
- » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.

» C-7 Target: Reduce motorcyclist fatalities from 107 in 2019 to no more than 106 in 2021.
» C-8 Target: Reduce unhelmeted motorcyclist fatalities from 64 in 2019 to no more than 62 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 15 Target: Reduce the rate of motorcycle fatalities per 100K registrations from 41.5 in 2019 to no more than 40.2 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
The funds will assist in increasing citations, arrests, and education. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Most motorcycle collisions are occurring between May through September, therefore, enforcement will be limited to May through September. Impaired motorcyclists are prone to committing many risky traffic behaviors increasing their chance of being involved in a collision. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This countermeasure does not support enforcement during the national mobilizations.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Motorcycle Safety	$65,000.00	$13,000.00	$65,000.00

Intended Sub-Recipients: City/County Law Enforcement Agencies

PLANNED ACTIVITY: PROGRAM MANAGEMENT MOTORCYCLE
Planned activity number: PM-2021-MC-40-00
Countermeasure Strategy: Highway Safety Office Program Management Motorcycle

Planned Activity Description
This project provides funding for program management to develop and implement programs designed to improve the safety of motorcyclists. The programs should facilitate motorcycle safety training, proper licensing, riding unimpaired and utilizing all proper motorcycle rider protective gear. Current projects include the High Visibility Enforcement (HVE) Motorcycle Project, sponsorship of the Miracle Ride, and partnerships for events such as Motorcycle Safety Awareness Month and Motorcycles on Meridian.

Project Safety Impacts
Motorcycle safety program management will be part of the assigned program manager's duties. The program manager will help each region try to lower their motorcycle collisions through grant funding.

Linkage Between Program Area
The funds will assist the program managers to help the LELs in identifying these counties and providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, C-7, C-8, 15, and 16.

» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» C-7 Target: Reduce motorcyclist fatalities from 107 in 2019 to no more than 106 in 2021.
» C-8 Target: Reduce unhelmeted motorcyclist fatalities from 64 in 2019 to no more than 62 in 2021.
» 15 Target: Reduce the rate of motorcycle fatalities per 100K registrations from 41.5 in 2019 to no more than 40.2 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds for this countermeasure will support the regional program managers monitoring of the motorcycle grants. This countermeasure strategy does not involve the national mobilizations directly. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Motorcycle Safety	$20,000.00	$5,000.00	$0.00

Intended Sub-Recipients: ICJI - TSD

PLANNED ACTIVITY: UNENDORSED MOTORCYCLE RIDER INITIATIVE
Planned activity number: M9MT-2021-48-00-00
Countermeasure Strategy: Motorcyclist Licensing & Motorcycle Training

Planned Activity Description
In collaboration with the Indiana Bureau of Motor Vehicles (BMV), the TSD will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. The BMV will start by contacting unendorsed operators in the top 30 counties with the highest motorcycle collisions. If funds still remain they will then notify unendorsed operators in other counties. By starting with the top 30 counties we are planning to reduce the number of motorcycle collisions in those counties.

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.

Funding provided will allow for motorcycle training course to be held for non-endorsed operators. Including the allowable use of funds for only for motorcyclist safety training and motorcyclist awareness programs, including:

(i) Improvements to motorcyclist safety training curricula;

(ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including -

(A) Procurement or repair of practice motorcycles;

(B) Instructional materials;

(C) Mobile training units; and

(D) Leasing or purchasing facilities for closed-course motorcycle skill training;

Project Safety Impacts

Motorcycle rider licensing focuses on getting unendorsed riders to take either a skills test or training course to receive the full motorcycle rider endorsement. In the State of Indiana a motorcyclist must have a motorcycle learners permit to operate a motorcycle, but there are some added restrictions which those with the endorsement do not have to abide by. One way that we plan to use this countermeasure is by having the BMV identify individuals who have a motorcycle registered to them, though we cannot single out those who are unendorsed. The BMV will notify registered motorcycle owners about the benefits of having an endorsement while also advertising the other training courses. This targets the audience of unendorsed riders while also promoting the level 2 and 3 courses to endorsed riders. The level 2 and 3 courses are not necessary to receive the license, but teaches skills to improve riding ability.

Linkage Between Program Area

These funds will assist in providing education to encourage proper licensing by motorcycle operators. The primary reasons for motorcycle fatalities are due to not being properly educated and licensed, along with impairment. Indiana has identified the top 30 counties with the most motorcycle collisions and will target those counties to receive the initiative funds. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions, helping Indiana achieve performance targets C-1, C-3, C-7, C-8, 13, 14, and 15.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-7 Target: Reduce motorcyclist fatalities from 107 in 2019 to no more than 106 in 2021.
» C-8 Target: Reduce unhelmeted motorcyclist fatalities from 64 in 2019 to no more than 62 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 15 Target: Reduce the rate of motorcycle fatalities per 100K registrations from 41.5 in 2019 to no more than 40.2 in 2021.

Rationale for Selecting Countermeasure/Amount

The funds will assist in providing motorcycle operator education. Endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. The Indiana Bureau of Motor Vehicles notified the TSD that about 50 percent of registered motorcycle riders are not endorsed. The

more educated and endorsed riders there are on the road the fewer motorcycle fatalities and injuries will occur, as well as, fewer motorcycle collisions in general. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405f	405f Motorcyclist Training	$120,000.00	$24,000.00	$0.00

Intended Sub-Recipients: Indiana Bureau of Motor Vehicles

PEDESTRIAN/BICYCLISTS

PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

Description of Highway Safety Problems

In 2018, there were 2,472 pedestrians and bicyclists involved traffic collisions. In 2019, there were 2,311 pedestrians and bicyclists involved traffic collisions. Combined, these groups saw an increase (1.3%) in the number of persons involved in collisions from 2017 to 2018, and made up 14% of all fatalities. When comparing 2019 to 2018, there was a decrease (6.5%), and these collisions are predicted to make up 11% of fatalities in 2019.

Bicyclists were involved in 0.25% fewer collisions in 2018 compared with 2017. It is projected that there was a 9.9% increase in collisions that involved bicyclists in 2019 compared to 2018. Bicyclists made up 2.3% of all fatalities in 2018, and it is projected to decrease to 1.4% of fatalities in 2019. In 2018 and 2019, roughly three in every 1,000 collisions involved a bicyclist. Pedestrians made up 12.2% of all fatalities of 2018 and 9.7% of all fatalities in 2019.

Every seven to eight in 1,000 collisions involved a pedestrian in 2018. Pedestrians and bicyclists aged 15 to 24 involved in collisions had the highest involvement rates of the age groups. Pedestrians and bicyclists were also most likely to be involved in collisions during the hours of 3 pm and 6 pm and on weekdays. About 56.5% of pedestrian and 65.8% of bicyclist collisions occur between 12 PM and 9 PM.

The two most common days pedestrian collisions occur on are Friday (263) and Wednesday (260) and the two most common day bicyclist collisions occur on are Tuesdays (142) and Friday (137). Failure to yield and pedestrian action are reported as the primary crash factor in 58% of crashes for both bicyclists and pedestrians.

The Central Region of the state has the most pedestrian and bicyclists collisions. Seven counties account for just over 55% of pedestrian and bicyclists collisions (Allen, Hamilton, Lake, Marion, Monroe, St. Joseph, and Tippecanoe). The top twenty counties make up 80% of pedestrian collisions; Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo (these are the additional thirteen to the seven counties listed in the previous sentences). The top twenty counties make up almost 82% of bicyclist collisions; Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo.

Figure 47. Pedestrian Fatalities

Source: 2013-18, FARS; 2019, ARIES

Figure 48. Pedestrian collisions per county (left) and pedestrian collisions per 10,000 population (right) in 2019
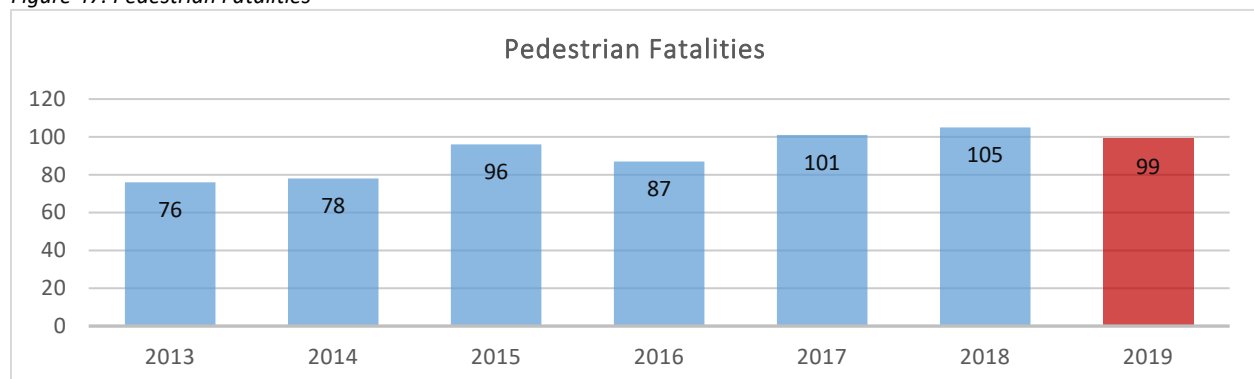
Source: ARIES

Figure 49. Bicycle Fatalities

Bicycle Fatalities

Year	Value
2013	14
2014	12
2015	12
2016	19
2017	13
2018	24
2019	16
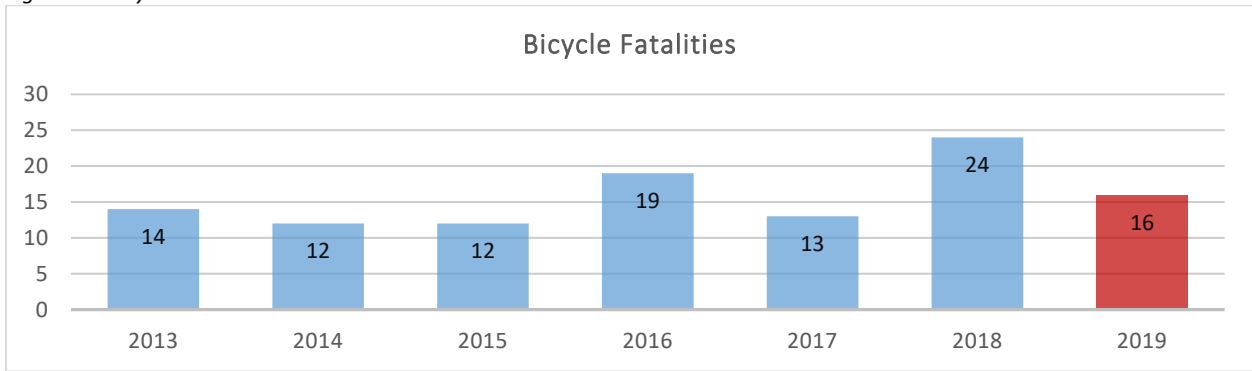
Source: 2013-18, FARS; 2019, ARIES

Figure 50. Bicycle collisions per county (left) and Bicycle collisions per 10,000 population (right) in 2019
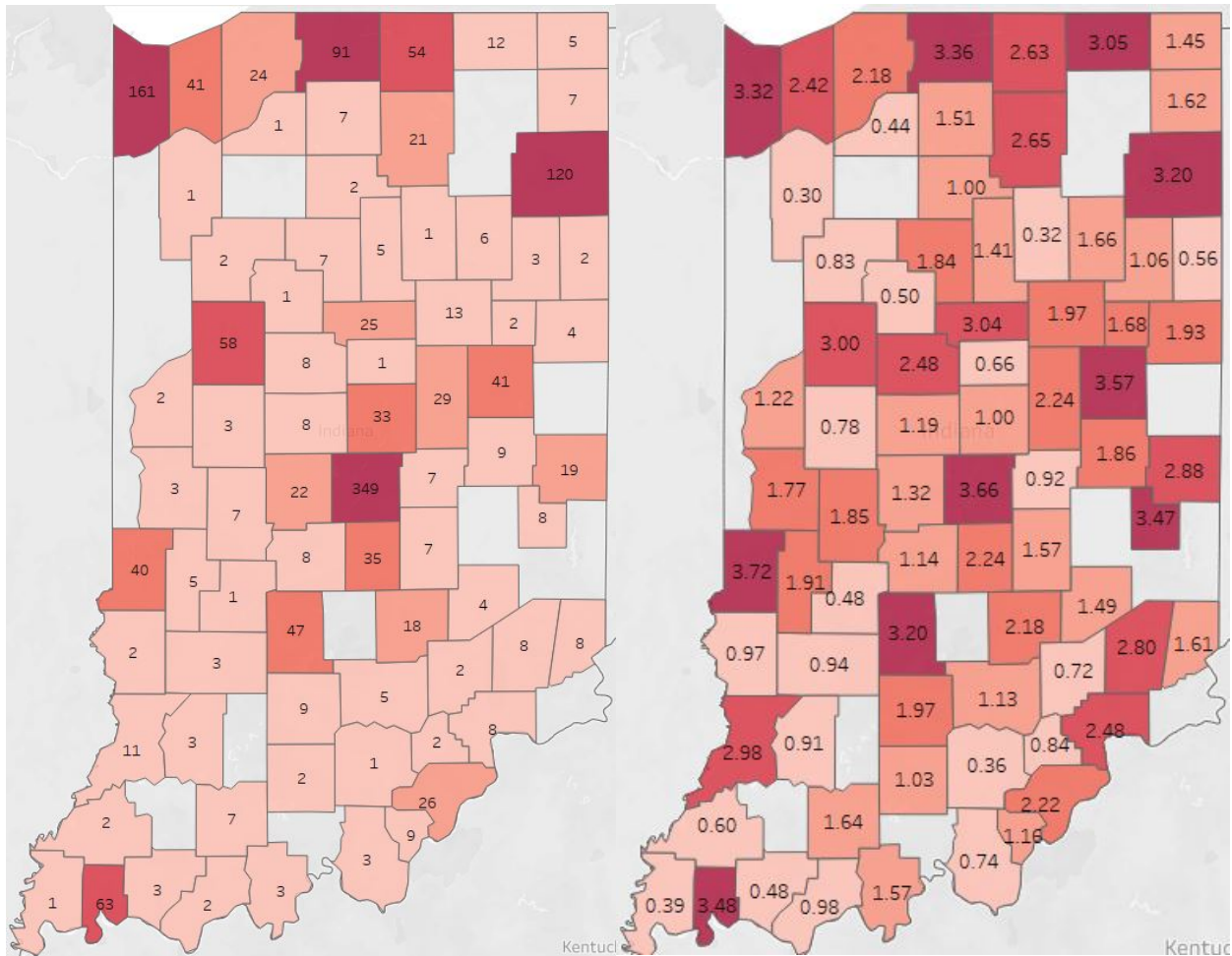
Source: ARIES

PLANNED ACTIVITY: PEDESTRIAN AND PEDAL-CYCLIST FATALITIES

Planned activity number: FDL*PS -2021-10-00
Countermeasure Strategy: Integrated Enforcement Strategies

Planned Activity Description

Issues regarding pedestrians and cyclists are diverse and impact communities differently. The top thirty counties for pedestrian and bicyclist collisions will receive priority for this funding. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Enforcement and education should be data driven specific to the applicant recipient to address the diversity of crash causations by geographical location. Using bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2018, the TSD awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. The TSD feels continued funding would help reduce these numbers further.

Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts

This enforcement strategy increases compliance with pedestrian, pedal-cyclist, and motorist traffic laws that are most likely to happen due to increased pedestrian and motorist exposure. For departments to receive funds they must demonstrate a need for them through collision data and add an educational component and an evaluation component to their project using these funds. This is the only countermeasure strategy for pedestrian and pedal-cyclist enforcement activity

Linkage Between Program Area

The funds will assist with a combination of enforcement and education. Pedestrian action is defined as a pedestrian not following traffic laws such as; crossing outside of a crosswalk or crossing when they do not have the walk sign. Over 55% of collisions involving pedestrians or pedal-cyclist are due to either a failure to yield by the motorist or pedestrian/pedal-cyclist. An average of 12.5% of collision fatalities in Indiana over the last two years are pedestrians or pedal-cyclists, and funding is needed to lower this percentage. This program will help the state achieve performance targets C-1, C-3, C-10, C-11, 13, and 14. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing pedestrian and bicyclist safety.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount
These funds will assist increasing pedestrian and bicyclist safety through education and enforcement of applicable traffic laws. Providing both education and enforcement behaviors of those involved in the collisions will change by understanding consequences of risky behavior. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing pedestrian and bicyclist safety. Driver awareness of enforcement will provide increased general deterrence for incidence of pedestrian and bicyclist collisions.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d (FLEX)	405d Low Pedestrian/Bicycle Safety	$300,000.00	$60,000.00	$300,000.00

Intended Sub-Recipients: City/County Law Enforcement Agencies

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PLANNED ACTIVITY: S.A.V.E: STOP ARM VIOLATION ENFORCEMENT PROJECT
Planned activity number: PS-2021-09-00-00
Countermeasure Strategy: Safe Routes to School

Planned Activity Description
The S.A.V.E. 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 identify 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.

Project Safety Impacts
The safe routes to school countermeasure improves the safety for children walking or bicycling to school, this would also include boarding or exiting school busses. The safe routes to school countermeasure protects children as pedestrians, an area that is not targeted with the other countermeasures in this program area. Many of the countermeasures in this are target protecting children in a vehicle, by using restraints.

Safe routes targets child as pedestrians making it to and from school. This countermeasure addresses the collisions and violations that involve children either getting on or off of a school bus. Indiana has seen an increase in 2018 and 2019 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2019 these violations resulted in fatalities of children in the process of boarding school buses. Citations issued in 2018 were, 4,209 and in 2019 were 5,960, an increase of 1,761 or 29.3%.

Linkage Between Program Area

The funds will assist law enforcement officers in providing focused enforcement for drivers who pass a school bus during their commute. This is not part of the national mobilizations; it does include two statewide mobilizations "Returns to School" in the fall and spring. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" to increase pedestrian safety. This program will help the state meet performance target C-1, C-3, C-2, C-9, C-10, C-11, 13, 14, and 17.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-9 Target: Reduce collisions involving drivers 20 or younger from 101 in 2019 to no more than 96 in 2021.
   C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount

The funds will assist law enforcement agencies with increased enforcement during mobilizations and allow for funding to support collaboration trainings with schools, drivers and officers to identify problem areas and best practice resolutions. Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018 these violations resulted in fatalities of children in the process of boarding school buses. This is not part of the national mobilizations. According to the Indiana Department of Education there were over 3,000 bus stop arm violations across Indiana daily. For a school year of 180 days that is over 540,000 stop arm violations for the state. Any one of those 540,000 could result in children being fatally struck. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" to increase pedestrian safety. Driver awareness of enforcement will provide increased general deterrence of collisions involving pedestrians.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Pedestrian Safety	$250,000.00	$50,000.00	$250,000.00

Intended Sub-Recipients: City/County Law Enforcement Agencies

YOUNG DRIVERS

PROGRAM AREA: YOUNG DRIVERS

Description of Highway Safety Problems

In 2018, 10% of drivers involved in fatal collisions were young drivers (ages 15-20). For any six-hour time period, the highest number of young drivers in incapacitating injury collisions occurred between 3:00 PM and 8:59 PM (40%). 15 of Indiana's 92 counties accounted for 48% of all young drivers in incapacitating injury collisions, including some of Indiana's most populated urban counties (Marion, Allen, Lake, Elkhart, Hendricks, Hamilton, Madison, and Vanderburgh). The top two primary contributing factors in these collisions were "failure to yield right of way" (22.7%) and "ran off road right" (18.1%) and the young driver was typically at fault. These two primary factors accounted for more than 40% percent of all young drivers involved in incapacitating injury collisions.

Figure 51. Drivers 20 and Under Involved in Fatal Collisions
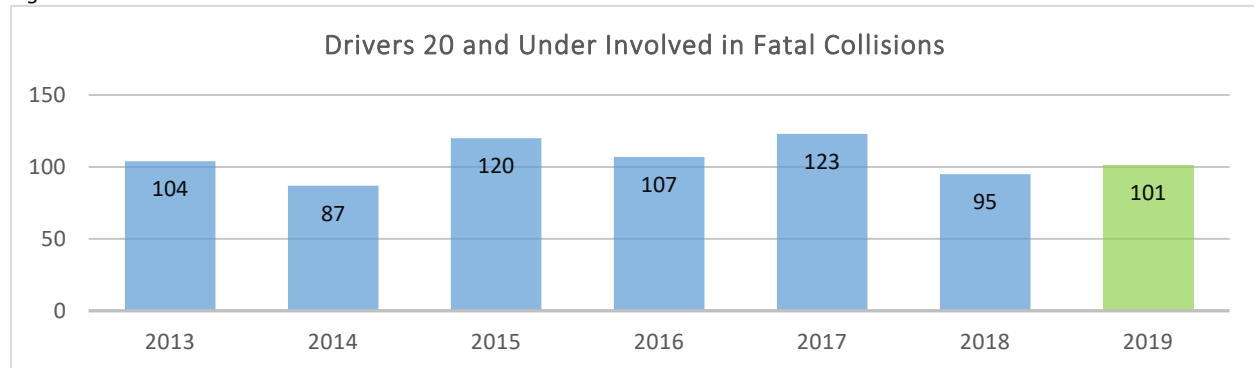
Source: 2013-18, FARS; 2019, ARIES

In 2018, 60 young drivers were killed in collisions, a 22% increase from 2017 (49). It is projected that 40 young drivers were killed in collisions in 2019, a 33% decrease from 2018. In 2019, 19.7% of young drivers (18 young drivers) involved in fatal collisions tested positive for alcohol and/or drugs (includes positive and pending drug results). Nine of the young drivers who were involved in positive result collisions died. The SADD, SUDS, ICE and CIS programs have all been in place for at least five years.

In the past seven years the number of fatal and incapacitating collisions for young drivers has declined. This age group also has the highest percentage of any age group for engaging in distracted driving during a collision. For every 1,000 collisions 5 young drivers were at fault due to distraction. Every age group of drivers demonstrate participation in distracted driving. For every 1,000 collisions 3.9 drivers' ages 21-24 and ages 25-44 were at fault due to distraction.

Those who are 45 and older were the least likely to be at fault for a collision due to distraction (3.8 to every 1,000 collisions). Distraction is considered a contributing factor, but crash statistics will not show it as the primary cause of the crash.

Figure 52. Young drivers involved in fatal collisions per county in 2019. Source: ARIES

PLANNED ACTIVITY: SADD - TEEN TRAFFIC SAFETY
Planned activity number: M1*TSP-2021-15-00-01
Countermeasure Strategy: Community Traffic Safety Programs

Planned Activity Description
A primary method for Indiana to address the number of teens killed or injured in collisions is through the Students against Destructive Decisions (SADD) program. The Indiana SADD Program receives grant funding from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses.

SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs. This attempts to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities.

Funds are also used to pay for travel and training supply costs for training activities focusing on speed, distracted driving, choices for good outcomes, and best practice driving actions at more than 150 schools throughout the state. Training supply costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge with no individual item to exceed a cost of more than $4,000.00. Funding amount set at a minimum of 10 percent of the award is designated to supporting youth attendees ages 19 and younger who are returning members to Indiana Chapters the following school year to attend the Annual National SADD convention. All equipment will be identified in the project budget.

Indiana SADD will coordinate with Alliance Highway Safety to coordinate efforts from project PM-2021-36-PM-00. Alliance provides on-site education and outreach for the young driver programs. Programs include Choice Matter, Prom Red Carpet Sponsor (Impaired Driving Messaging). Educational advertising messaging items are reusable items that are used during each educational outreach event, including but not limited to: banners, backdrops, carpet runners, table top covers, booth tent covers for outside events with SADD Groups. All of these items will be reused throughout the year long program and will then be returned to the ICJI for reuse at future events. The educational messaging noted is the logo printing to these items are the NHTSA "Drive Sober or Get Pulled Over", "If You Feel Different, You Drive Different" logos along with the "ICJI" logo.

ICJI partners with Alliance Highway Safety to conduct a unique program entitled *Rule the Road*. Rule the Road is a collaboration between ICJI, Indiana SADD, law enforcement agencies, schools, and communities to improve teen driver safety. Rule the Road events are held throughout the state providing teens with hands-on driving training through certified emergency vehicle operation instructors. These events also educate young drivers and their parents about the GDL law, basic car maintenance, seat belt safety, and dangers of distracted and impaired driving. This funding allows for approximately twelve events to be held throughout the state. Funding provides for officer overtime as costs, traffic cones, and skid car tire kits for training vehicles. Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts

Reduce the number of Young Driver involved crashes, injuries and fatalities by teaching young drivers proper car handling skills, reinforcing the importance of seat belt use, and discouraging distracted and impaired driving.

Linkage Between Program Area

The funds will assist in further education of young drivers to decrease the number of instances of young drivers being killed or injured in collisions. Education will be used to discourage teens from distracted driving and impaired driving and to encourage seat belt use. This program will help the state achieve performance targets C-1, C-4, C-5, and C-9.
- » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
- » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
- » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
- » C-9 Target: Reduce collisions involving drivers aged 20 or younger from 101 in 2019 to no more than 96 in 2021.

Rational for Selecting Countermeasure/Amount

This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating underage impaired driving. Targeting young drivers when they are first beginning to driver offers the best chance for instilling good driving habits for life.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b (FLEX)	405b High Teen Safety Program	$150,000.00	$30,000.00	$0..00

Intended Sub-Recipients: State SADD Chapter of Indiana

MEDIA

PROGRAM AREA: MEDIA AND COMMUNICATIONS

Planned Project Number: PM-2021-37-00-00, FDL*PM-2021-38-00-00
Primary Countermeasure Strategy ID: Paid Media: Mass Media Campaign
Secondary Countermeasure Strategy ID: Communications and Outreach

Overview
ICJI will work to reduce the number of traffic-related crashes, injuries and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety. For each campaign, communication goals, target audience(s), and deployment and messaging strategies will be developed based on the latest available crash data and trends, in conjunction with the *NHTSA Countermeasures that Work* ninth edition, with a higher concentration of resources being devoted to address performance measurement target shortfalls and geographic problem areas.

Media efforts will either be used to create a deterrent, coinciding with state and national law enforcement mobilizations, or will focus on behavior modification through NHTSA's various normative campaigns, as specified in the 2021 Communications Calendar. While asset delivery will vary depending on the audience and goals of each campaign, most of ICJI's outreach activities, both paid and earned, will take place on the following communication mediums: television (including CTV), radio, digital, social media and event spaces. Additionally, CJI will place special emphasis on reaching younger audiences, as habits are often developed earlier in life.

ICJI will continue to use earned media and will leverage existing partnerships with key traffic safety stakeholders, while pursuing new ones in the public, private and non-profit sectors. Primarily, this consists of working with law enforcement and other governmental agencies, but also includes fostering relationships and cross promotional opportunities with outside organizations, such as Miracle Ride for Riley Hospital, ABATE and Purdue University, to name a few.

Goals
> » Reduce the number of traffic-related crashes, injuries and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety.

> » Combine local and national media exposure with high visibility enforcement to create a deterrent.

> » Publicize social norming initiatives to heighten awareness and increase positive behavioral change.

> » Build and sustain partnerships with key individuals and organizations to maintain awareness between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods.

Funding Source	Plan ID	Communications Plan Title	Program Area
405D	CP21-01	Safe Holiday Travel	Impaired Driving
405D	CP21-02	St. Patrick's Day/March Madness Safe Travel Campaign	Impaired Driving
405D	CP21-03	Drive Sober or Get Pulled Over National Mobilization	Impaired Driving
405D	CP21-04	Sustained Impaired Driving Outreach	Impaired Driving
402	CP21-05	Click It or Ticket (November/May)	Occupant Protection
402	CP21-06	Safe Holiday Travel	Occupant Protection
402	CP21-07	Motorcycle Endorsement Marketing Campaign	Motorcycle Safety
402	CP21-08	Stop Arm Violation Enforcement Program Media Campaign	Pedestrian Safety
405E	CP21-09	Distracted Driving Campaign Development	Young Drivers
402	CP21-10	Pedestrian/Bicyclists Campaign Development	Pedestrian Safety

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d (FLEX)	Paid Advertising	$400,000.00	$80,000.00	$0..00
FAST Act 405e	Paid Advertising	$50,000.00	$10,000.00	$0..00
FAST Act 402	Paid Advertising	$250,000.00	$50,000.00	$0..00

SAFE HOLIDAY TRAVEL – IMPAIRED DRIVING
Plan ID: CP21-01

Planned Activity Description
This is an integrated paid media campaign designed to inform the public about the dangers and consequences of alcohol- and drug-impaired driving. The goal is to reduce the number of impaired-related collisions, injuries and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

Indiana's safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA's 2021 Communications Calendar, ICJI will use a combination of advertising from the national *Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving,* and *If You Feel Different, You Drive Different* media campaigns, working to, not only create a deterrent, but also emphasize driving sober as a social norm.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data.
Media tactics will include a combination of television, radio, digital and social media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts, which has proven to be an effective (cost-saving) outreach strategy.

Project Safety Impacts
Thanksgiving and Christmas, coupled with notorious drinking days like "Blackout Wednesday," "Danksgiving," and New Year's Eve, makes the holiday season one of the deadliest times of the year for alcohol- and drug-impaired driving. Indiana's safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

Linkage between Program Areas:
Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol- and drug-impaired driving collisions, injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

ST. PATRICK'S DAY/MARCH MADNESS SAFE TRAVEL CAMPAIGN – IMPAIRED DRIVING
Plan ID: CP21-02

Planned Activity Description

This is a paid media campaign designed to raise awareness about the dangers and consequences of impaired driving during St. Patrick's Day and March Madness – two of the biggest drinking events of the year in Indiana. The goal is to reduce the number of alcohol-impaired collisions, injuries and fatalities by combining high visibility enforcement with local and national media exposure.

Indiana will use a mixture of evergreen and St. Patrick's Day advertising from the *Drive Sober or Get Pulled Over* campaign. Media tactics will include a blend of television, radio, digital and social media, with special emphasis placed on sports-affiliated networks and sites for March Madness. Flights will run from late-February to, as close as possible, the end of the basketball season. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

Project Safety Impacts

Indiana is known for its love of basketball with some of the nation's top collegiate athletic programs located in the state. Not to mention, Indianapolis will host the Final Four in 2021, which is all the more reason to raise awareness about the dangers and consequences of impaired driving. This, combined with St. Patrick's Day, makes March one of the most celebrated and dangerous months of the year for Indiana roads. In response, Indiana's St. Patrick's Day/March Madness safe travel media campaign will work to reduce the number of impaired driving-related collisions, injuries and fatalities, as well as raise awareness of high visibility enforcement in March.

Linkage between Program Areas:

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

DRIVE SOBER OR GET PULLED OVER NATIONAL MOBILIZATION – IMPAIRED DRIVING

Plan ID: CP21-03

Planned Activity Description

This is a paid media campaign in support of the *Drive Sober or Get Pulled Over* national mobilization, which combines high visibility enforcement with local and national media exposure around the Labor Day holiday. The goal of the campaign is to reduce the number of impaired driving-related collisions, injuries and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement. Advertising during the mobilization will highlight that law enforcement will be watching for impaired motorists and strictly enforcing Indiana's impaired driving laws.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34, with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Media tactics will include a combination of television, radio, out-of-home, social and digital media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

Project Safety Impacts

Labor Day weekend has become synonymous with drinking. Indiana's safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries and fatalities, as well as raise awareness of high visibility enforcement leading up to and during the Labor Day holiday.

Linkage between Program Areas:

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

SUSTAINED IMPAIRED DRIVING OUTREACH
Plan ID: CP21-04

Planned Activity Description
This is a multi-faceted paid media plan designed to carry NHTSA's core traffic safety messaging throughout the year. The goal is to reduce the number of impaired drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, Fourth of July and Halloween, which are outlined in NHTSA's 2021 Communications Calendar. This will be accomplished using a mixture of paid and earned media, enforcement and promoting social norming initiatives like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving*.

Media tactics include a combination of television, radio, social, out-of-home and digital media, which will be determined based on the target audience and assets available from NHTSA. ICJI will use a small portion of the funds to develop Indiana-specific radio ads.

While the primary media target is men ages 21-34, women ages 21-44 being secondary, the overall target is anyone who drives impaired or is likely to drive impaired. Flights will run ahead of each holiday and when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases with holiday-specific traffic safety messaging.

Project Safety Impacts
Outside of the national mobilizations, Indiana's sustained impaired driving outreach campaign will work to carry NHTSA's core traffic safety messaging year-round. The goal is to reduce the number of impaired drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, Fourth of July and Halloween.

Linkage between Program Areas:
Paid media will be used to prevent the number of alcohol impaired driving collisions, injuries and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
  » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
  » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
  » 16 Target: Maintain the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled from 0.24 in 2018 (final 2019 number not yet available) to no more than 0.24 in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach is critical to raising awareness about the dangers and consequences of impaired driving, and is an effective countermeasure, according to NHTSA's Countermeasures That Work ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, raising public awareness to reduce the number of impaired drivers is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

CLICK IT OR TICKET (NOVEMBER/MAY) – OCCUPANT PROTECTION
Plan ID: CP21-05

Planned Activity Description

This is a paid media campaign in support of the November and May national *Click It or Ticket* police mobilizations. The goal of each campaign is three-fold: to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time. Campaign components include local and national media exposure combined with high visibility enforcement.

While unrestrained vehicle occupants are the target demographic, in general, statistics show that male drivers in Indiana, ages 34 and under, represented the highest proportion of passenger vehicle drivers not wearing seat belts, making this the primary media target. A secondary audience includes truck drivers, with a tertiary audience consisting of females ages 25-34, parents and caregivers. However, other demographic audiences may be considered based on the updated available crash data.
Media tactics include a combination of television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays and Sundays), with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

Project Safety Impacts

While Indiana's observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana's *Click It or Ticket* paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time.

Linkage between Program Areas:

Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, B-1, 13, and 14.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
  » B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.

» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

SAFE HOLIDAY TRAVEL – OCCUPANT PROTECTION
Plan ID: CP21-06

Planned Activity Description
This is a small paid media buy as part of the Safe Holiday Travel media campaign. The goal is to reduce the number of unrestrained injuries and fatalities, as well as encourage seat belt usage – every seat, every time – during the Thanksgiving holiday season.

Indiana's safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA's 2021 Communications Calendar, ICJI will combine advertising from *Buckle Up: Every Seat, Every Time* with messaging from the national *Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving,* and *If You Feel Different, You Drive Different* media campaigns.

While the target audience can be defined as any unrestrained vehicle occupant, the primary media target is men ages 34 and under. The secondary and tertiary media targets include truck drivers and females ages 25-34, respectively. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays and Sundays), with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Project Safety Impacts
While Indiana's observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana's Click It or Ticket paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement, and encourage seat belt usage among all vehicle occupants.

Linkage between Program Areas:
Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, B-1, 13, and 14.

- » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
- » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
- » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
- » C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
- » B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.
- » 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
- » 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

MOTORCYCLE ENDORSEMENT MARKETING CAMPAIGN

Plan ID: CP21-07

Planned Activity Description

This is a targeted email-marketing campaign designed to increase the number of endorsed motorcyclists in Indiana. Ultimately, the goal is to encourage riders to sign up for a rider safety course, thus working to reduce the number of motorcycle crashes and fatalities. This will be accomplished by partnering with the Bureau of Motor Vehicles, which manages the state's motorcycle safety program, Ride Safe Indiana.

Under the Ride Safe Indiana brand, unendorsed motorists will receive a series of emails depending on the status of their endorsement. While the messaging and aesthetics will vary, each email will include information about the importance of obtaining an endorsement—consequences for failing to do so— and how to sign up for a safety course. Funding will be used primarily for development and delivery of the emails, with micro-adjustments being made after a review of the analytics (e.g., open rate, click rates, etc.).

Project Safety Impacts

According to the Bureau of Motor Vehicles, about 50 percent of registered motorcycle riders are not endorsed. In the state of Indiana, it's illegal to ride a motorcycle without a learner's permit or proper endorsement. Additionally, endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. This targeted email-marketing campaign is designed to increase the number of endorsed riders in Indiana, thus working to reduce the number of motorcycle injuries and fatalities.

Linkage between Program Areas:

This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-7 and C-8.
- » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.

» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-7 Target: Reduce motorcyclist fatalities from 107 in 2019 to no more than 106 in 2021.
» C-8 Target: Reduce unhelmeted motorcyclist fatalities from 64 in 2019 to no more than 62 in 2021.

Rationale for Selecting Countermeasure/Amount
Public education and outreach is critical to raising awareness about the importance of obtaining a motorcycle endorsement, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Motorcycle Rider Licensing). Additionally, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists is an allowable expense under 23 CFR §1300.25(I)(1)(iv).

STOP ARM VIOLATION ENFORCEMENT (SAVE) PROGRAM MEDIA CAMPAIGN – PEDESTRIAN SAFETY

Plan ID: CP21-08

Planned Activity Description
This is a paid media campaign designed to provide safe transportation routes for students going to and from school in Indiana. The goal of the media campaign is to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons.

Indiana's SAVE outreach plan combines high visibility enforcement with local media exposure. ICJI will use a combination of advertising developed by the agency that works to, not only create a deterrent, but also emphasize the importance of slowing down and stopping for buses.

Generally speaking, the target audience can be defined as anyone who has a history or is likely to drive distracted, dangerously and/or impaired around buses or in school zones. Breaking that down further, the primary media target is men ages 34 and under, with a secondary media target being women ages 44 and under. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination of television, radio, social and digital media. Flights will run during the start of the fall and spring back to school semesters. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

Project Safety Impacts
In 2019, thousands of bus drivers in Indiana participated in an annual survey and reported more than 2,500 stop-arm violations in a single day. Taking that one-day total as an average, that means an estimated 450,000 violations could have occurred during the 2019 school year. To address this issue and increase school bus stop safety, the SAVE program outreach campaign will work to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons – ultimately working to improve pedestrian safety.

Linkage between Program Areas

Paid media in conjunction with high visibility enforcement will be used to increase pedestrian safety and will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, 13, 14 and 17.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.
» 17 Target: Reduce traffic fatalities of children 15 and under from 36 in 2019 to no more than 24 in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for improving pedestrian safety, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 4.4: Enforcement Strategies and 2.2: Safe Routes to Schools). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.27(d)(3).

DISTRACTED DRIVING CAMPAIGN DEVELOPMENT – YOUNG DRIVERS

Plan ID: CP21-09

Planned Activity Description

This funding will be used to develop campaign materials to inform the public about the dangers and consequences of driving distracted. Ultimately, the goal is to reduce the number of distracted driving-related collisions, injuries and fatalities by encouraging positive behavioral change.

Market research and assets, to include video, social media, radio and digital products, will be developed by a state-approved media vendor. ICJI will partner with law enforcement and government agencies, such as the Indiana Department of Transportation and the Bureau of Motor Vehicles, on messaging, as well as coordinate with NHTSA's marketing team throughout the campaign's development.

While the target audience, in general, is defined as drivers with a history or propensity to drive distracted, the primary media target is men ages 34 and under, with a secondary target consisting of women ages 35 and under. However, other demographic audiences may be considered based on the updated available crash data.

Project Safety Impacts

In 2019, there were more than 10,000 collisions and 24 fatalities related to distracted driving. These campaign materials will be used to raise awareness about the dangers and consequences of distracted driving, with the ultimate goal of reducing the number of collisions, injuries and fatalities through positive behavior modification.

Linkage between Program Areas:
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-9, 13, and 14.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-9 Target: Reduce collisions involving drivers aged 20 or younger from 101 in 2019 to no more than 96 in 2021.
» 13 Target: Reduce the rate of fatalities/HMVMT-Rural from 1.74 in 2019 to no more than 1.61 in 2021.
» 14 Target: Reduce the rate of fatalities/HMVMT-Urban from 0.61 in 2019 to no more than 0.56 in 2021.

Rationale for Selecting Countermeasure/Amount
Public education and outreach is critical to changing behavior about the dangers of distracted driving, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 2.2 Communications and Outreach on Distracted Driving). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA's marketing team throughout the campaign's development. Additionally, public awareness, public service announcements, and other outreach programs to increase public awareness about distracted driving is an allowable expense under 23 CFR §1300.24(d)(1).

PEDESTRIAN/BICYCLISTS CAMPAIGN DEVELOPMENT – PEDESTRIAN SAFETY
Plan ID: CP21-10

Planned Activity Description
This funding will be used to develop campaign materials to raise awareness about pedestrian safety. The goal is to reduce the number of pedestrian-involved collisions, injuries and fatalities through behavior modification.

Market research and assets, to include video, social media, radio and digital products, would be developed by a state-approved media vendor. Messaging and visuals will be geared towards urban and suburban areas, with an emphasis on college campuses, and will work to curb some of the leading behaviors that put both pedestrians and drivers at risk (e.g., distraction, driver speed, alcohol use, etc.). The target audience is broad and will include a composite of both pedestrians and motorists, as everyone is a pedestrian. ICJI will coordinate with NHTSA's marketing team throughout the campaign's development.

Project Safety Impacts
These campaign materials will be used to raise awareness about pedestrian safety, as well as reduce the number of pedestrian-involved collisions, injuries and fatalities through behavior modification.

Linkage between Program Areas:
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.

» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount
Public education and outreach is critical to changing behavior to improve pedestrian safety, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach Addressing Impaired Pedestrians and 4.7: University Educational Campaign). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA's marketing team throughout the campaign's development. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about pedestrian safety is an allowable expense under 23 CFR §1300.27(d)(3).

PLANNED ACTIVITY: ON-SITE EDUCATION AND OUTREACH
Planned activity number: PM-2021-PM-00-00
Primary Countermeasure Strategy ID: Public Education and Outreach

Planned Activity Description
This is an educational campaign between ICJI and Alliance Highway Safety that works to reduce the number of roadway collisions, injuries and fatalities by bringing Indiana's traffic safety messaging to a variety of sports and event arenas around the state. The goal is to change behavior by engaging and educating the public on important traffic safety topics including: alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety.

Indiana places significance value on engagement directly with the citizens of Indiana through the use on on-site education and outreach. Venues and planned events for program delivery are staffed by Alliance and selected strategically based on audience demographics, message exposure, potential reach, driver characteristics and other important factors. While the format and specific problem area varies for each venue, educational tools include interactive exhibits, virtual reality simulators, engaging activities, customer surveys and one-on-one conversation – all of which are designed to create an experience. ICJI will continue to place special emphasis on reaching younger audiences, such as high school events and college sports, as habits are often developed earlier in life. ICJI selects this activity as its primary media, education and engagement program with value placed on measured attendance is available to assess actual reach and measurement of behavior change is completed through the use of on-site surveys.

This program encompasses the Rule the Road Program where teenage young drivers work one on one with Indiana Police Officers and Emergency Vehicle Operations Instructors to engage in dynamic psychomotor stations to provide valuable experience opportunities in a contained learning environment. Activities: distracted driving simulators, evasive braking and crash avoidance course, impaired driving exercises, and includes a commercial motor vehicle exercise where students learn the limited visibility of commercial vehicles from the commercial vehicle operator perspective. Integration and partnership of this activity with Indiana SADD provides delivery of live speakers promoting good choices through "Choices Matter" placing young drivers face to face with persons of their own age sharing the effects of choices made and the after effects.

Project Safety Impacts

This is an educational campaign that works to address nearly every traffic safety issue in Indiana: alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety. The goal is to reduce the number of roadway collisions, injuries and fatalities by engaging and educating the public on important traffic safety topics. Meeting our audience where they are at is critical to changing behavior.

Linkage between Program Areas:

This program will help the state achieve performance measurement targets C-1 through C-11, and B-1.

»   C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
»   C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
»   C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
»   C-4 Target: Reduce unrestrained passenger vehicle occupant fatalities from 208 in 2019 to no more than 202 in 2021.
»   C-5 Target: Reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 227 in 2018 (final 2019 number not yet available) to no more than 197 in 2021.
»   C-6 Target: Reduce speed related collisions from 204 in 2019 to no more than 202 in 2021.
»   C-7 Target: Reduce motorcyclist fatalities from 107 in 2019 to no more than 106 in 2021.
»   C-8 Target: Reduce unhelmeted motorcyclist fatalities from 64 in 2019 to no more than 62 in 2021.
»   C-9 Target: Reduce collisions involving drivers aged 20 or younger from 101 in 2019 to no more than 96 in 2021.
»   C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
»   C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.
»   B-1 Target: Increase the observed seat belt usage rate from 95.0% in 2019 to 95.9% in 2021.

Rationale for Selecting Countermeasure/Amount

Public education and outreach is critical to changing behavior and is one of the strategies identified by nearly every traffic safety program area, as outlined by the NHTSA's *Countermeasures That Work* ninth edition. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about the different program areas is an allowable expense under 23 CFR §1300.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Community Traffic Safety Project	$995,000.00	$199,000.00	$0.00

Intended Sub-Recipients: Alliance Highway Safety

TRAFFIC RECORDS

PROGRAM AREA: TRAFFIC RECORDS

Description of Highway Safety Problems
The ARIES database allows detailed analysis of collision data. Due to data analysis limitations at ICJI, the expertise of organizations such as the Center for Roadway Safety (CRS) at Purdue University and Indiana University's Public Policy Institute (PPI) are needed. Both CRS and PPI provide numerous reports and data analysis for ICJI and/or public consumption. Additional partnerships with the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

In Indiana, there are currently only 107 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. There are currently 308 courts in 67 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS project is to increase the number of courts linked into Odyssey for all 92 counties. There are currently 479 law enforcement agencies that are trained to use the e-CWS system.

The IU PPI found that only 65% of drivers involved in fatal crashes are tested for impairment. The Indiana Department of Toxicology analyzed blood samples submitted by 392 law enforcement agencies, in 2019. These agencies submitting blood samples include; coroners, town marshals, municipal and county departments, and state law enforcement.

Secondary collisions remain as the forefront of preventable crashes. In 2018, there were 3,281 secondary collisions resulting in 34 fatalities and 154 incapacitating injuries. In 2019, 39 fatalities and 135 incapacitating injuries resulted from 3,081 secondary collisions. Although there was a decrease between 2018 and 2019 there were still over 3,000 secondary collisions occurring and a larger number of fatalities. This issue needs to be addressed through collision clearance and training in accident reconstruction.

The TSD as the State's Highway Safety Office provides collaboration to facilitate improvement and quality analysis of data through the efforts of the TRCC. The TRCC of Indiana has experienced a significant flux of regular attending representatives, assigned representatives and staffing of the SHSO. The TRCC is in need of a developed goals to accomplish the objectives and further development and improvement of the State's TR Strategic Plan to continue improved usability of traffic record data. The next traffic records assessment for Indiana will be in the year 2022, which prioritizes the need for committee education and development.

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Core Traffic Records System Components	Attribute Areas
CRASH	TIMELINESS
DRIVER	ACCURACY
VEHICLE	COMPLETENESS
ROADWAY	UNIFORMITY
CITATION / ADJUDICATION	INTEGRATION
EMS / INJURY SURVEILLANCE	ACCESSIBILITY
DATA USE AND INTEGRATION	

PLANNED ACTIVITY: TRCC PROCESSES IMPROVEMENT PROGRAM (TRCC-PIP)

Planned activity number: M3DA-2021-43-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: All
Targeted Improvement Action: Timeliness, Accuracy, Completeness, Uniformity, Integration, Accessibility

Planned Activity Description:
The establishment of a statewide Traffic Records Coordinating Committee (TRCC) is a National Highway Traffic Safety Administration recommended practice and required for a state to receive federal funding for traffic records systems under 23 U.S.C. 405(c). The TRCC must be chartered or legally mandated and meet at least three times a year. It must also have a designated coordinator and a multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury data systems; highway safety, infrastructure, law enforcement and adjudication officials; and public health, emergency medical services, injury control, driver licensing and motor carrier agencies.

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, has requested assistance from the Governors Highway Safety Association's Consulting Services Initiative (CSI) to conduct a comprehensive review of the functional processes and collaboration of its TRCC, offer recommendations for improvement and provide on-call guidance to the TRCC coordinator tasked with implementing the recommendations (Task 1). In addition, CSI will assess and provide recommendations regarding the utility, quality, timeliness and value of Indiana's Traffic Safety Fact Sheets (Fact Sheets), which are produced annually to assess the completeness and accuracy of Indiana's Crash Record Database (ARIES). The ICJI utilizes the Fact Sheets as one data source to develop its annual HSP, while ICJI sub-recipients reference the problem ID data in their grant proposals. The Fact Sheets are also used by safety stakeholders, the media and other audiences.

Task 1: For the TRCC review, the CSI Consultant would examine the most recent TRCC Assessment Report, Traffic Records Strategic Plan, current TRCC structure and membership roster, meeting minutes for the past two years and other relevant documents. The Consultant would also audit (in-person or via telephone) a TRCC meeting and meet one-on-one with the TSD Director, TRCC Coordinator and several members as appropriate to gather background information relevant to the review. The Consultant would leverage resources such as the Federal Highway Administration's *State Traffic Records Coordinating Committee Noteworthy Practices Guide,* NHTSA's *Model Performance Measures for State Traffic Records Systems* and GHSA's *Management Review Commendations Report* to identify opportunities to improve and/or strengthen Indiana's current TRCC.

Task 2: To assess the Traffic Safety Fact Sheets, the Consultant would review several years of Fact Sheets and then meet (in-person or via telephone) with the TSD Director and/or a designee to discuss their purpose, target audience, usefulness and timeliness. During this discussion, the Consultant would also ask about other data sources and reports that are currently available for use by ICJI and other stakeholders. The Consultant, with ICJI's assistance, would identify and survey current and potential users about the Fact Sheets' utility and value as well as data/information gaps. The Consultant would summarize the interview and survey results, along with the findings of any additional research (i.e., review of other data sources, reports), in a brief and make a recommendation regarding the Fact Sheets' status (i.e., continue, revise, discontinue). The brief would be submitted electronically to the ICJI and the consultant would be available to meet by phone to answer any questions following its review.

The Consultant would begin work on the project no earlier than October 1, 2020 (pending final grant or contract approval between GHSA and ICJI). The Consultant would schedule a kick-off call with the ICIJ on a mutually agreed upon date to review and finalize the project scope, request all relevant documentation and identify potential onsite meeting dates. Following receipt and review of all materials, the consultant would develop interview and survey questions for both tasks and work with the ICIJ Director and/or designee to identify who would be interviewed and/or surveyed. Interviews would be conducted either in-person or by telephone, while the survey would be emailed to the recipients. Both tasks would be completed no more than 60 days following project launch.

Once all research was completed, no more than 45 days later the consultant would draft the Task 1 recommendation report and Task 2 brief and submit both electronically to the ICIJ for review and comment. The Consultant would be available for a call at a mutually agreed upon date to address any questions the ICIJ may have about both documents. If no call is needed, ICIJ would provide electronic feedback to the Consultant within 20 business days of receiving the report and brief. Over the next 15 business days, the ICIJ and the Consultant would work to resolve all open questions/issues in order to produce final documents. The final version of the Task 1 report and Task 2 brief (in Microsoft Word) would be provided electronically to ICIJ on or before March 31, 2021. The Consultant would be available to provide on-call guidance to the TRCC Coordinator via phone and/or email through September 30, 2021.

A total of 175 hours is estimated for this project with total consulting costs not to exceed $22,750 with travel expenses as allowable by Indiana guidelines. Reimbursement for all Consultant travel expenses (e.g., air, hotel, ground transportation, meals) associated with this project would be billed separately and handled in accordance with ICIJ policies and procedures.

Any additional hours required to fully complete this project would be billed at a rate of $190/hour or $100/hour based on the Consultant and would require pre-approval by the ICJI.

Project Safety Impacts
All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
  » C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount
The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d (FLEX)	Traffic Records	$80,000.00	$16,000.00	$0.00

Intended Sub-Recipients: GHSA - CSI

PLANNED ACTIVITY: PROGRAM MANAGEMENT- TRAFFIC RECORDS

Planned activity number: M3DA-2021-39-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: All
Targeted Improvement Action: Timeliness, Accuracy, Completeness, Uniformity, Integration, Accessibility

Planned Activity Description

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

Project Safety Impacts

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405c Data Program	405c Data Program	$60,000.00	$12,000.00	$0.00

Intended Sub-Recipients: ICJI-TSD

PLANNED ACTIVITY: INDIANA STATE DEPARTMENT OF HEALTH - TRAUMA DATABASE

Planned activity number: M3DA-2021-46-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: Crash and Injury Surveillance
Targeted Improvement Action: Accuracy, Completeness, Integration, Accessibility

Planned Activity Description
This information includes intake and discharge data from hospitals of injuries resulting from traffic crashes. There are 121 hospitals with Emergency Management Systems in Indiana. The ISDH is currently working with approximately 107 of them. These project funds provide for trauma database software, training, data importation, customization costs, software assurance, salary, and IOT annual housing and maintenance of the SQL server. Further, it will pilot rural hospital expansion of the registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance software from vendors).

ISDH is expanding the trauma registry project through integration of a trauma dashboard safety tool that will integrate the Crash and Trauma Registry Databases. Through integration complete data will be available for certain demographics including day of the week, at-risk populations, severity of crash, and outcomes. Crash data will be linked with trauma registry data, allowing the ISDH to analyze the severity of the injury, the mortality rate, and the length of hospital stay associated with each crash.

Two datasets will be analyzed: crash data and crash data linked to trauma data. County-level crash data will be published to an external facing public dashboard portal, with data at the county level to the ISDH website. This external facing dashboard demonstrates a measurable and quantifiable improvement for accessibility of crash data. The linked dataset will provide information about the street intersection or address level of a collision and will have finer analyses, including stratification of demographic variables. These analyses include tests of association, odds ratios, correlation, and modeling (linear regression and logistic regression).

As for policy making, the public dissemination on the ISDH website will provide county-level data that will include demographic information for two cohesive and connected crash data points, distracted driving and pedestrian-MVCs. These demographics will establish vulnerable populations and specific areas of high frequency in each of the counties. The enhancement of accessibility and integration of

data will provide for data driven decisions to address the rising pedestrian/pedal-cycist fatality rate in Indiana, specifically the impact of distracted driving to pedestrian or pedal-cyclist MVC's. This level of data will help the TRCC and all of Indiana recognize dangerous street intersections where there are higher odds of pedestrians being severely injured by a motor vehicle. Further measurement of identify susceptible populations through identifying areas that had a long EMS Unit enroute, arrival, departure, and transport time.

Salary costs within this project are proportionately funded and specified in each project agreement. Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts
All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
  » C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount
The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. The allowable use of funds to improve a data program with measurable and quantifiable improvement in the accessibility and linkage of data. A project of this nature does not exist for baseline data.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405c	405c Data Program	$605,000.00	$121,000	$0.00

Intended Sub-Recipients: Indiana State Department of Health

PLANNED ACTIVITY: TRAFFIC RECORDS RESEARCH AND ANALYSIS OF DATA (IU-PPI)

Planned activity number: TR-2021-41-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: Crash
Targeted Improvement Action: Accuracy, Completeness, Accessibility

Planned Activity Description

This project supports services provided by Indiana University's Public Policy Institute (PPI), including the identification of data inconstancy from lack of completeness of current data fields. Motor vehicle crash trends are developed and completeness of identified trends are identified and baseline established. Currently Indiana is assessing and measuring the number of toxicology results reported when a sample was obtained, the number of surviving and fatally injured drivers tested in fatal crashes, and the timeliness of when these records are updated with toxicology results.

The resulting analysis provides for the creation of the Indiana Traffic Trend Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book demonstrating quantifiable and measurable improvement to the accessibility of crash records. The fact sheets contain traffic-related data for the following categories: Problem Identification, Impaired Driving, Children, Young Drivers, Speed and Dangerous Driving, Motorcycles, Non-Motorists, and Occupant Protection.

The TSD and TRCC utilizes the accessibility of the analyzed crash data from these publications to help set performance measures and distributes these publications to sub-grantees to incorporate into their grant applications. PPI also provides the TSD with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs.

Assigned program manager will provide oversight and monitoring of this project.

Project Safety Impacts

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
  » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
  » C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
  » C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
  » C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
  » C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. Funding source selection for this project is 402, as the records assess for completeness and accuracy

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405c	Traffic Records	$250,000.00	$50,000.00	$0.00

Intended Sub-Recipients: Indiana University Public Policy Institute

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PLANNED ACTIVITY: e-CWS DRIVER AND VEHICLE DATA INTEGRATION
Planned activity number: F1906CMD-2021-47-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: Crash, Citation Adjudication
Targeted Improvement Action: Accuracy, Completeness, Uniformity

Planned Activity Description
Project funds will provide for the design and implementation of software code changes to facilitate integration of driver and vehicle databases for the crash and citation/adjudication databases of Indiana. Spillman Technologies Inc. Records Management and Computer Aided Dispatch Software currently is the largest provider to Indiana agencies with more than 200 agencies, in over 40 counties. The integration will provide law enforcement agencies utilizing the Spillman software platform the ability to directly import the data fields from the electronic driver's license return and vehicle information with the current Indiana eCWS and ARIES systems.

Currently, when a license or registration barcode does not contain all of the required fields the officer must still perform manual entry of data. Utilizing the data linkage the number of data fields will not be limited to the number of data fields contained within the barcode on the driver's license. Allowing for the direct transfer of all required data fields will improve the completeness and accuracy of Indiana provide quicker data entry for officers, thereby increasing officer safety, and will improve data accuracy by removing the need for manual entry reducing incidence of human error.

This project facilitates linkage of citation/adjudication and crash data systems with returned verified information from the BMV Licensing Database. Computer equipment (Window and iPad tablets, laptops, printers, and scanners) operate the eCWS program, provide law enforcement eCWS education and support, and to add data elements to improve the completeness and accuracy of data quality to better meet the MMUCC Standards for Crash records the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS).

The TSD will receive prior approval from the NHTSA regional administrator to purchase any equipment item over $5,000. Citation data is uploaded into the courts' Odyssey case management system. The e-CWS system data scanners are linked to the Indiana Crash Records database to facilitate the accuracy of data of persons, vehicles, and pedestrian data involved in crashes within Indiana.

Specifically, the persons involved demographics, number of records with GPS Coordinates to identify problem areas for enforcement, and VIN accuracy for BMV linkage will be improved. Currently eCWS is deployed and operational with 479 agencies of the 678 agencies in Indiana.

The Traffic Records Coordinator will provide oversight and monitoring of this project.

Project Safety Impacts
All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount
The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. This import feature and connection is currently available to the Indiana State Police, as provided by a different software provider. Providing the same function to local Indiana agencies will then capture over 70% of these data fields through database linkage.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405c	Data Program	$400,000.00	$100,000.00	$400,000.00

Intended Sub-Recipients: Indiana Supreme Court – Court Technology Center

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PLANNED ACTIVITY: INDIANA SUPREME COURT: CITATION RECORD COLLECTION PROGRAM
Planned activity number: F1906CMD-2021-47-00-00
Countermeasure Strategy: 1906 Collecting and Maintaining Data

Core Safety Database Affected: Citation/Adjudication
Targeted Improvement Action: Timeliness, Accuracy, Completeness, Uniformity, Accessibility

Planned Activity Description

This project will assist in the accurate collection of racial and ethnical data from drivers who are issued warnings or citations as a result of traffic stops or collisions. The TSD will partner with the Indiana Bureau of Motor Vehicles and eCWS to integrate measures that will allow for accurate collection of the data. The data is currently accessible on a public facing dashboard populated by user entered search parameters. The dashboard is accessible at: https://public.courts.in.gov/paecws.

Allowing for the direct transfer of the data fields will provide quicker data entry for officers, thereby increasing officer safety, and will improve data accuracy by removing the need for manual entry reducing incidence of human error. Recently, identified data collection gaps with availability of specific equipment necessary for non-traditional patrol groups such as Foot Patrol, Bicycle and Motor Patrol.

The TSD will receive prior approval from the NHTSA regional administrator to purchase any equipment item over $5,000. Citation data is uploaded into the courts' Odyssey case management system, the eCWS database is the linkage to the BMV and can be accessed by the TSD and other state agencies. The e-CWS system data scanners are linked to the Indiana Crash Records database to facilitate the accuracy of data for persons, vehicles, and pedestrian data involved in crashes within Indiana. Currently eCWS is deployed and operational with 479 agencies of the 678 agencies in Indiana.

The Traffic Records Coordinator will provide oversight and monitoring of this project.

Project Safety Impacts

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.

» C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
» C-2 Target: Reduce serious injuries in traffic crashes from 3,659 in 2019 to no more than 3,467 in 2021.
» C-3 Target: Reduce the rate of fatalities/HMVMT from 0.95 in 2019 to no more than 0.94 in 2021.
» C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
» C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. This equipment can be utilized to support additional officers who are not assigned to full time traffic enforcement, however work additional grant funded hours for traffic safety enforcement projects. Recently, data collection gaps were identified following the implementation of tablet and mobile printer based application of eCWS necessary for non-traditional patrol groups such as Foot Patrol, Bicycle and Motor Patrol. Enabling the collection of data from a currently missing contributor set.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	$400,000.00	$100,000.00	$0.00

Intended Sub-Recipients: Indiana Supreme Court – Court Technology Center

PLANNING AND ADMINISTRATION

PROGRAM AREA: PLANNING & ADMINISTRATION

Description of Highway Safety Problems

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

PLANNED ACTIVITY: PLANNING AND ADMINISTRATION

Planned activity number: PA-2021-01-PA-01
Countermeasure Strategy: Highway Safety Office Program Management

Planned Activity Description

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, Statewide Services Program Manager, and Research Associate as dedicated staff members. The ICJI Executive Director, Chief of Staff, Legal Staff, Communications Director, and Financial Analyst will also bill direct 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.

Project Safety Impacts

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

Linkage between Program Areas:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10 and C-11.
  - » C-1 Target: Reduce fatalities from 799 in 2019 to no more than 781 in 2021.
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  - » C-10 Target: Reduce pedestrian fatalities from 99 in 2019 to no more than 93 in 2021.
  - » C-11 Target: Reduce bicyclist fatalities from 16 in 2019 to no more than 13 in 2021.

Rationale for Selecting Countermeasure/Amount

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

Funding

Funding Source ID	Eligible Use Of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Planning and Administration	$505,000.00	$505,000.00	$0.00

Intended Sub-Recipients: ICJI - TSD

Appendices

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
OP-2021-08-00-00	Click It, to Live It: Slower Speeds and Seat Belts Save Lives
164AL-2021-21-00-00	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)
M6X-2021-26-00-00	Indiana State Police Impaired Driving
OP-2021-13-00-00	Indiana State Police OPS: Occupant Protection Strategies
M1X-2021-11-00-00	Operation Belt Up
MC-2021-49-00-00	Motorcycle HVE
PS-2021-09-00-00	S.A.V.E: Stop Arm Violation Enforcement Project
164AL-2021-23-00-00	Summer Impaired Driving Enforcement Project

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. Approximately 40% of individuals sustaining an incapacitating injury were unrestrained during 2019. Additionally, approximately 47% of drivers killed were not properly restrained. Approximately 40% of individuals killed in the front passenger seat and 55% of individuals killed in the rear seating positions were not properly restrained. Speeding is also listed as a factor in an average of 16% of unrestrained fatalities. Over the last five years an average of 54% of speed-related fatalities were unrestrained, indicating a strong relationship between speeding a seat belt use.

Deployment of Resources

Resources deployment is data driven with over 50% of unrestrained collisions occur between 12 PM and 6 PM. The most common three hour time period for unrestrained collisions is between 3:00 PM and 5:59 PM, while the three hour time period with the most unrestrained collisions resulting in fatalities is between 7:00 PM and 9:59 PM.

Effectiveness Monitoring

Prior to awarding any grant funds in FY 2021 to sub-grantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2021 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The LELs play an important role in monitoring of effectiveness of evidence-based enforcement. LELs monitor all TSD police department sub-grantees with site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence-based enforcement receive an increased level of monitoring and attention.

Enforcement efforts will be evidence-based, with the objective of preventing traffic, crashes, fatalities, and injuries. The enforcement program will be continuously evaluated and the necessary adjustments will be made. ICJI and the LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. There will be continuous follow-up with agencies to address any lack of performance issues or activities. Adjustments and follow-up as needed will be conducted throughout the fiscal year by LELs and program managers

The TSD conducts quarterly assessment by traffic safety region to measure effectiveness as improvement in the eleven core performance metrics against the reflecting calendar year data. This information is distributed electronically by the LEL Staff and CPS Specialists. The TSD uses this data to recruit additional law enforcement agencies in regional areas of low partnerships for enforcement.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement
Supporting Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
OP-2021-08-00-00	Click It, to Live It: Slower Speeds and Seat Belts Save Lives
M6X-2021-26-00-00	Indiana State Police Impaired Driving
OP-2021-13-00-00	Indiana State Police OPS: Occupant Protection Strategies

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)
Occupant Protection (Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:	
Angola City Police Department	Leavenworth Police Department
Bartholomew County Sheriff's Office	Madison County Sheriff's Department
Batesville Police	Madison Police Department
Blackford County Sheriff's Office	Marshall County Police Department
Bloomington Police Department	Merrillville Police Department
Bluffton Police Department	Miami County Sheriff's Office
Boone County Sheriff's Office	Michigan City Police Department
Bourbon Police Department	Mishawaka Police Department
Bremen Police Department	Morgan County Sheriff's Department
Brownsburg Police Department	Muncie Police Department
Cass County Sheriff's Department	Nashville Police Department
Clinton City Police Department	New Albany Police Department
Connersville Police Department	New Castle Police Department
Crawfordsville Police Department	Noble County Sheriff's Department
Culver Police Department	North Manchester Police Department
Daviess County Sheriff's Office	North Vernon Police Department
Decatur County Sheriff's Department	Paoli Police Department
Decatur Police Department	Peru Police Department
Dubois County Sheriff's Department	Plymouth Police Department

Elkhart County Sheriff's Department	Posey County Sheriff's Office
Floyd County Sheriff's Department	Princeton Police Department
Fort Wayne Police Department	LaPorte Police Department
Frankfort Police Department	Lawrence County Sheriff's Department
Franklin Police Department	Lawrenceburg Police Department
Fulton County Sheriff's Department	Rensselaer Police Department
Gary Police Department	Richmond Police Department
Grant County Sheriff's Department	Rockville Police Department
Hamilton County Council Sheriff	Rushville Police Department
Hammond Police Department	Scott County Sheriff's Department
Hancock County Sheriff's Department	Sellersburg Police Department
Henry County Sheriff's Department	Seymour Police Department
Hobart Police Department	Shelby County Sheriff's Department
Howard County Sheriff's Department	Tell City Police Department
Huntington County Sheriff's Department	Tipton County Sheriff's Office
Indianapolis Metropolitan Police Department	Town of Chesterton Police Department
Indiana State Police Department	Town of Winona Lake
Jasper Police Department	Vanderburgh County Sheriff's Department
Jennings County Sheriff's Department	Vermillion County Sheriff's Office
Knox County Sheriff's Department	Vigo County Sheriff's Office
Kokomo Police Department	Wabash City County Sheriff's Department
Lafayette Police Department	Warren Police Department
Lake County Sheriff's Department	Washington County Sheriff's Department
LaPorte County Sheriff's Office	White County Sheriff's Department
XXXXXXXXXXX	Winchester Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Click it to Live it (CITLI), Project OP-2021-08-00-00, specifically requires all agencies to conduct HVE seat belt enforcement during the national mobilization programmed period, including patrols from 6:00 PM to 6:00 AM.

Communications Plan, CP21-05 is specific to Click it or Ticket national mobilizations in November and May with May being the traditional event time period for FY21. This is a paid media campaign in support of the November and May national Click It or Ticket police mobilizations. The goal of each campaign is three-fold: to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time. Campaign components include local and national media exposure combined with high visibility enforcement. Specific communications programs are located in planned aEligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. ICJI continues to utilize county specific data applications for all occupant protection projects.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
M1CPS-2021-35-CS-00	Child Passenger Safety Specialists
M1X-2021-05-CS-00	Child Passenger Safety Training Program (CPS)
M1CSS-2021-03-CS-00	Child Safety Seat Distribution (CRDG)

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **122**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **88**

Populations served - rural: **37**

Populations served - at risk: **3**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
M1X-2020-01-01-00	Child Passenger Safety Education Liaisons
M1X-2021-05-CS-00	Children less than 15 years of age as unrestrained passenger vehicle occupant

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **25**

Estimated total number of technicians: **264**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
12/11/2019
02/12/2020
06/24/2020

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Dan Shragal**

Title of State's Traffic Records Coordinator: **Indiana Traffic Records Coordinator**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

TRCC Members

Bureau of Motor Vehicles (C), (F)
(User/Collector of Traffic Records)
*Sarah Hotseller **(CSD: Vehicle/Driver)***
Program Director-Driver Ability
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Indiana Department of Transportation (E)
(User/Collector of Traffic Record)
Roger Manning (CSD: Roadway)
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Indiana State Police, (A)
(Manager/Collector/User of Traffic Records)
Captain Rob Simpson *(CSD: Crash/Citation)*
Information Technology Section
Indiana State Police
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Department of Information Technology, (B)
(Collector of Traffic Records)
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Project Manager
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15 Industrial Drive
Martinsville, IN 46151
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Craig.roth@lexisnexisrisk.com
*CSD stands for Core Safety Database

Purdue Center for Road Safety, (A)
(Manager/User/Collector of Traffic Safety Records)
Jose Thomas *(CSD: Crash/Injury Surveillance)*
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West Lafayette, IN 47906
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Indiana University Public Policy Institute – PPI, (A)
(User of Traffic Safety Records)
Dona Sapp *(CSD: Crash)*
Senior Policy Analyst
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Riley Hospital for Children, (A)
(User Traffic Safety Records)
Joe O'Neil, M.D. (CSD: Crash)
Neurodevelopmental Disabilities Pediatrician
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Indiana State Supreme Court – JTAC, (B)
(Manager/User/Collector of Traffic Safety Records)
Mary DePrez (CSD: Citation/Adjudication)
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Indiana Prosecutor's Association, (B)
(User of Traffic Records)
*Chris Daniels **(CSD: Citation/Adjudication)***
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Indiana Department of Toxicology, (A)
(Manager/Collector/User Public Health Data)
*Ed Littlejohn **(CSD: Citation/Driver)***
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Federal Agencies, (A)

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Indiana Criminal Justice Institute (All)
(Manager/User/Collector of Traffic Records)
Dan Shragal *(CSD: Crash/Driver/Citation)*
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Indiana Criminal Justice Institute (All)
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Indiana State Department of Health,(B)
(Manager/Collector/User Public Health & Injury Data)
Katie Hokanson (CSD: Injury Surveillance System)
Director of Trauma and Injury Prevention
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Additional Stakeholders
(Users of Traffic Records)
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Indiana Office of Technology
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These TRCC members coordinate the views of managers, collectors, and users. The TRCC also reviews and evaluates new technologies as well as reviews and approves the State's Traffic Records Strategic Plan.

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Vision Statement

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"To provide an environment that significantly reduces death, injury, and economic costs on Indiana highways that will result in safer roads for all the citizens and visitors to the State."

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Mission Statement

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"To create an integrated traffic records system through a collaboration of all local, state, and federal entities responsible for motor vehicle safety."

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STATE TRAFFIC RECORDS STRATEGIC PLAN
FY-2020

Introduction

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The purpose of this plan is to develop the framework for continuing a set of actions to improve the traffic records keeping process in Indiana. A Traffic Records Steering Committee, formed in 1998, and now known as the Traffic Records Coordinating Committee (TRCC), which is comprised of the major stakeholders involved in the investigation of highway crashes will take the primary responsibility for implementation of the plan. This plan has been developed as a product of that committee and the recommendations given by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team's report dated May 10, 2018.

The plan is based upon the TRCC membership having the authority to design and implement a new traffic records keeping process. Recognizing the multitude of tasks necessary, work groups linked to the steering committee have been created with specific tasks assigned.

The plan seeks cooperation of all involved and affected parties. It addresses the existing weaknesses and utilizes best available technology. Successes of other states are studied for compatibility and inclusion into the Indiana design.

The culmination of the process is a system that will have significant benefits to each of the stakeholders, providing more timely and accurate information, allowing Indiana to operate effectively well into the 21st century. The product of this process will allow for better data driven strategies, reduce the number of lives lost and injuries sustained on Indiana highways, and reduce economic impact on State resources.

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TRAFFIC RECORDS ASSESSMENT

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Executive Summary

Out of 391 assessment questions, Indiana met the Advisory ideal for 105 questions (26.9%), partially met the Advisory ideal for 61 questions (15.6%), and did not meet the Advisory ideal for 225 questions (57.5%).

As Figure 1 illustrates, within each assessment module, Indiana met the criteria outlined in the *Traffic Records Program Assessment Advisory* 52.6% of the time for TRCC, 43.8% of the time for Strategic Planning, 50% of the time for Crash, 12.8% of the time for Vehicle, 2.2% of the time for Driver, 18.4% of the time for Roadway, 24.1% of the time for Citation and Adjudication, 28.5% of the time for Injury Surveillance, and 38.5% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

	Crash	Vehicle	Driver	Roadway	Citation and Adjudication	Injury Surveillance
Description and Contents	92.9%	38.9%	33.3%	60.0%	80.7%	70.6%
Applicable Guidelines	100.0%	45.5%	33.3%	100.0%	57.9%	68.4%
Data Dictionaries	86.7%	33.3%	33.3%	43.3%	60.3%	63.3%
Procedures / Process Flow	100.0%	33.3%	37.3%	41.7%	61.7%	77.0%
Interfaces	46.7%	81.8%	47.6%	66.7%	61.9%	47.6%
Data Quality Control Programs	46.4%	39.0%	33.3%	33.3%	39.7%	45.5%
Overall	71.0%	42.9%	37.0%	46.3%	59.3%	58.1%

	Overall
Traffic Records Coordinating Committee Management	77.3%
Strategic Planning for the Traffic Records System	81.0%
Data Use and Integration	69.7%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."

Indiana can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Indiana can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Crash Recommendations

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation and Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

Indiana intends to address all recommendations, except for recommendations number 10 and 11 (see below).

Priority Crash Recommendations

1. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.

2. Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will coordinate with APPRISS, FARS, Purdue University, Indiana University – Center for Criminal Justice, the Bureau of Motor Vehicles (BMV) and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

3. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.

Priority Vehicle Recommendations

1. Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Action: The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and APPRISS to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV's system and the citation/adjudication system.

2. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with the BMV to improve data audits and validation on a regular basis.

Priority Driver Recommendations

1. Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with the BMV and APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).

2. Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with the BMV to develop a system for data edits and validation that can be used on a regular basis to confirm data reliability.

Roadway Recommendations

1. Improve the procedures/ process flows for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with INDOT and APPRISS to improve data flow procedures pertaining to the roadway.

2. Improve the data quality control program for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.

    Action: The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

Priority Citation/Adjudication Recommendations

1. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

    Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing

in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

2.   Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

3.   Improve the data quality control program for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Action: The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

Priority EMS/Injury Surveillance Recommendations

1.   Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Response: The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.

2.   Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Action: The SHSO will work with the ISDH and IDHS to insure that that quality control data edits and validation systems are also implemented.

Traffic Records Supporting Non-Implemented Recommendations
Indiana does not intend to address recommendations number 10 and 11 (see below).

1.   Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

2.   Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

   Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

Traffic Records for Model Performance Measures
Current improvements and anticipated improvements:

Performance area to be impacted:

Integration

Performance measure used to track improvements:

Narrative Description of the Measure: The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration with all local, state and federal entities responsible for motor vehicle safety. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs. The Indiana Supreme Court, Division of State Court Administration has deployed the Electronic Citation and Warning System (e-CWS) throughout the state. The Supreme Court also implemented Odyssey which is the case management system used by the courts. In FY 2017, 451 law enforcement agencies have been trained in the e-CWS (or e-ticket) system. The e-CWS allows officers to issue electronic citations (Uniform Traffic Tickets – UTTs). As of December 2017 there have been 282 courts in 65 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 9,398,513 on 03/31/2017 to 10,459,056 on 03/31/2018 (a 9% increase). Once the UTTs are integrated into the e-CWS, they are also integrated (linked) into Odyssey, and the Indiana Bureau of Motor Vehicle's system.

Relevant Project(s) in the State's Strategic Plan:

Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates: This measure is related to the traffic records improvement project which is associated with the traffic records coordinators goals and objectives of the Traffic Records Coordinating committee. This is strategic plan project # IN-D-00026, located on page 16 of the 2012 electronic strategic plan.

Improvement(s) Achieved or Anticipated:

Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2017 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year. Our anticipated increase in UTTs for FY-18 is 10 percent more than the total UTTs for the FY-17 performance period.

Specification of how the Measure is calculated /estimated:

When a UTT is issued in the field, it is integrated into the e-CWS system through Odyessy at the State Supreme Court. The Supreme Court maintains a count of the UTTs issued into the case management system by county and integrated into the e-CWS. The total number of UTTs integrated into the e-CWS is reported monthly by the Supreme Court to the ICJI Program Manager. The total number of UTTs integrated into the e-CWS is presented in a bar graph by month for both the baseline period and the performance period.

Date and Baseline Value for the Measure :

The baseline period is from 04/01/2016 through 03/31/2017. Total UTTs issued into the e-CWS system from 04/01/2016 through 03/31/2017 increased from 8,396,773 to 9,398,513.

Date and Current Value for the Measure:

The Performance period is from 04/01/2017 through 03/31/2018. Total UTTs issued from 04/01/2016 through 03/31/17 increased from 9,398,513 to 10,459,056. This is a 9% increase. The bar graph shows continued improvement in the number of UTTs integrated into the e-CWS throughout the baseline period, and throughout the performance period over the baseline period month by month and collectively at the end of each measurement period.

Indiana State Supreme Court
Odyssey Case Management System and Electronic Citation and Warning System (e-CWS)
ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals.

There are currently 10,458,239 traffic tickets stored in the e-ticket central repository, with 451 law enforcement agencies using the system. Odyssey is now in place in 282 courts in 65 counties. Anticipated improvements will be to train more law enforcement agencies in the e-CWS, and increase the number of courts using the Odyssey System especially in counties not currently using the system.
Core Safety Database: Citation and Adjudication.
Improvement Areas: Timeliness, Accuracy, Integration, Accessibility, Uniformity, and Completeness.

Indiana Department of Health

In Indiana, there are currently only 107 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY21 is to train five more hospitals.

Core Safety Database: Injury Surveillance

Improvement Areas: Completeness, Uniformity, Accuracy, and Timeliness.

State traffic records strategic plan
Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2021-46-00-00	Indiana State Department of Health - Trauma Database and Dashboard
M3DA-2021-44-00-00	Supreme Court Driver and Vehicle Data Integration
M3DA-2021-43-00-00	Indiana TRCC – Traffic Records Improvement Program
M3DA-2021-39-00-00	Program Management- Traffic Records
TR-2021-41-00-00	Traffic Records Analysis (IU-PPI)

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **5/10/2018**

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(f) Motorcyclist safety grant
Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **Yes**

Reduction of fatalities and crashes: **No**

Impaired driving program: **Yes**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Commissioner Peter Lacey**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Allen	10,891
Elkhart	8,069
Hamilton	8,326
Lake	14,443
Marion	23,270
Monroe	3,503
Porter	7,850
St. Joseph	7,568
Tippecanoe	5,397
Vanderburgh	5,851

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **246,358**

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Peter Lacy, Commissioner**

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
2021	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	20201	107
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	62

2021	Motorcycle Fatalities Per 100k Registrations	5 Year	2017	2021	41.5

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Allen	266
Elkhart	178
Hamilton	101
Lake	259
Marion	544
Monroe	123
Porter	124
St. Joseph	180
Tippecanoe	121
Vanderburgh	162

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: **1,676**

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcyclist Licensing
Motorcyclist Training

Unique Identifier	Planned Activity Name
M9MT-2021-48-00-00	Unendorsed MC Rider Initiative

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
2021	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	106
2021	Motorcycle Fatalities Per 100k Registrations	5 Year	2017	2021	41.5

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Unique Identifier	Planned Activity Name
MC-2021-49-00-00	Motorcycle HVE
M9MT-2021-48-00-00	Motorist Awareness of Motorcycles
PM-2021-37-00-00	Motorcycle Marketing Campaign, Plan ID: CP21-07

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Allen	8
Elkhart	0
Hamilton	5
Lake	8
Marion	9
Monroe	5
Porter	2
St. Joseph	3
Tippecanoe	3
Vanderburgh	3

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator:

Use of fees collected from motorcyclists for motorcycle programs
Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Indiana Counties with Permanent Fitting Stations

Region	County	Organization
1	Cass	Cass County Health Department
1	Jasper	Rensselaer Police Department
1	Lake	Crown Point Fire Rescue
1	Lake	Franciscan St. Anthony Health
1	Lake	Gary Police Department
1	Lake	Griffith Police Department
1	Lake	Hammond Police Department
1	Lake	NorthShore Health Centers - Hammond Clinic
1	Lake	NorthShore Health Centers - Lake Station Clinic
1	Lake	NorthShore Health Centers - Merrillville Clinic
1	Lake	St. John Fire Department
1	LaPorte	IU Health LaPorte Physicians
1	LaPorte	LaPorte County Health Department
1	LaPorte	LaPorte Fire Department
1	LaPorte	Michigan City Fire Department
1	Marshall	Women's Care Center
1	Miami	Duke's Memorial Hospital
1	Newton	Morocco Volunteer Fire Department
1	Porter	NorthShore Health Centers - Chesterton Clinic
1	Porter	NorthShore Health Centers - Portage Clinic
1	Porter	Valparaiso Fire Department
1	Pulaski	Pulaski Memorial Hospital
1	St. Joseph	Clay Fire Territory
1	St. Joseph	Clay Fire Territory, Station # 1
1	St. Joseph	Clay Fire Territory, Station # 3
1	St. Joseph	Clay Fire Territory, Station # 4
1	St. Joseph	Clay Fire Territory, Station # 5
1	St. Joseph	Memorial Hospital of South Bend
1	St. Joseph	Mishawaka Fire Department, Station # 1
1	St. Joseph	Mishawaka Fire Department, Station # 2
1	St. Joseph	Mishawaka Fire Department, Station # 3
1	St. Joseph	Mishawaka Fire Department, Station # 4
1	St. Joseph	South Bend Fire Department, Station # 1 (Central)
1	St. Joseph	South Bend Police Department
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	Starke	Starke Hospital

1	White	IU Health White Memorial Hospital
2	Allen	Dupont Hospital - Resource Center
2	Allen	Parkview Randallia Hospital
2	Allen	Safe Kids Allen County
2	Allen	Women's Care Center
2	DeKalb	Women's Care Center of Auburn
2	Elkhart	Elkhart County Health Department
2	Elkhart	Women's Care Center
2	Grant	Grant County Sheriff's Department
2	Grant	Marion General Hospital
2	Howard	Family Service Association
2	Huntington	Youth Services Bureau of Huntington County
2	Kosciusko	Lutheran EMS
2	Lagrange	Topeka Fire Department
2	Whitley	Parkview Whitley Hospital
3	Boone	Lebanon Fire Department (Station 11, Headquarters)
3	Boone	Lebanon Fire Department (Station 12)
3	Clinton	Healthy Communities of Clinton County
3	Fountain	Women's Resource Center: Fountain County
3	Montgomery	Montgomery County Youth Services Bureau
3	Montgomery	Women's Resource Center
3	Morgan	Franciscan St. Francis Health Mooresville
3	Morgan	Riley Physicians
3	Putnam	Greencastle Police Department
3	Tippecanoe	Connection Point Church
3	Tippecanoe	Franciscan St. Elizabeth Health - Lafayette
3	Tippecanoe	IU Health Arnett
3	Vigo	Chances And Services for Youth (CASY)
3	Vigo	Honey Creek Fire Department
3	Vigo	Pierson Volunteer Fire Department
3	Vigo	Riley Fire Department
4	Delaware	IU Health Ball Memorial Hospital
4	Delaware	Open Door Health Services
4	Hamilton	Fishers Police Department
4	Hamilton	IU Health North Hospital
4	Hancock	Hancock Regional Hospital
4	Henry	ICAP
4	Johnson	Franklin Fire Department
4	Johnson	Franklin Police Department
4	Johnson	White River Township Fire Department,
4	Johnson	White River Township Fire Department, Station 51

4	Johnson	White River Township Fire Department, Station 52
4	Madison	Safe Kids Madison County
4	Madison	St. Vincent Hospital Anderson
4	Marion	Community Hospital East
4	Marion	Decatur Township Fire Department
4	Marion	Fay Biccard Glick Neighborhood Center
4	Marion	Franciscan St. Francis Health
4	Marion	Indianapolis Fire Department
4	Marion	Marion County Public Health Department
4	Marion	Riley Hospital for Children at IU Health
4	Shelby	Major Hospital
4	Tipton	IU Health Tipton
4	Wayne	Reid Health / Reid Family Birthing Center
5	Crawford	Crawford County EMS
5	Daviess	Daviess Community Hospital
5	Gibson	Princeton Police Department
5	Greene	Greene County Sherriff's Department
5	Lawrence	Hoosier Uplands
5	Lawrence	Hoosier Uplands / Bedford Head Start
5	Lawrence	Hoosier Uplands / Early Head Start
5	Lawrence	Hoosier Uplands / Mitchell Head Start
5	Lawrence	IU Health Bedford, Emergency Medical Transport Services
5	Lawrence	St. Vincent Dunn Hospital
5	Martin	Hoosier Uplands / Loogootee Head Start
5	Monroe	IU Health Bloomington, Community Health Education
5	Monroe	IU Health Southern Indiana Physicians
5	Orange	Hoosier Uplands / Paoli Head Start
5	Orange	IU Health Paoli Hospital
5	Owen	Indiana Health Centers
5	Perry	Perry County Memorial Hospital / EMS
5	Perry	Tell City Police Department
5	Spencer	Spencer County Health Department
5	Sullivan	Sullivan County Health Department
5	Vanderburgh	Little Lambs of Evansville
5	Vanderburgh	St. Mary's Medical Center
5	Vanderburgh	Vanderburgh County Sheriff's Department
5	Warrick	The Women's Hospital
6	Bartholomew	Dorel Juvenile Group
6	Clark	Jeffersonville Police Department
6	Clark	New Hope Services
6	Decatur	Decatur County Memorial Hospital

6	Floyd	Floyds Knobs Township Fire Protection District
6	Floyd	Georgetown Township Fire Department
6	Harrison	Harrison County Hospital EMS
6	Jackson	Schneck Medical Center
6	Jefferson	Jefferson County Health Department
6	Ripley	Margaret Mary Health
6	Scott	New Hope Services / Kids Place
6	Washington	Hoosier Uplands / Salem Head Start