
Comprehensive Hoosier Highway Injury Reduction Program (CHIRP)

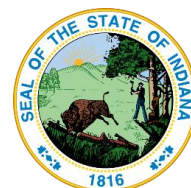
FY2023

REQUEST *for* PROPOSAL

State of Indiana
Governor
Eric J. Holcomb

Indiana Criminal Justice Institute
Executive Director
Devon McDonald

Indiana Criminal Justice Institute
Traffic Safety Director
Robert Duckworth



COMPREHENSIVE HOOSIER HIGHWAY INJURY REDUCTION PROGRAM FY2023

REQUEST FOR PROPOSAL

The Traffic Safety Division’s Comprehensive Hoosier Highway Injury Reduction Program (CHIRP) provides federal funding assistance to support traffic safety projects that are proven to reduce deaths and severe injuries caused by motor vehicle crashes. There are seven grant projects under CHIRP: Click It to Live It (CITLI), Visible Speed Enforcement Teams (VSET), Driving Under the Influence Task Force (DUI TF), Summer Impaired Driving Enforcement Program (SIDE P), Motorcycle-High Visibility Awareness (MC-HVA), Young Operator Driving Education & Learning (YODEL), and Non-Motorist (Ped-Bike). These projects can be comprehensively applied for in TSD’s IntelliGrants System. Applicants may apply for one or all projects in one collective application process.

HOW TO APPLY



Applicants must be registered in [IntelliGrants](#) in order to access the electronic application.

Register

or

Log in

WHEN TO APPLY



Applications must be **initiated** in IntelliGrants by 11:59 p.m. (ET) on June 10, 2022.

Applications must be **submitted** via IntelliGrants by 11:59 p.m. (ET) on July 22, 2022.

AWARD PERIOD



October 1, 2022 – September 30, 2023

TECHNICAL ASSISTANCE



Assistance for law enforcement agencies may be obtained from a Regional Law Enforcement Liaison.

Contact information for each liaison can be found [here](#).

IMPORTANT



Applicants are strongly encouraged to submit applications 72 hours prior to the deadline. Late or incomplete applications will not be accepted. ICJI is not responsible for technical issues with grant submission within 24 hours of grant deadline.

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PROGRAM OVERVIEW

INTRODUCTION

The Traffic Safety Division is accepting grant applications for the Comprehensive Hoosier Highway Injury Reduction Program (CHIRP) on May 24, 2022.

BACKGROUND

The requirements in the Federal Fiscal Year (FFY) 2023 Request for Proposal are based on the Highway Safety Act of 1966 (United States Code, Title 23, Chapter 4, § 402, § 405) and subsequent amendments; the “Fixing America’s Surface Transportation” (FAST) Act, Bipartisan Infrastructure Law, Public Law 114-94, Indiana Revised Statutes; and Administrative Orders issued by the National Highway Traffic Safety Administration (NHTSA).

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 (ICJI). The TSD is responsible for the state's traffic safety program including the administration and distribution of federal funds Congress appropriates annually.

The TSD has a mandate to promote the safety of those who use public roadways. The National Highway Traffic Safety Administration (NHTSA) provides federal funding to the TSD to design and implement public education and traffic law enforcement programs to fulfill this mandate. The TSD and NHTSA seek to support traffic safety interventions proven to reduce deaths and severe injuries caused by motor vehicle crashes.

Research has consistently shown enforcement efforts alone do not have a lasting effect on driver behavior if most of the public is not aware of them. Combining increased enforcement with public awareness has been found to result in long-lasting improvements in driver behavior. By increasing the number of arrests and raising the perceived risk of arrest, compliance with laws is increased.

The TSD understands the need for innovation and the adoption of evidence-based practices for programs within all areas of traffic safety. TSD will prioritize new and innovative programs established to impact identifiable public safety problem(s), utilizing evidence-based solutions, which include data to develop performance measures.

These performance standards measure the level of Indiana’s goal of moving the bar Toward Zero Deaths. As part of the application for the 2023 grant, TSD seeks programs containing three main characteristics: (1) the problem has been identified using data; (2) the solution will be driven by data analysis/research; and (3) the program success will be measured by evaluating the outcomes.

COMPREHENSIVE HOOSIER HIGHWAY INJURY REDUCTION PROGRAM (CHIRP) GRANT

The TSD’s Comprehensive Hoosier Highway Injury Reduction Program (CHIRP) provides projects which can be comprehensively applied for in ICJI’s IntelliGrants System. Applicants may apply for one or all projects in one collective application process. The CHIRP grant projects are to support traffic safety intervention proven to reduce deaths and severe injuries caused by motor vehicle crashes. The next section includes the seven projects under CHIRP.



CHIRP PROJECTS

CLICK IT TO LIVE IT (CITLI) GRANT

Project period: 10/01/2022 - 9/30/2023

I. PROJECT OBJECTIVES

The CITLI project is a high visibility enforcement (HVE) project to help prevent and reduce traffic injury and/or fatal crashes. Proposals for CITLI must be projects supporting traffic safety initiatives to decrease overall crashes, fatalities, and injuries, increase compliance with seat belt laws, increase compliance with child passenger safety laws, increase compliance with distracted driving laws, and/or increase compliance with speeding laws. Information included should be evidence-based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

Seat belts, child restraints, and aggressive driving, funding is used to provide overtime to officers working enforcement and administrative hours for planning and reporting.

**Applicants awarded for \$5,000 or less of CITLI funds may only work the Blitz mobilizations.*

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (CITLI)

- » Project period is October 1, 2022 - September 30, 2023.
- » Funding shall be used for overtime traffic enforcement focused on increased seatbelt usage and reducing aggressive driving during project period only.
- » Awards of \$5,000 or less shall only work Blitz mobilizations. Awards of \$5,001 or more must participate in yearlong occupant protection enforcement and demonstrate sustained HVE activities monthly between mobilizations, including the use of multi-officer enforcement patrols.
- » Grantee's efforts must use at least 10 percent of grant funds per mobilization, for a total of 40 percent being used for mobilization enforcement. This portion of funds must be dedicated to mobilizations and may not be used outside the mobilization period. The remaining 60 percent can be used for additional enforcement periods determined by the local agencies, based on local traffic data and community events.
- » During the Click It or Ticket Mobilization a minimum of 40 percent of enforcement must occur during nighttime hours, 6:00 p.m. to 6:00 a.m.
- » Collect data for required observational seat belt pre surveys and post surveys for the Safe Family Travel and Click It or Ticket mobilization.
- » Must participate in specific nationwide one day mobilizations including and in addition to Connect to Disconnect and Border to Border.
- » Grantees may fund Child Passenger Safety Technicians (CPST's) conduct education and inspections utilizing CITLI funds if the main applicant or its Traffic Safety Partnership (TSP) has a CPST. Inspections must be entered into the NDCF.

- » Conduct media releases prior to a scheduled mobilization only using TSD’s boilerplate media release and complete post mobilization via online reporting survey tool as defined for each mobilization, and release of statewide news release.
- » Funding for CITLI contains four mandatory mobilizations. Agencies may additionally enforce traffic safety initiatives outside of these designated times based on special events and other data-driven enforcement measures. The mobilizations are as follows:
 - Safe Family Travel (Seat Belt & Aggressive Driving)
 - March Madness Mobilization/St. Patrick’s Day (Aggressive & Dangerous Driving)
 - Stop Arm Violation Enforcement (school bus stop arm violation)
 - Click It or Ticket (Seat Belts Only)

III. PRE AND POST ENFORCEMENT OBSERVATIONAL SEATBELT SURVEY

SAFE FAMILY TRAVELS & CLICK IT OR TICKET MOBILIZATION

Pre and post surveys shall be used for this mobilization. Pre surveys shall be conducted prior to program implementation and post surveys conducted after the enforcement period following the designated dates for conducting the surveys. These surveys will help demonstrate the effective use of federal funds and positively influence the seat belt rate the community.

- » Survey a minimum of 5 sites, maximum of 10, are representative of your jurisdiction. The same site shall be used for both pre and post survey; use one Observational Seat Belt Survey Form for each seat belt survey site. Additional sites require approval by TSD.
- » Survey a minimum of 100 vehicles for each the pre and post survey.
- » Pre and post surveys should be conducted on the same day of the week at the sametime of day for each location.
- » Use the same type of vehicle for pre and post survey.
- » Surveying drivers is required. Surveying passengers is an additional option.
- » Individuals conducting seat belt surveys may be paid using grant funds as long as the survey are conducted outside of regular working hours. This time should be claimed as administrative time and administrative time rules would therefore apply.
- » Survey results submitted are part of reporting measures.

DRIVING UNDER THE INFLUENCE TASK FORCE (DUI TF) GRANT

Project Period: 10/01/22 – 09/30/2023

I. PROJECT OBJECTIVES

The Driving Under the Influence Task Force (DUI TF) project is to reduce the number of motorists killed or injured

by impaired drivers. DUITF grant funds are used for traffic safety initiatives that decrease overall crashes, fatalities, and injuries, decrease impaired driving crashes, fatalities, and injuries, and increases compliance with impaired driving laws.

Proposals for DUITF must be projects that target impaired drivers using a combination of education, sobriety checkpoints and HVE saturation patrols. Information included should be evidence based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (DUITF)

- » Participate in the “National Drive Sober or Get Pulled Over.”
- » Funding shall be used for overtime traffic impaired driving enforcement during project period only.
- » Demonstrate sustainable enforcement monthly between mobilizations.
- » Utilize HVE including multi-officer patrols.
- » Conduct media releases prior to a scheduled mobilization using TSD’s boilerplate media release.
- » Checkpoints and other enforcement must occur between the hours of 6 p.m. and 6 a.m.
- » Additional times maybe authorized with prior approval of the TSD Program Manager or Director; request should be initiated through the LEL.
- » Grantee’s efforts must use at least 10 percent of grant funds per mobilization, for a total of 40 percent being used for mobilization enforcement. This portion of funds must be dedicated to mobilizations and may not be used outside the mobilization period.
- » Grantees may fund Drug Recognition Expert (DRE) callouts utilizing DUITF funds if the applicant or its Traffic Safety Partnership (TSP) Agencies have a Drug Recognition Expert (DRE).
- » Grantees may fund Law Enforcement Phlebotomist (LEBOT) callouts utilizing DUITF funds if the main applicant or its TSP has a phlebotomist.
- » Funding for DUITF contains four mandatory mobilizations. Agencies may additionally enforce traffic safety initiatives outside of these designated times based on special events and other data-driven enforcement measures. The mobilizations are as follows:
 - Holiday Season Travel (November 15 – January 1)
 - March Madness Mobilization (March)
 - Independence Mobilization (July)
 - Drive Sober Get Pulled Over (September)

VISIBLE SPEED ENFORCEMENT TEAMS (VSET) GRANT

Project Period: 10/1/22 - 09/30/23

I. PROJECT OBJECTIVES

The Visible Speed Enforcement Teams (VSET) project is to reduce injuries and fatalities crashes related to speed. The VSET project is a speed enforcement specific project to supplement efforts of Click it To Live It as the primary occupant protection program for Indiana. This project is intended to decrease speed related crashes, fatalities, and injuries and increase compliance with speed related laws in Indiana.

Proposals for VSET must involve activities demonstrating HVE such as, utilizing police spotters, multi-officers/multi-patrols, and other HVE strategies to facilitate speed enforcement. Information included should be evidence-based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (VSET)

- » Project period is 10/1/22 – 09/30/23.
- » Funding shall be used for overtime speed enforcement activities, during project period only.
- » Enforcement shall occur utilizing a minimum of three officers.
- » Spotter-type enforcement strategies preferred – Other enforcement strategies described in application may be considered by TSD.
 - Examples of spotter-type enforcement would be stationing an officer at a fixed location with a portable RADAR/LIDAR unit and calling violator vehicles out to other team members.
- » Enforcement areas limited to only: Interstate Highways, State Roads, US Routes, and local/city roads which are multi-directional and have multiple lanes in each direction with a divided center, such as a grass median or concrete island.

SUMMER IMPAIRED DRIVING ENFORCEMENT PROGRAM (SIDEPE) GRANT

Project Period: 05/01/23 – 09/30/23

I. PROJECT OBJECTIVES

The Summer Impaired Driving Enforcement Program (SIDEPE) promotes to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement.

Proposals should be projects demonstrating how agencies will conduct overtime traffic impaired driving enforcement. Information included should be evidence based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (SIDE P)

- » Project period is 05/01/23 – 09/30/23.
- » Funding shall be used for overtime traffic drug/alcohol impaired driving enforcement during project period only.
- » TSD will provide a mapped location for grantees to adhere to roadway segments and intersections as well as days and time frames.
- » Utilize HVE including multi-officer patrols.
- » Distribute a media release prior to the enforcement period.
- » Conduct at least one HVE Checkpoint (utilizing SIDE P funding) during this enforcement period.
- » Checkpoints and enforcement must occur between hours 6:00 p.m. and 6:00 a.m. unless given special permission by TSD.
- » Counties with a higher rate of alcohol-impaired collisions will be given priority funding (see Table 1).

HIGH VISIBILITY AWARENESS MOTORCYCLE GRANT (MC-HVA)

Project Period 04/01/23 – 09/30/23

I. PROJECT OBJECTIVES

Proposals for MC-HVA should be projects that target the reduction of motorcycle accidents. Information included is evidence based as substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document. MC-HVA combines high visibility and proactive law enforcement with visibility elements that educates the public in the awareness of motorcycles on the roadway.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (HVA)

- » Project Period 04/01/23 – 09/30/23.
- » Utilize HVE including multi-officer patrols for moving violation of non-motorcycle vehicles identified to contribute to motorcycle involved crashes.
- » Conduct saturation patrols around and near large events with motorcyclists to promote motorcycle awareness and non-motorcycle vehicle operators.
- » Attend motorcycle safety training classes to promote motorcycle awareness.
- » Counties with a higher rate of motorcycle alcohol-impaired collisions will be given priority funding (see Table 2).

YOUNG OPERATOR DRIVING EDUCATION & LEARNING GRANT (YODEL)

Project Period 10/01/22 – 09/30/23

I. PROJECT OBJECTIVES

The Young Operator Driving Education & Learning (YODEL) project promotes efforts to improve novice drivers younger than 21 years of age through: enforcement, training, and occupant protection strategies to decrease overall crashes, fatalities and injuries.

Proposals should be demonstrating how agencies will conduct overtime strategies through public awareness campaigns and traffic enforcement. Information included is evidence based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (YODEL)

- » Project period 10/1/22-09/30/23.
- » Funding shall be for enforcement focused of graduated license violations or for training of GDL drivers for graduated license compliance.
- » Utilize HVE including multi-officer patrols.
- » Counties with a higher accident rate involving non-compliance of seatbelts will be given funding priority (see Table 3).

NON-MOTORIST (PED-BIKE) GRANT

Project Period: 10/1/22 – 09/30/23

I. PROJECT OBJECTIVES

The Non-Motorist Grant promotes efforts to decrease pedestrian and bicyclist fatalities and injuries that result from a crash involving a motor vehicle.

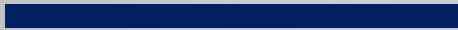
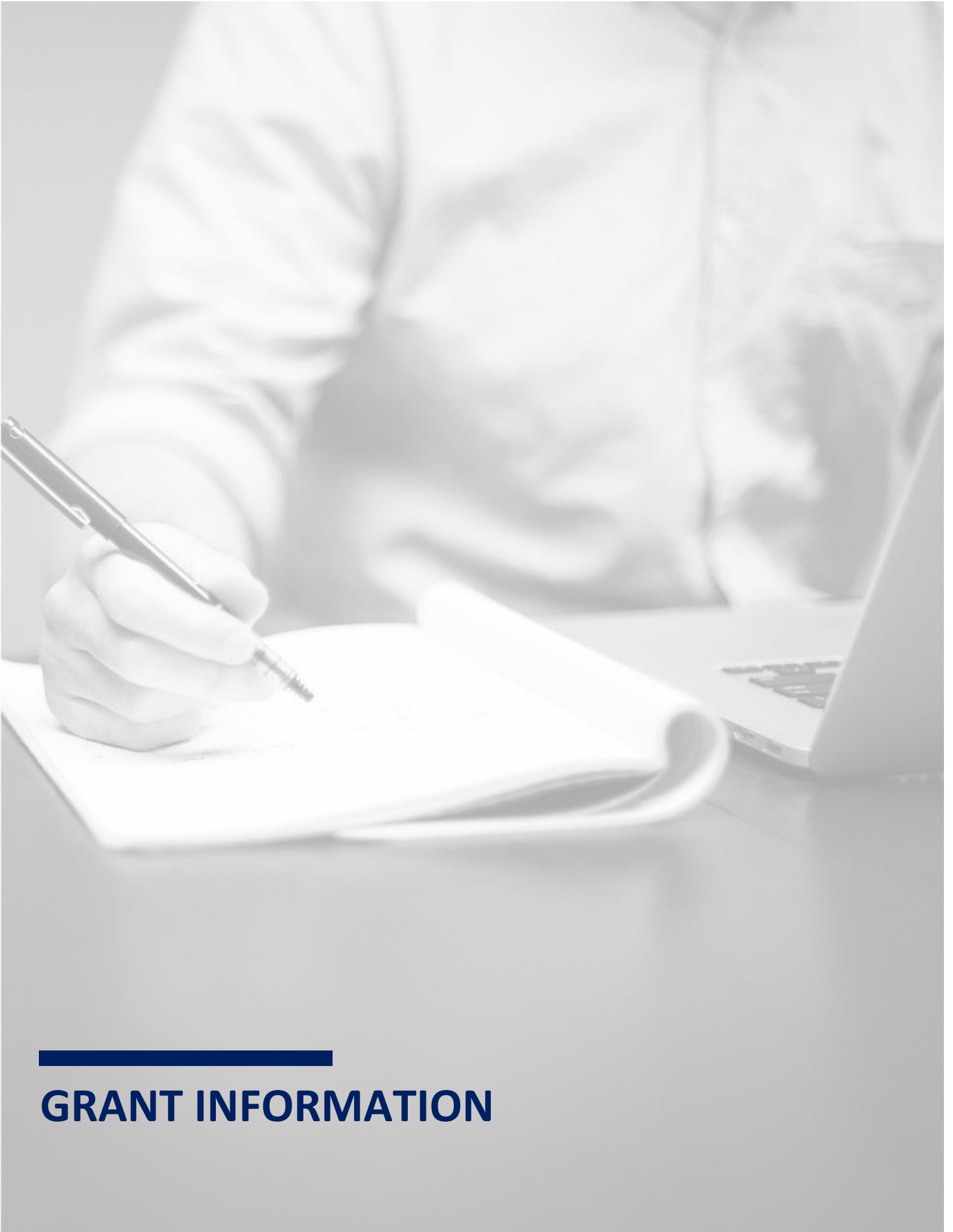
Proposals should be innovative projects addressing a specific local traffic safety concern. Information included should be evidence based substantiated by data, education and awareness campaigns, and enforcement. Activities included in the project should align with specific program(s) within the [NHTSA Countermeasures that Work](#) document.

II. REQUIREMENTS AND ALLOWABLE ACTIVITIES (PED-BIKE)

- » Project period 10/1/22 – 09/30/23.
- » Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of Indiana's laws applicable to pedestrian and bicycle safety.

- » Enforcement shall focus on enforcement of violations located within Indiana Code: 9-21-8-24, 9-21-17, 9-21-8-36, 9-21-8-37.
- » Counties with the highest pedestrian and/or bicycle injury/fatality rate will be given funding priority (see Table 4).

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GRANT INFORMATION

GRANT INFORMATION

I. ELIGIBILITY

All law enforcement agencies are eligible to apply. Applicants must demonstrate a data driven problem identification for increased enforcement or education in their community, the willingness to commit to traffic safety priorities, and the ability to demonstrate quantifiable and measurable improvement of the identified problem.

Federal funds allocated to finance state and local government highway safety projects **are intended to supplement, not be a substitute for, ongoing state or local program expenditures.** Projects should be designed to eliminate a deficiency in an applicant agency's program or to expand an existing program.

II. GENERAL REQUIREMENTS

Awarded grantees must abide by all federal requirements, which includes, but not limited to, all applicable federal statutes, regulations, executive orders, National Highway Traffic Safety Administration (NHTSA) guidelines, Office of Management and Budget (OMB) and other federal requirements as referenced on the [NHTSA Resources Guide](#). In addition, when an agency or organization accepts federal highway safety funds, the agency is required to fully comply with all requirements in [2 CFR Part 200](#), this RFP, grant contracts, TSD grants manual and any periodic changes that may be made during the grant period. The project director will be notified in writing of any changes via mail and/or email.

Written warnings cannot be made during TSD-funded traffic enforcement for the following violations: seatbelts, child restraints, impaired driving, HTV, driving while suspended, non-traffic misdemeanors and felonies, and warrant arrests. For all other violations written action is required for "Proof of Work" standards, unless a department has a warning policy that is in conflict. Request for waiver of this requirement must be approved in writing by the TSD Director.

All applicants must be current on all reports related to such funding. Delinquent reports may disqualify an Applicant Agency from consideration for funding through any grant program through TSD.

1. Funding shall be used for overtime traffic enforcement and education specific to each project's allowable activities. Funding cannot be used for budgeted pay.
2. "Proof of Work" should be documented and auditable such that activity is demonstrated in a manner that no period of time in excess of thirty (30) minutes is claimed for reimbursement during grant funded overtime with exception of time reported as physical arrest time. Proof of Work is not applicable to time reported as physical arrest time (PAT). PAT standard is not applicable to time reported. PAT reported time must be reasonable.
3. Training Requirements: The TSD requires all officers must successfully complete the Indiana Law Enforcement Academy's Tier I or Tier II training requirements. In addition, officers must be trained in Traffic Occupant Protection Strategies (TOPS) and [Standardized Field Sobriety Testing](#) (SFST).
4. Applicant agency agrees to attend a Traffic Safety Update Seminars, as scheduled.

5. TSP awarded applicants must conduct, at a minimum, quarterly TSP meetings with LEL in order to plan, support, and review activities from prior quarter and the next quarter.
6. Applicants may ***not*** utilize grant funding to attend or complete an application for a future award.
7. Additionally, all applicants awarded a grant from ICJI must agree to or comply with the following:
 - Grantees shall adhere to the plan described and approved in the application submitted for this program.
 - Grantees shall complete fiscal and program reports utilizing the IntelliGrants system.
 - Grantees shall provide enforcement data to TSD utilizing the OPO database.
 - 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended.
 - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94.
 - 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs.
 - 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
 - 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
 - Agree to abide by all provisions of the grant agreement.
 - Agree to abide by all Special Conditions detailed in ICJI Certified Assurances and Special Conditions.

III. AWARD INFORMATION

The grant contract is October 1, 2022 – September 30, 2023. Grantees are encouraged to participate in all grant programs; however, applicants must be able to meet all the requirements. Applicants must select the grant programs when submitting proposals submitted via [IntelliGrants](#). TSD has the right to refuse incomplete applications.

- » CHIRP Grant Opens: May 24, 2022.
- » Notice of Intent Due: June 10, 2022; 11:59pm.
- » Proposals Due: July 22, 2022; 11:59pm.
- » Proposal Scoring: August 2022.
- » Proposal Review and Correction: July 2022 – August 2022.

- » Grant Agreements Issued and Completed: September 2022-October 2022.
- » Award Notification Beginning: September 2022.
- » Kick-Off Meeting: Within the first 30 days of the Notice of Award, the Recipient will meet with ICJI Representatives to discuss the project’s objectives, planned course of action, the Recipient’s methodology, responsibilities, milestones, and deliverables, and to begin finalizing the project plan for the project which was submitted as a part of the application. The Recipient should include its key project team members and be prepared to provide a presentation describing the planned activities for the performance period, how they will meet required components and reporting requirements (a record of this meeting shall be reported during the first programmatic report. i.e., sign in sheet).

IV. APPLICATION SELECTION PROCESS

ICJI uses a variety of crash data sources to evaluate and establish problem identification and identify community jurisdictions to best represent risk of injury or fatality crashes. Such examples include, but not limited to:

- » ARIES Crash Data
- » Toxicology Submissions Data
- » Impaired Driving Enforcement as demonstrated by administered by breath tests and lab specimens.

Step one: TSD staff will conduct an administrative review for completeness including a risk assessment for each applicant.

Step two: TSD Scoring Team will read, review, and score each application. Scoring is based on the following: Past performance, application contents such as performance measures, objectives, countermeasures used, and budget. Counties having funding priorities will be noted as well.

Step three: Applications, scoring and problem identification data will be presented to the Traffic Safety Division Director and Executive Director for final consideration.

V. MATCH REQUIREMENTS

Every federal dollar requires a documentable match of 20%, and the TSD reserves the right to determine appropriate hard match contributions. Funding for these projects is apportioned to States annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road miles. The State is responsible for match and occurs through the collection of documents from the grantee.

1. All CHIRP applications must include matching funds of the following:
 - a. Mileage:
 - i. Mileage shall be reported as match at no more than the current approved state mileage rate.

b. Benefits:

- i. Medicare: All recipients shall report 1.45% as the employer portion of Medicare as matching funds in the grant application.
- ii. Social Security: Recipients where ALL participating persons are receiving benefits from a TSD grant that are earning credit towards social security must report the employer's contribution as match (6.2%). Those not receiving benefits, do not need to report the employer's contribution as match.

VI. ELIGIBLE COSTS

Reimbursable expenses must occur within the grant period, as allowable, reasonable, and are supported by documentation.

1. *Administrative activities:*

- Costs are limited to 10% of the total funds expended for each project.
- Completion of paperwork and reporting.
- Public Information and Education costs.

2. *Overtime Enforcement Costs:*

- Grant funds will reimburse the costs of the overtime salary of traffic enforcement officers.
- Grantees awarded funding under CHIRP must conduct all overtime enforcement during the designated grant enforcement period.
- All law enforcement agencies and Traffic Safety Partnerships (TSPs) who conduct traffic safety initiatives supported by funding provided by the National Highway Traffic Safety Administration (NHTSA) and passed through the Indiana Criminal Justice Institute (ICJI) shall pay all law enforcement officers or personnel for work performed beyond their regular work period at an overtime reimbursement rate equivalent to the agency policy rate.
- Overtime per hour cost is based on individual officer's rate of pay, and recipients overtime policies.

VII. INELIGIBLE COSTS

- » TSD will not provide reimbursement to law enforcement agencies for any fringe benefit costs added to the officer's regular rate of pay. Fringe benefit costs can include but are not limited to employer costs related to FICA, health insurance, and pension contributions. All departments/TSPs will cover the costs of benefits, gasoline, mileage, equipment, etc. These items may be reported as matching costs.
- » No pre-payments will be allowed; this is a reimbursable grant.
- » Nothing else is eligible for reimbursement.

- » In addition, federal law prohibits the use of federal funds from certain activities irrespective of the federal funding source or the specifics of the grant program. These prohibitions include:
- » Lobbying, including attempts to influence legislation or the outcome of any federal, state, or local elections. Recent changes to the law have expanded the prohibition to any federally appropriated funding used, either directly or indirectly, to support the enactment, repeal, modification, or adoption of any law, regulation, or policy, at any level of government. Violations of this prohibition are now subject to civil fines of up to \$100,000 per violation.
- » Fundraising (including financial campaigns, endowment drives, solicitation of gifts and bequests, and similar expenses incurred solely to raise capital or obtain contributions.

VIII. ADDITIONAL FUNDING SOURCES

It is the responsibility of each agency to notify the TSD in writing immediately when a funded proposal has been funded from another source. Failure to make this notification could result in supplanting which is a direct violation of federal rules and could adversely affect future funding opportunities.

GRANT PROPOSAL REQUIREMENTS

I. INTENT TO APPLY

1. Applicants seeking to apply must be register in [IntelliGrants](#) (See Appendix A for instructions).
2. Applications must be *initiated* in IntelliGrants on or before June 10, 2022; 11:59pm.

II. PROPOSAL TEMPLATE

1. Applications shall be submitted via IntelliGrants by July 22, 2022, at 11:59pm. Late or incomplete applications will not be accepted.
2. Applicants are encouraged to seek assistance from the assigned Regional Law Enforcement Liaison ([LEL](#)).
3. A sample template is attached with detailed grant application instructions. The templates are developed to assist applicants to meet CHIRP requirements. Failure to use provided template format, may reduce application score and result in a proposal being disqualified during administrative review. TSD highly recommends using the “*hints*” to assist in the verbiage.
4. Proposals should include, evidence-based programming, substantiated by data, education and awareness campaigns, and enforcement. Activities included in all programs should align with a specific program(s) within the [NHTSA Countermeasures that Work](#) document.
5. Proposals have six main forms: Programmatic information; Problem Statement & Analysis; Goals, Objectives, & Outcomes; Program Description; Evidence Based/Best Practices; and Budget. Each must be completed with relevant accurate descriptions and details for each section.

6. Additional attachments:

- Applicant agencies must attach a completed and signed template for each agency to express intent to participate and acceptance of program requirements. This letter must be on agency letterhead (Appendix C).
- Certifications such as but not limited to SFST, ARIDE, TOPS.

III. REPORTING AND MONITORING

1. IntelliGrants Reporting:

- Grants awards greater than \$100,000 shall report monthly.
- Grant awards less than \$99,999 may report quarterly or monthly.
- Fiscal and Programmatic reporting shall be completed within IntelliGrants.
 - Reports must be Initiated within 10 days before due.
 - Fiscal and Program reports submitted for review will be either approved or returned for corrections. If returned for corrections, Grantees have must correct and resubmit to obtain approval within fifteen (15) calendar days. At the conclusion of 15 days, an administrative decision to approve or deny payment will be made based on the documentation provided by grantee.
 - Monthly Reporting is due on the last day of each month.
 - Quarterly Reports are required to be completed by each agency on the following schedule:

QUARTER	OPENS	INITIATED	DUE
Q1: Oct 1, 2022- Dec 31, 2022	Dec 1, 2022	Jan 20, 2023	Jan 31, 2023
Q2: Jan 1, 2023- Mar 30, 2023	April 1, 2023	May 20, 2023	May 31, 2023
Q3: April 1, 2023- June 30, 2023	May 1, 2023	July 20, 2023	July 31, 2023
Q4: July 1, 2023- Sept 30, 2023	Sept 1, 2023	Oct 20, 2023	Oct 31, 2023

- Final Report Requirements and close out.
 - No fiscal claim will be accepted after 10/30/23.
 - Once each agency final report is approved, TSD will start close out process.
 - Each agency will receive a close out report with total fiscal reporting.

- 2. Program Report Documentation:** The following documentation must be included with each program report submitted into the IntelliGrants system:
- Pre-enforcement media, as required for all mobilizations.
 - Post enforcement media if conducted and/or completed post enforcement surveys.
 - Program Totals report from the OPO Database.
 - Pre & Post Seatbelt Survey Totals (Safe Family Travels and Click It or Ticket Only).
- 3. Fiscal Report Documentation:** The following documentation must be included with each Fiscal Report submitted into the IntelliGrants system. If no performance was completed during the reporting period, marked items must still be included.
- LEL Concurrence Verification Form.
 - Signed Chief/Sheriff Letter.
 - Personnel Detail report from the OPO Database.
 - Administrative log (if admin time is applicable).
 - Signed Officer Activity Sheets.
 - Corresponding paystubs.
- 4. Monitoring:** All grant awards will be monitored by a program manager and/or Law Enforcement Liaison (LEL) using a combination of desk reviews and site visits.
- A minimum of 10% of Officer Activity Sheets for each agency participating will be audited for each project for each reporting period (monthly/quarterly)
 - i. Agencies not using an electronic citation/warning system will be audited for an additional 20%.
 - ii. Agencies who do not utilize Officer Work Agreements (OWA) for all officers working projects will be audited at an additional 20%.

Additionally, the program manager will review all submitted reports for timeliness and accuracy. Delinquencies and report contents will be addressed as needed.

IV. MEDIA RELEASE REQUIREMENTS

Grantees shall conduct media releases prior to a scheduled mobilization. TSD will provide each agency with a boilerplate media release. Agencies can create and issue their own releases if they are approved in advance by TSD.

APPENDIX A: CHIRP APPLICATION INSTRUCTIONS

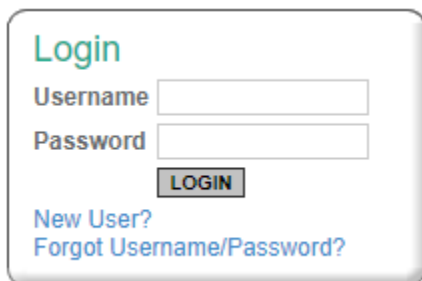
CHIRP 2023 APPLICATION Template. TSD strongly encourages all applicants to use the verbiage with specific locations and local data.

The directions to apply is listed in in the template to several of the questions in the application. The applicant should collaborate with the Law Enforcement Liaison to develop the proposal. In addition, the templates are developed to assist applicants to meet CHIRP requirements.

While it is not mandatory to utilize the templates, the use will minimize the risk of a proposal being disqualified during administrative review. TSD highly recommends using the “hints” to assist in the verbiage. The template is designed for applicants to use as an example.

Directions for IntelliGrants application:

- » Applicants seeking to apply must be register in IntelliGrants.
- » If currently not a user, start by clicking “New User.” Once approved, IntelliGrants will email the applicant.
- » Once you are able to login, Go to “Forms Menu” near the top of the page. There are several sections, and you must go into each individual form. For CITLI, many of the forms are not applicable, and therefore, you will not enter any information but simply save and move onto the next page. The form sections are Application Forms (7), Budget Forms (9), Certification (1), and Required Attachments (1).






- » Applications must be **initiated** in IntelliGrants In your IntelliGrants application you will see “Forms Menu” near the top of the page. There are several sections, and you must go into each individual form.
- » All red asterisk fields MUST be filled in. If no answer, type N/A.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Contact Information

Organization	Name of Applicant: Indiana Criminal Justice Institute Federal I.D.: 351288988 UEI Number: Street Address: 101 W Washington St Suite 1170 E City: Indianapolis State: Indiana	County: Marion County Zip: 46204-3411	 Correct legal name of Organization
Program Location	✓ Same as above County: Marion County Street Address: City: State: Zip: Phone: Fax: Email:		
Project Director	Name: Project Director Street Address: 302 W. Washington Street City: Indianapolis State: Indiana Phone: (317) 555-5151 Fax:	Title: Officer Zip: 46204 Email: PD@cji.in.gov	Email must be the email that will be used to send the grant document to for electronic signature. 
Fiscal Agent	Name of Organization: State Auditor's Office Name: Money Bags Street Address: 100 N. Senate Ave City: Indianapolis State: Indiana Phone: (317) 232-1212 Fax:	Title: Auditor Zip: 46204 Email: moneybags@auditor.in.gov	
Contact	Name: Karrie Cashdollar Street Address: 402 W. Washington Street City: Indianapolis State: Indiana Phone: (317) 450-9646 Fax:	Title: Assistant Director Zip: 46204 Email: kcashdollar@cji.in.gov	

Fiscal agent cannot be employed by same agency

AUTHORIZED SIGNATORIES: legal permission for an individual(s) to sign official documents for a separate legal entity. The person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement.

NOTE: The Project Director and Fiscal Agent listed must be the AUTHORIZED SIGNATORIES for the grant agreements (contract) therefore the emails and names must be spelled correctly. If not, process for signing will be delayed if the correct names in the Supplier Contract Management (SCM) system are not correct.

The template is designed for applicants to use as an example. TSD strongly encourages all applicants to use verbiage with additional specific locations or local data. All highlighted items must be changed to reflect applicants agency or specific information.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Project Information

1. Project Title:

Your agency name/TSP name CHIRP-2023 Proposal



Use the name for proposal: Your agency/TSP name CHIRP-2023 Proposal.

2. Project Summary:

Option 1 for over \$5001: The agency will conduct enforcement for impaired drivers, speed enforcement, distracted drivers, young drivers, and unrestrained occupants. The agency will issue media releases and conduct public awareness campaigns announcing the additional law enforcement presence. The agency anticipates using 40% of the grant funds for overtime enforcement during the blitz periods, and an additional 60% of grant funds for overtime each month on enforcement and educational awareness. The agency will focus efforts in high-traffic areas where majority of the collisions occur within the county. These areas allow for a high visibility enforcement, and will aid in public awareness. All these actions will decrease overall crashes, fatalities, injuries and increase compliance of seat belt, child restraint, speed, impaired driver, and distracted laws.

Option 2 under \$5000:

The agency anticipates working only the four Blitz mobilizations. The agency will conduct enforcement for impaired drivers, speed enforcement, distracted drivers, young drivers, and unrestrained occupants. The agency will issue media releases and conduct public awareness campaigns announcing the additional law enforcement presence. These areas allow for a high visibility enforcement, and will aid in public awareness. All these actions will decrease overall crashes, fatalities, injuries and increase compliance of seat belt, child restraint, speed, impaired driver, and distracted laws.

3. Amount of Funding Requested: \$60,000.00

4. SAM Expiration Date: 12/1/2023

5. DUNS Number: 196515977

6. Unique Entity ID (UEI): 10000000



All applicants MUST have UEI now. See SAM.gov for more information.

7. Has your organization been audited?

Yes

No

All agencies must have an audit.

8. Audit Report – Please upload your most recent audit report

Upload and fill in the date of most recent audit

9. Date of most recent audit:

10. Any adverse audit findings?

Yes

No

11. Describe the adverse audit findings:

12. Corrective Action - Please upload the corrective action plan

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Programmatic Information CHIRP

1. Are you a new applicant or a continuing applicant? New Continuing

New: First time requesting funds.
Continuing: Requested funds
in prior years.

2. What county is your agency located? Marion County



3. Has your Agency completed required reporting for the Death in Custody Reporting Act (DICRA)? Yes No

If necessary, use the link
to complete.

4. Is this grant being applied for by a Traffic Safety Partnership? Yes No

Answer appropriately.

5. Does the Applicant Agency and/or Traffic Safety Partnership (TSP) commit to participate in required mobilization periods? Yes No

6. Does the Applicant Agency and/or Traffic Safety Partnership (TSP) agree to using 40% of awarded funding during required mobilization periods? Yes No

7. Does the Applicant Agency and/or Traffic Safety Partnership (TSP) agree to utilize High Visibility Enforcement (HVE) Techniques? Yes No

8. What programs within CHIRP is the Applicant Agency and/or Traffic Safety Partnership (TSP) applying for?

- Click It to Live It (CITLI)
- Impaired Driving Taskforce (DUI TF)
- Motorcycle HVA (MC-HVA)
- Non-Motorist (PED-BIKE)
- Summer Impaired Driving Enforcement Program (SIDE P)
- Vehicle Speed Enforcement Teams (VSET)
- Young Operator Driving Education & Learning (YODEL)

The right side is an example
what it looks like when you
select the programs.

Click on the program(s) to apply.

The left side is an example
how the application prints.

What programs within CHIRP is the Applicant Agency and/or Traffic Safety Partnership (TSP) applying for?*

- Click It to Live It (CITLI)
- Impaired Driving Taskforce (DUI TF)
- Motorcycle HVA (MC-HVA)
- Non-Motorist (PED-BIKE)
- Summer Impaired Driving Enforcement Program (SIDE P)
- Vehicle Speed Enforcement Teams (VSET)
- Young Operator Driving Education & Learning (YODEL)

Note: A Minimum of One Program Must Be Selected*

9. What Traffic Safety Region is the Applicant Agency or TSP located within?

Region 4 - East Central

10. If the applicant is a TSP, please list the individual agencies that will be participating in this grant project. Please list the agency coordinator and contact information for each agency.

List the agency coordinator and contact information for each participating agency

11. Are Officers with this Agency or TSP Trained in ARIDE? Yes No

If YES, how many? 3

12. Are any Officers within this Agency or TSP Certified as a Drug Recognition Expert (DRE)? Yes No

If YES, please list the DRE officer and agency.

Police Officer 1

Police Officer 2

List the Officer's full names.

13. Will your agency or TSP utilize DRE Officers for Call-Outs to assist in enforcement of Drug Impaired Driving?

Yes No

14. Are any Officers within this agency or TSP Certified as Child Passenger Safety Technician (CPST)? Yes No

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Programmatic Information CHIRP

15. Have any Officers within this agency or TSP completed the Traffic Incident Management Training Program (IN-TIME) through the Indiana Department of Transportation? Yes No

If YES, how many?

Outcome Selections Based on County-Level Crash Data for Occupant Protection

Please select 2%, 4%, or 6% improvements for each:

16. County will decrease the % of unrestrained vehicle occupants in crashes:

2% 4% 6%

17. County will decrease the % of unrestrained vehicle occupants **killed** in crashes:

2% 4% 6%

18. County will decrease the % of unrestrained vehicle occupants sustaining **incapacitating injuries** in crashes:

2% 4% 6%

19. County will decrease the % of unrestrained vehicle occupants sustaining **non-incapacitating injuries** in crashes:

2% 4% 6%

Outcome Selections Based on County-Level Crash Data for Impaired Driving

Please select 2%, 4%, or 6% improvements for each:

20. County will decrease the % of impaired driving in crashes:

2% 4% 6%

21. County will decrease the % of vehicle occupants **killed** in impaired driving crashes:

2% 4% 6%

22. County will decrease the % of occupants sustaining **incapacitating injuries** in impaired driving crashes:

2% 4% 6%

23. County will decrease the % of occupants sustaining **non-incapacitating injuries** in impaired driving crashes:

2% 4% 6%

Past Programmatic Performance Data

24. Are all toxicology result updates completed in ARIES for crashes in calendar year 2021? Yes No

25. Will this application require the use of the Officer Work Agreement for all officers working these programs in FY2023? Yes No

26. Will this application require the use of eCWS to document all work completed on these projects? Yes No

27. Fiscal Year 2021 Contact Rate for CITLI: 4.21

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Programmatic Information CHIRP

- 28. Fiscal Year 2020 Contact Rate for CITLI: 3.33
- 29. Fiscal Year 2021 DUI Arrest Rate: 23
- 30. Fiscal Year 2020 DUI Arrest Rate: 13
- 31. Number of Injury Unrestrained Vehicle Crashes in 2021: 31
- 32. Number of Injury Unrestrained Vehicle Crashes in 2020: 28
- 33. Number of **FATAL** Unrestrained Vehicle Crashes in 2021: 1
- 34. Number of **FATAL** Unrestrained Vehicle Crashes in 2020: 2

The template is designed for applicants to use as an example. TSD strongly encourages all applicants to use verbiage with additional specific locations or local data.

Problem Statement & Analysis

1. Please provide a clear and succinct summary of the problem to be addressed by this program. Your Problem Statement should be no more than one or two sentences.

The NAME AGENCY/TSP participation in CITLI, DUITF, MC-HVA, VSET, YODEL, and SIDEP will address the problem of decreasing the number of motorist killed and injured on Indiana roadways related to seatbelt usage and impaired driving. Speeding vehicles are also an issue in our jurisdiction.

2. Please document the severity of the problem. Describe how the problem was discovered and the impact the problem has on the community. You must include any data as it is related to the nature of the local problem, compare to the problem statewide, include local trend data, and how the proposed program will assist in meeting community goals.

The 2021 ARIES data as analyzed by the Indiana Public Policy Institute for the county of: PUT IN YOUR COUNTY REPRESENTED shows that out of 4004 traffic collisions there were 25 fatalities and 494 injuries. However only 2 fatalities were caused by impaired driving (alcohol and/or drugs). This data shows that the counties are doing better overall compared to the state average. Historically, funding provided by ICJI has decreased these numbers in the counties of COUNTY REPRESENTED by providing high visibility enforcement (HVE) activities.

3. How will the proposed program alleviate the stated problem?

CITLI:

The program will fund law enforcement personnel within the PUT IN YOUR AGENCY/TSP to provide increased saturation patrols during times, dates, and at locations along the corridors which most vehicle collisions in the traffic safety partnership occur. The increase in high visibility and on-the-spot enforcement will alleviate (decrease) vehicles collisions in the region and encourage the motoring public to "buckle-up". We will also be targeting the speeding motoring public.

DUITF:

The program will allow us to achieve our goal and focus on the stated problem through increased saturation patrols and public awareness. The PUT IN YOUR AGENCY/TSP has increased their number of sworn law enforcement officers over the past year(s), we will be able to dedicate more man-power to the DUI- Task Force detecting and apprehending more impaired drivers. This increased amount of patrol will reduce the incidence of impaired driving collisions in the region.

MC-HVA:

The program will allow us to achieve our goal and focus on the state problem through increased saturation patrols and public awareness in the areas where motorcycle events are occurring.

VSET:

The program will fund law enforcement personnel within the PUT IN YOUR AGENCY/TSP to provide increased saturation patrols in corridors of state roads and US routes, to reduce the number of speed related crashes.

PED-BIKE:

This program will allow us to achieve our goal and focus on the stated problem through education and enforcement of traffic laws in high usage areas of pedestrians and bicycles. The goal will be to reduce the number of pedestrian and bicycle collisions with vehicles.

YODEL:

This program will allow us to achieve our goal and focus on the stated problem through education and enforcement of traffic laws in improving novice drivers younger than 21 years of age through enforcement, training, and occupant protection to decrease overall crashes, fatalities, and injuries.

SIDEP:

This program will allow us to achieve our goal and focus on the stated problem through education and enforcement of traffic laws to reduce alcohol impaired collisions and fatalities during the summer months.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Goals, Objectives, & Outcomes

1. Provide the program's goal. The goal should be general, realistic, focused on what we will ultimately achieve, consistent with overall mission/purpose of agency.

Hint: The goal should directly address the problem identified in the Problem Statement.

Example: The Indiana Criminal Justice Institute (ICJI) will provide data driven evidence-based/best practice program funding to regions of Indiana with the most financial and programmatic disparities.

CITLI:

Indiana seat belt enforcement strategies seek to reduce fatalities, injuries, and economic cost incurred from vehicular crashes. Click It to Live is the primary seat belt enforcement program in Indiana. The program is intended to increase the seat belt usage and overall occupant safety for motorists and their passengers in

Indiana. The goal of the **NAME OF AGENCY/TSP** continues to be aligned with the purpose of the CITLI Program "...traffic initiatives and enforcement to prevent and reduce traffic injury and /or fatal crashes...". We

will increase seat-belt usage rates through enforcement and education **PUT IN YOUR COUNTY** within the performance period .

DUI/F:

The Driving Under the Influence (DUI) Task force program is the primary impaired driving countermeasure enforcement program in Indiana. This program is intended to decrease the amount of motorists killed and

injured in Indiana because of impaired drivers. The goals of the **NAME OF AGENCY/TSP** continues to be aligned the purpose of the DUI Task Force Program: "...decrease the number of motorists killed and injured on Indiana roadways by impaired drivers." The

partnership plans to decrease alcohol related crashes and violations by 4% or greater in this fiscal year **PUT IN YOUR COUNTY** within the performance period.

MC-HVA:

The MC-HVA program will focus enforcement and education of traffic laws in and around the areas of high motorcycle usage . The program will focus activity in the area of poker runs, motorcycle rallies and other motorcycle events. This will provide education to

motorcyclist and provide targeted enforcement of traffic laws in the area of the event to reduce crashes and injuries **PUT IN YOUR COUNTY** within the performance period.

VSET:

This program will use teams of officers to target speed violations along high crash corridors of State and US routes within **PUT IN YOUR COUNTY** within the performance period.

PED-BIKE:

The PED-BIKE GRANT will focus enforcement and education of pedestrian and bicycle traffic laws . The grant will also focus vehicle traffic violations in high concentration areas of pedestrians and cyclists **PUT IN YOUR COUNTY** within the performance period .

YODEL:

This program will allow us to achieve our goal and focus on the stated problem through education and enforcement of traffic laws in improving novice drivers younger than 21 years of age through enforcement, training, and occupant protection to decrease overall

crashes, fatalities, and injuries **PUT IN YOUR COUNTY** within the performance period

SIDEP:

This program will allow us to achieve our goal and focus on the stated problem through education, awareness campaigns and enforcement to reduce overall crashes, fatalities, and injuries through the summer months **PUT IN YOUR COUNTY** within the performance period.

2. Provide objectives that measure progress toward achieving the goal.

Hint: Objectives are the steps needed to achieve goals. Objectives should be concrete, action-oriented, measurable and Specific, Measurable, Achievable, Realistic, Timely (SMART).

Example: The ICJI will provide an increase of 30% of victim-related funding to areas possessing less than one shelter per 20 sq. miles.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Goals, Objectives, & Outcomes

CITLI:

The **NAME OF AGENCY/TSP** goal is to reduce the following by 2%: 1. Total Collisions, 2. Unrestrained vehicle occupants killed in crashes. A 2% reduction is our goal for : 1. Unrestrained vehicle occupants injured (non-incapacitating) in crashes, 2. Unrestrained vehicle occupants sustaining incapacitating injuries in crashes.

DUIF:

The **NAME OF AGENCY/TSP** plans to: 1. Decrease % of Alcohol Involved Collisions by 2%, 2. Decrease % of Alcohol involved fatalities by 2%, and 3. Decrease % of Alcohol involved Injuries by 2%.

MC-HVA:

A 2% reduction of crashes involving motorcycles will be the goal of the program.

VSET:

A 2% reduction of crashes involving speed related crashes along US Routes and State Roads will be the goal of the program.

PED-BIKE:

A 2% reduction of crashes involving pedestrians and cyclists will be the goal of the program.

YODEL:

The **NAME OF AGENCY/TSP** goal is to reduce the following by 2%: 1. Total Collisions, 2. Unrestrained vehicle occupants killed in crashes. A 2% reduction is our goal for : 1. Unrestrained vehicle occupants injured (non-incapacitating) in crashes, 2. Unrestrained vehicle occupants sustaining incapacitating injuries in crashes.

SIDEP: A 2% reduction of crashes involving summer impaired driving rashes along US Routes and State Roads will be the goal of the program.

3. Provide at least 1 Outcome for EACH stated objective (outcomes quantitatively measure program impact).

Hint: Outcomes measure objectives and are criteria for how the program is deemed to be effective .

Example: During exit interviews/surveys, victims completing our program will report feeling safer and can list five new ways to keep safe.

CITLI:

The **NAME OF AGENCY/TSP** believes the outcomes of our stated goals and objectives include ; 1. Decrease overall crashes, fatalities, and injuries. 2. Decrease impaired driving crashes, fatalities, and injuries.

3. Increase compliance with seat belt laws, 4. Increase compliance with child passenger safety laws. 5.

Increase compliance with impaired driving laws, 6. Increase compliance with distracted driving laws, 7.

Increase compliance with speeding laws.

Funding for the CITLI contains FOUR mandatory priority areas or mobilizations. The **NAME OF AGENCY/TSP** will enforce traffic safety initiatives outside of these designated times based on special events and other data driven enforcement measures. The mobilizations are as follows:

1. Safe Family Travels (Seat Belt & Aggressive Driving)
2. March Madness Mobilization/St. Patrick's Day (Aggressive & Dangerous Driving)
3. Stop Arm Violation Enforcement (school bus stop arm violation)
4. Click It or Ticket (Seat Belts Only)

DUIF:

The **NAME OF AGENCY/TSP** believes the outcomes of our stated goals and objectives include ; 1. Decrease overall crashes, fatalities, and injures, 2. Decrease impaired driving crashes, fatalities, and injures, and 3. Increase compliance with impaired driving laws. The agency will use the funding for the DUI mobilizations. The **NAME OF AGENCY/TSP** will enforce traffic safety initiatives outside of these designated times based on special events and other data driven enforcement measures. The mobilizations are as

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Goals, Objectives, & Outcomes

follows;

1. Holiday Season Travel (November 15-January 1)
2. March Madness (March)
3. Independence Mobilization (July)
4. Drive Sober Get Pulled Over (September)

MC-HVA, VSET, PED-BIKE, YODAL, AND SIDE P:

The **NAME OF AGENCY/TSP** believes the outcomes of our stated goals and objectives include : a reduction of crashes involving motorcycles, cyclists and pedestrians, and young drivers, in the respected areas, that are speed related on our State Roads and US Routes.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Program Description

Please provide a detailed description of the full program to be implemented (what, who, where, why, when, and how)

1. What? – Describe the nature of the proposed program.

CITLI: The CITLI project will prevent and reduce traffic injury and/or fatal crashes through seat belt enforcement, speed enforcement, and impaired driving enforcement during the grant period of October 1, 2022-September 30, 2023. The agency will strive to reduce the following by 2% from the previous year;

Decrease overall crashes, fatalities, and injuries; decrease impaired driving crashes, fatalities, and injuries; Increase compliance with seat belt laws; increase compliance with child passenger safety laws; increase compliance with impaired driving laws; Increase compliance with distracted driving laws; Increase compliance with speeding laws; This will be accomplished by the continued efforts of the agency through saturation patrols and education of the motoring public via the media.

DUITF: The proposed project will is to reduce number of vehicle collisions, 2. The number of motorists killed, and 3. The number of motorist injured on Indiana roadways by impaired drivers. This will be accomplished through the continued efforts of the agency's DUITF saturation patrols, and education of the motoring public via the media.

MC-HVA, VSET, PED-BIKE, YODEL, AND SIDEP: The proposed project will reduce the number of vehicle collisions. Whether collisions with pedestrians, bicycles, or motorcycles, the nature of the project is to reduce the number of serious injuries and fatalities.

2. Who? – Please specify and describe the target population(s), the parties responsible for implementing/administrating the proposed program, and any partners involved.

The **NAME OF AGENCY/TSP** full time sworn officers will work overtime targeting those drivers that are impaired by alcohol and /or drugs, operating a motor vehicle who are not in compliance with Title 9 of the Indiana Criminal Code, such as but not limited to speeding, reckless driving, proper equipment, seat belts, and distracted driving. In addition, officers will be at several events such as but not limited to county fairs, schools, and/or concerts speaking on public awareness for each project. .

3. Where? – Describe the location(s) where the program is to be administered as well as the geographical area served.

Officers will saturate the community, high traffic volume areas within our districts. .

4. Why? – Explain the rationale for the selection of the proposed program. Explain how the program will or has been incorporated into the ongoing operations of the agency/organization.

The rationale of selecting the proposed program is to prevent and reduce traffic injury and /or fatal crashes through seat belt enforcement, speed enforcement, and impaired driving enforcement. Selecting all the projects as a "specific program" is a natural fit already implemented within the agency. Each officer performs these duties daily and the more they can proactively enforcement them and likelihood of decreasing serious injuries and fatalities Education and increase patrol will increase safety and reduce crashes.

5. When? – Provide a detailed monthly program timeline for the proposed award period.

The **NAME OF AGENCY/TSP** is committed to the four mandatory priority areas of mobilizations. We are also aware we may enforce traffic safety initiatives outside of these designated times based on special events and other data driven enforcement measures. . Forty percent (40%) of CITLI funds will be spent working each of the 4 blitzes planned for FY2022/23. The agency will conduct at least 40 % of our enforcement during nighttime hours (6:00 pm to 6:00 am) during CITLI mobilization. Seat belt usage remains the top priority but enforcement periods may be established to address other high risk driving behaviors should the data indicate the need for funding. This agency will saturate other times as well as needed based on local events going on in the community.

6. How? – List all relevant resources, activities, and methodologies necessary for the implementation of the proposed program.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Program Description

CITLI: The **NAME OF AGENCY/TSP** will implement the following enforcement countermeasures to implement the proposed program and reach our goals:

- 1) short term, high-visibility seat belt law enforcement;
 - 2) integrated nighttime seat belt enforcement;
 - 3) sustained enforcement;
 - 4) "ZERO TOLERANCE": No written warning in the area of occupant protection or graduated drivers licensing violations will be made on ICJI- funded traffic enforcement;
 - 5) for all other violations (speeding, improper turn, texting, etc.), written citations are highly recommended, during the increased enforcement period, to receive the full impact of the program;
 - 6) Pre and Post Enforcement Observational Seatbelt Surveys for the "Click It or Ticket" mobilization.
- Media / Public Information: The agency will issue at least one press release prior to and after each mobilization period.

DUI/F: Four basic strategies are used to reduce impaired crashes and driving under the influence:

- 1) Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so that people choose not to drive impaired;
- 2) Prevention: reduce drinking and drug use and keep impaired drivers from driving;
- 3) Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable;
- 4) Alcohol and drug treatment: reduce alcohol dependency or addiction among drivers.

Utilizing the 10th Edition to "Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices", we will focus on the evidence based countermeasures of Deterrence through Enforcement:

- Publicized Sobriety Saturation Patrols
- High-Visibility Saturation Patrols
- Preliminary Breath Test Devices (PBTs)
- Integrated Enforcement
- Underage Drinking and Drinking and Driving: Zero-Tolerance Law Enforcement
- Underage Drinking and Drinking and Driving: Alcohol Vendor Compliance Checks

MC-HVA, VSET, PED-BIKE, YODEL, AND SIDE-P: The proposed project will utilize the 10th Edition to "Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices", we will focus on the evidence based countermeasures of Deterrence through Enforcement:

- Publicized Sobriety Saturation Patrols
- High-Visibility Saturation Patrols
- Preliminary Breath Test Devices (PBTs)
- Integrated Enforcement
- Underage Drinking and Drinking and Driving: Zero-Tolerance Law Enforcement
- Underage Drinking and Drinking and Driving: Alcohol Vendor Compliance Checks

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Evidence Based/Best Practices

1. Is your program evidence-based? ✓ Yes No

2. Identify the evidence-based program or best practice utilized for this program/project. (This should come from an outside source.)

NHTSA, "Countermeasures That Work: Tenth Edition."

The 10th edition is the most current edition.

3. Name the source (website, publication, etc) that identifies the selected model as evidence-based or a best practice.

1. https://www.nhtsa.gov/document/countermeasures-that-work-10th-edition

2. https://www-fars.nhtsa.dot.gov/Main/index.aspx



The top three (underlined) MUST be listed in the application.

3. https://www.in.gov/cji/research/crash-statistics/



4. https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/SpeedManagement.htm

4. If your program is not evidence-based, why not?

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Personnel

What type of personnel do you wish to enter?

- Salaried
- Hourly
- ✓ Law Enforcement Pool
- Pool
- Volunteer



Use "Law Enforcement Pool" ONLY

SALARIED

<u>Position</u>	<u>Name</u>	<u>Fund Type</u>	<u>Employee Type</u>	<u>Annual Salary</u>	<u>Percentage</u> %	<u>Cost</u>
Personnel Total:						\$0

<u>Position</u>	<u>Name</u>	<u>Fund Type</u>	<u>Employee Type</u>	<u>Hourly Rate</u>	<u>No. of Hours</u>	<u>Percentage</u> %	<u>Cost</u>
Personnel Total:							\$0

Use only the acronyms Listed for each budget personnel positions:

<u>Name</u>	<u>Fund Type</u>	<u>Total Expenditure</u>	<u>Percentage</u>	<u>Cost</u>
CITLI	Grant	\$27,000.00	100%	\$27,000.00
DUITF	Grant	\$23,000.00	100%	\$23,000.00
MC-HVA	Grant	\$3,100.00	100%	\$3,100.00
VSET	Grant	\$2,300.00	100%	\$2,300.00
PED-BIKE	Grant	\$2,100.00	100%	\$2,100.00
YODEL	Grant	\$1,500.00	100%	\$1,500.00
SIDEP	Grant	\$1,000.00	100%	\$1,000.00
Personnel Total:				\$60,000.00

Example below of personnel entries:

<u>Name</u>	<u>Fund Type</u>	<u>Total Expenditure</u>	<u>Percentage</u>	<u>COST</u>
CITLI	Grant	\$27,000.00	100%	\$27,000.00
DUITF	Grant	\$23,000.00	100%	\$23,000.00
MC-HVA	Grant	\$3,100.00	100%	\$3,100.00
VSET	Grant	\$2,300.00	100%	\$2,300.00
PED-BIKE	Grant	\$2,100.00	100%	\$2,100.00
YODEL	Grant	\$1,500.00	100%	\$1,500.00
SIDEP	Grant	\$1,000.00	100%	\$1,000.00

<u>id Type</u>	<u>Total Expenditure</u>	<u>Percentage</u> %	<u>Cost</u>
Personnel Total:			\$0
<u>Hourly Rate</u>	<u>No. of Hours</u>	<u>Percentage</u> %	<u>Cost</u>
Personnel Total:			\$0

There is no ADMINISTRATION (ADMIN) Line in budget for this applicaiton.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Employee Benefits

<u>Name</u>	<u>Position</u>	<u>Employee Type</u>	<u>Fund Type</u>	<u>Benefit Type</u>	<u>Benefit %</u>	<u>Cost of Benefit</u>	<u>Cost</u>
CITLI	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	391.50	\$391.50
DUITF	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	333.50	\$333.50
MC-HVA	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	44.95	\$44.95
PED-BIKE	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	30.45	\$30.45
YODEL	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	21.75	\$21.75
SIDEP	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	14.50	\$14.50
VSET	N/A	N/A	Match	FICA (Social Security & Medicare)	100%	33.35	\$33.35
							\$870.00

Travel is listed as MATCH. Use \$0.41 per mile.

FICA is listed as MATCH.

Easy calculation for FICA.

CITLI requested funds multiplied by 1.45%= Match amount

Example: \$27,000 *.0145 = \$391.50

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

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Supplies & Operating Expenses

<u>Supply Item</u>	<u>Fund Type</u>	<u>No. of Units</u>	<u>Price Per Unit</u>	<u>Percentage</u>	<u>Cost</u>
				%	
					Supplies Expenses - Total:
					\$0

<u>Operating Expense</u>	<u>Fund Type</u>	<u>Amount</u>	<u>Percentage</u>	<u>Cost</u>
			%	
				Operating Expenses - Total:
				\$0

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

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Equipment

<u>Equipment Item</u>	<u>Fund Type</u>	<u>No. of Units</u>	<u>Price Per Item</u>	<u>Percentage</u> %	<u>Cost</u>
			Equipment - Total:		\$0

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

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Travel

<u>No. of</u> <u>Travels</u>	<u>Purpose</u>	<u>Location</u>	<u>Travel Expense</u> <u>Fund</u> <u>Type</u>	<u>Quan. Per</u> <u>Traveler</u>	<u>Cost Per Day,</u> <u>Percentage</u> <u>Item, or Mile</u>	<u>Cost</u>
1	Program Travel	The city	Mileage Match	35000	\$0.41 100%	\$14,350.00
Travel (Including Training) - Total:						\$14,350.00

Travel is listed as MATCH. Use \$0.41 per mile.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

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Program Income

- 1. Will your program generate income? Yes ✓ No
- 2. What is the estimated amount of Program Income? Always NO
- 3. Describe how your program will generate income.
- 4. What will the Program Income be used for?

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Budget Summary

TOTAL BUDGET BY CATEGORY

<u>Budget Category</u>	<u>Amount</u>
Personnel	\$60,000.00
Employee Benefits	\$870.00
Travel (Including Training)	\$14,350.00
Equipment	\$0
Supplies & Operating Expenses	\$0
Consultants and Contractors	
Total	\$75,220.00

TOTAL BUDGET BY FUND SOURCE

<u>Fund Source</u>	<u>Amount</u>	<u>Percent</u>
Grant	\$60,000.00	79.77%
Match	\$15,220.00	20.23%
Total	\$75,220.00	100.00%

PROGRAM INCOME

Program Income

Approved Award Amount:

Program/Grant Manager:

Mileage shall be reported as match. TSD recommends over estimating the match. The match must be at least 20% of the total project costs.

Example:

Fund Source	Amount	Percentage
Grant request	\$60,000.00	79.77%
Match by receiptent	\$15,220.00	20.23%
Total	\$75,220.00	100.00%

For all the Budget Narrative question, answer each box. If the answer is not applicable, then type "N/A" Any box htat has a red asterisk (*) must be filled in.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Budget Narrative

When completing the Budget Narrative, ensure all expenses listed in the Budget Detail are described in this Budget Narrative.

The Budget Narrative should include all expenses that will be supported with GRANT AND MATCH funds, if match is required. Ensure your requested expenses are allowable by reading the Request for Proposal and any supporting documents. If expenses listed in the budget are not allowable, your grant award may be reduced. Any expense not detailed in the budget narrative may not be reimbursed.

If you are requesting an increase in funding to a prior award, please explain how the additional funds will enhance or expand the current program being funded.

1st Option: This agency is requesting a slight increase in funding. Last year, this agency only requested \$40,000 and employed half the sworn officers as we do now. In addition, the average overtime rate has increased by 10%.

2nd Option: This agency is not requesting an increase in funding.

PERSONNEL

Describe the roles and responsibilities for each grant and/or match position or attach detailed job description(s) in the attachment section under miscellaneous. If you attach a job description, type "See Attached Job Descriptions".

NAME OF AGENCY/TSP will work overtime for an estimate of **650** hours at the Officer's overtime salary rate approximately **\$45/hour** rate associated with saturation patrols in the specified areas. Administrative Costs will be limited to 10% of the total funds expended for each project which will include completing reporting and paperwork responsibilities, and public information and education.

The agency may utilize the Child Passenger Safety Technicians (CPS) to conduct education and inspections utilizing CITLI funds when necessary.

The agency may utilize the Drug Recognition Expert (DRE) callouts utilizing DUITF funds.

The agency may utilize the Law Enforcement Phlebotomist (LEBOT) callouts utilizing DUITF funds.

Describe how each position directly furthers the purpose of the program. How will the personnel requested facilitate meeting your stated program goals, objectives, and/or outcomes?

Each personnel position directly furthers the purpose of the program by being visible in the community where the program is deployed in order to deter and detect unrestrained occupants, dangerous driving behaviors, distracted driving behaviors, and impaired driving behaviors.

The personnel will directly affect the program due to their high visibility, operators of motor vehicles will adjust their behavior and use restraint systems more regularly, driver more defensively, put their cellular device down, and choose to designate a driver or call for a ride instead of operating while intoxicated.

For each grant and/or match position identified in the Budget Detail, state the percentage of time each position will spend on activities for this program.

Any money requested for reimbursement through the CHIRP Grant Program, 100% of the time spent will be spent on grant activities. This also includes ADMIN time which will account for no more than 10% of the award amount. Officers will work their normal shift outside of grant activities, but once the grant project shift begins, all time spent will be spent on

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Budget Narrative

those activities.

Any deviation from program activity will be noted in the significant events box to include the start /stop time of the other activity. Any situation where an officer will be off grant activity past 30 minutes will be charged to departmental overtime and not grant funds.

If the position(s) will perform administrative duties, state the percentage of time it is anticipated that each position will spend on administrative duties for this program.

Administrative duties include completing programmatic documentation, reports and statistics; collecting and maintaining grant records; conducting surveys and needs assessments to improve services delivered and prorated share of audit costs.

The grant administration position will benefit the program by providing the monthly statistics on the activity that the officers patrolling produce. The administrator will total all monthly reports, and file these with the state as required. The administrator will also account for all funds that are distributed as part of this grant. PI&E: Public Information and Education activities will also be charged to ADMIN. The grant administrator will also maintain grant records and prepare them on a timely basis as directed by CJI.

Do any of these positions receive funding from other sources? () Yes (✓) No

EMPLOYEE BENEFITS

Describe the employee benefits that will be paid by the EMPLOYER for each position listed under Personnel. For each benefit requested, list the percentage or cost paid by the employer.

Example- John Doe- Investigator- FICA (7.65%), PERF (11.2%), Medical Insurance (\$500 biweekly), Dental (\$10 monthly and HSA (\$1,000 yearly).

The Partnership will report 1.45% FICA tax as a match for all money's spent on the grant..

TRAVEL

If travel/conference expenses are requested, indicate what conference will be attended and explain how the attendance at the conference will further the purpose of the program.

Travel will be reported as match for the grant.

If program travel expenses are requested, explain how the travel furthers the purpose of the program.

N/A

INTERNAL CONTROLS

Describe your internal control system(s).

Internal controls are the policies, processes and systems implemented to provide assurances that your organization can comply with all rules, regulations, and laws governing this grant.

Examples include: how does your organization account for grant funds, track programmatic achievements, maintain adequate records, or exercise control over the grant?

THIS IS AN EXAMPLE:

Fiscal agent is the City Clerk-Treasurer (for city) and Auditor (for County)

Check with Fiscal Agent for correct title.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Budget Narrative

Administrator/Coordinator is: **Officer** Fill in correct titles for coordinator and project director.

Grant Project Director: **Chief**

Both Chief and Clerk-Treasurer are separate government agencies and elected officials .

- 1) Each agency is provided with a copy of the grant rules (appendix of the grant proposal application packet), to be provided to each officer.
- 2) Each officer signs and agreement acknowledging the grant requirements .
- 3) Each grant activity shift must be signed off by both the officer working the shift and a supervisor confirming that the activity was performed was grant focused, accurate, and truthful. Each officer will complete an officer activity sheet of each shift worked . The OAS will be accompanied by proof of work such as copies of citations (if paper), warnings (if paper), affidavits, and warrants.
- 4) Activities are recorded by the grant administrator that will maintain all records for a minimum of 5 years.
- 5) Funds will only be distributed, once an agency provides documentation of both the activity performed and also the documentation showing that the officer has been paid for the activity . The rate of pay and hours claimed are then checked against the pay stub, to ensure that the officer was paid the proper (1.5) overtime amount. Discrepancies are resolved through the agency coordinator.

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Certified Assurances & Special Provisions

- A. Financial and Administrative Management
1. The applicant assures that it will comply with applicable provisions of financial and administrative OMB Circular 2 CFR Part 200, and will comply with the provisions of the Office of the Comptroller, Office of Justice Programs, OC Financial Guide, current edition.
 2. The applicant assures that it will maintain a financial management system that:
 - a. Provides accurate identification of awards received and expended, the CFDA title and number, name of federal awarding agency, and CJI;
 - b. Accurate, current, and complete disclosure of the financial results of each award or program;
 - c. Records that identify the source and application of funds;
 - d. Demonstrates effective control over, and accountability for all funds, property, and other assets;
 - e. Comparison of expenditures with budget amounts for each award;
 - f. Written procedures to implement payment requirements; and
 - g. Written procedures for determining the allowability of costs.
 3. In compliance with Single Audit Act of 1984, P.L. 98-502, the applicant agrees to provide the Indiana Criminal Justice Institute with copies of its annual audit reports performed by the Indiana State Board of Accounts.
 4. Establish and maintain effective internal controls over awards to ensure the funds are being managed in accordance with the relevant state and federal laws, regulations, terms, and conditions.
- B. Match and Non-Supplanting or State/Local Funds
1. The applicant assures that federal funds made available through this grant will not be used to supplant state or local funds, but will be used to supplement and increase the amounts of such funds that would, in the absence of federal funds, be made available.
 2. The applicant certifies that matching funds required to pay the non-federal portion of the cost of this subgrant are in addition to funds that would have otherwise been made available for the purposes of this project and are not other federal grant funds.
- C. Federal Laws & Regulations Applicable to Federal Assistance Programs
1. Recipient will comply with Federal laws and regulations applicable to federal assistance programs and with provisions of 28 CFR applicable to grants and cooperative agreements including:
 - a. Part II, Applicability of Office of Management and Budget Circulars;
 - b. Part 18, Administrative Review Procedure;
 - c. Part 20, Criminal Justice Information Systems;
 - d. Part 22 Confidentiality of Identifiable Research and Statistical Information;
 - e. Part 23 Criminal Intelligence Systems Operating Policies;
 - f. Part 30, Intergovernmental Review of Department of Justice Programs and Activities;
 - g. Part 42, Nondiscrimination Equal Employment Opportunity Policies and Procedures;
 - h. Part 61, Procedures for Implementing the National Environmental Policy Act; and
 - i. Part 63, Floodplain Management and Wetland Protection Procedures.
- D. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion for Lower Tier Covered Transactions (Subgrantees receiving \$100,000 or more)
1. As required by Executive Order 12549 and 12689, 28 CFR Part 180, Section 335 the applicant certifies that it and its principles:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for
 - i. Commission of fraud or criminal offenses in connection with obtaining, attempting to obtain, or performing a public (Federal or State) or private transaction;
 - ii. Violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging;

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Certified Assurances & Special Provisions

- iii. commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or
 - iv. Commission of any other offense indicating lack of business integrity or business honesty that seriously and directly affects your present responsibility outlined in Part 180 Section 800(4)(b) or (4)(c).
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in the paragraph (1)(b) of this certification; and
 - d. Have not within the three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.
- E. Certification Regarding Lobbying*. As required by 31 U.S.C. Section 1352 as amended, 28 CFR, Part 69, the prospective subgrantee certifies, by submission of this proposal, that:
1. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employer of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with making any Federal grant, the entering into of any cooperative agreement, and the extension, continuation, or renewal, amendment, or modification of any Federal grant or cooperative agreement;
 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influence or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form – LLL, “Disclosure of Lobbying Activities,” in accordance with its instructions;
 3. The undersigned shall require that language of this certification be included in documents for all contracts or cooperative agreements under this grant and that all contractees shall certify and disclose accordingly.

* The Anti-Lobbying Act, 18 U.S.C. § 1913, was amended to expand significantly the restriction on use of appropriated funding for lobbying. A violation of the anti-lobbying restrictions is enforceable via large civil penalties, with civil fines between \$10,000 and \$100,000 for each individual occurrence of lobbying activity as outlined in 31 U.S.C. § 1352.

OMB has amended the current cost circulars into one super-circular found in 2 CFR Part 200. All applicants must understand that no federally appropriated funding made available under this grant program may be used, either directly or indirectly, to support the enactment, repeal, modification, or adoption of any law, regulation or policy at any level of government, without the express approval by the Office for Victims of Crime through the Office of Justice Programs. Any violation of this prohibition is subject to a minimum \$10,000 fine for each occurrence. This prohibition applies to all activity, even if currently allowed within the parameters of the existing OMB circulars.

F. Nondisclosure of Confidential or Private Information Regarding Services for Victims

1. In accordance with 42 USC §13925(b)(2), Grantees shall not:
 - a. Disclose, reveal, or release any personally identifying information, as defined in 42 USC §13925(a)(20), or individual information collected in connection with services requested, utilized or denied through Grantees' programs, regardless of whether the information has been encoded, encrypted, hashed or otherwise protected; or
 - b. Disclose, reveal, or release individual client information without informed, written, reasonably time-limited consent of the person (or in the case of an unemancipated minor, the minor and the parent or guardian or in the case of legal incapacity, a court-appointed guardian) about whom information is sought, whether for this program or any other Federal, State, tribal, or territorial grant program, except that consent for release may not be given by the abuser of the minor, incapacitated person, or the abuse of the other parent of the minor.

✓ The applicant, by selecting this checkbox, certifies that the statements in this grant are true and complete to the best of the

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Certified Assurances & Special Provisions

applicant's knowledge and accepts, as to any grant awarded, the obligation to comply with any Indiana Criminal Justice Institute special conditions specified in the Grant Award.

Karrie Cashdollar (Subgrantee)

SubGrantee Administrator

3/30/2022

Name

Title

Date

release may not be given by the abuser of the minor, incapacitated person, or the abuse of the other parent of the minor.

The applicant, by selecting this checkbox, certifies that the statements in this grant are true and complete to the best of the applicant's knowledge and accepts, as to any grant awarded, the obligation to comply with any Indiana Criminal Justice Institute special conditions specified in the Grant Award.

Karrie Cashdollar (Subgrantee)	SubGrantee Administrator	3/30/2022
Name	Title	Date

Before submitting, the applicant will have a checkbox to acknowledge and accept.

Submit application

SAVE

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Status Changes

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APPLICATION SUBMITTED

SUBMIT

APPLICATION CANCELLED

CANCEL APPLICATION

BUDGET NARRATIV

Instructions:

Left box: All green checks is example of application with no errors.
Right box: red stop sign is example of application with errors.

Forms Menu Status Changes Manager

Forms Menu

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Certification

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Required Attachments

- Attachments

2023 Comprehensive Highway Injury Reduction Program (CHIRP)

Organization: Indiana Criminal Justice Institute

Attachments

Total Agency Budget – If the applicant agency is a nonprofit, nongovernmental entity, please complete and upload the “Subgrantee Basic Budget”. Be sure to complete both the Organizational tab and the Employee tab. This does not apply to units of government.

Nonprofit Agencies Only – Please attach a copy of your organization’s 501(c)3 tax exempt ruling from the Internal Revenue Service.

*

Indirect Cost Rate – If the applicant agency has a federally approved indirect cost rate, ICJI will accept this rate. You must provide ICJI with a copy of the approval letter showing the rate and effective date. Your detailed budget should reflect the items that the rate is to be applied to and a complete description of what your total indirect cost plan encompasses.

Sustainability Plan – Please attach a document detailing the Applicant’s plan to maintain the program once the grant fund period expires.

Timeline – Please attach a timeline for the completion of the Project and/or expenditure of the grant funds.

Letters of Endorsement – Please attach at least one letter of endorsement evidencing community support for the Applicant’s program.

https://shared.agatesoftware.com/IntelliGrants_INGRT/_Upload/739368_1210594-Agencyparticipationletter-EXAMPLE.docx

Miscellaneous – Please attach other requested information if applicable.

https://shared.agatesoftware.com/IntelliGrants_INGRT/_Upload/739368_1210590-CertificationsforCHIRPFY23application--EXAMPLE.docx

These are uploads/attachments.

APPENDIX B: APPLICABLE LAW AND MANDATORY REQUIREMENTS

I. GENERAL

This award is governed by 2 C.F.R. Part 200 and the 2015 DOJ Grants Financial Guide. All applicants must adhere to all provisions set forth in federal and state statute, regulation, or rule. Failure to abide by the federal and state mandates may, at the discretion of the State, be considered to be a material breach. The consequences of a material breach include, but are not limited, to:

- » The Applicant becoming ineligible for this grant funding opportunity;
- » Requiring repayment of any grant funds already received;
- » The de-obligation of grant funds; and
- » The material breach becoming a factor in the scoring process for future grant applications.

Furthermore, the Applicant may not obligate, expend or draw down grant funds until the Federal Office of the Chief Financial Officer notifies the State that the grant has been awarded to Indiana. The State shall not reimburse an Applicant for expenditures outside the grant period of performance.

Pursuant to 2 C.F.R. Part 200, all applicants are required to establish and maintain grant accounting systems and financial records to accurately account for funds awarded to them.

The Applicant understands and agrees that it cannot use federal funds from different funding sources for one or more of the identical cost items, in whole or in part. If this scenario presents itself, the Applicant must contact the ICJI program manager in writing and refrain from the expenditure, obligation, or drawn down of any federal funds awarded from ICJI concerning the identical cost items.

II. FEDERAL LAWS AND REQUIREMENTS

- » *Nondiscrimination*: The Contractor will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:
 - *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq. 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
 - *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
 - *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324, et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686)(prohibits discrimination on the basis of sex);

- *Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), (prohibits discrimination on the basis of disability);*
- *The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);*
- *The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid Contractors, sub-Contractors and contractors, whether such programs or activities are Federally-funded or not);*
- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, an certain testing) and 49 CFR parts 37 and 38;*
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and*
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding Contractors take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).*

During the performance of this contract/funding agreement, the Grantee agrees to comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time; b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein; c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA; d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub-agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

- » *The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103):* The Grantee will provide a drug-free workplace by:
 - A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee’s workplace and specifying the actions that will be taken against employees for violation of such prohibition.

- B. Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee’s policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- C. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- D. Notifying the State within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.

- E. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.

- F. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all the paragraphs above.

- » *Political Activity (Hatch Act)*: The Grantee will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

- » *Certification Regarding Federal Lobbying*: Certification for Contracts, Grants, Loans, and Cooperative Agreements. The Grantee certifies, to the best of their knowledge and belief, that:
 - A. No Federal appointed funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence and officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

 - B. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned

shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- C. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subgrantees shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

- » *Certification Regarding Debarment and Suspension:* By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
 1. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
 2. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
 3. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
 4. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
 5. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website www.sam.gov.
7. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
8. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

» **Certification Regarding Debarment. Suspension. Ineligibility and Voluntary Exclusion -Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.
- » *Buy America Act:* The Grantee will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subgrantee, to purchase only steel, iron, and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactorily quality or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.
- » *Prohibition on using grant funds to check for helmet usage:* The Contractor will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.
- » *Policy on seatbelt use:* In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Contractor is encouraged to adopt and enforce on-the-job seat belt use

policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in Washington D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1(800) 221-0045 or visit its website at www.trafficsafety.org.

- » *Policy on banning text messaging while driving:* In accordance with Executive Order, 13513, Federal Leadership On Reducing Text Messaging While Driving and DOT Order 3902.10, Text Messaging While Driving, the Contractor is encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or –rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

III. STATE LAWS AND REQUIREMENTS

Recipients of grant funds from the state are required to adhere to all state laws concerning the receipt and use of grant funds from federal and state funding sources. Those laws include, but are not limited to, the laws set forth below.

- » *State Ethical Requirements:* The subgrantee and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the state as set forth in IC §4-2-6, et seq., IC §4-2-7, et seq. and the regulations promulgated thereunder. If the subgrantee has knowledge, or would have acquired knowledge with reasonable inquiry, that a state officer, employee, or special state appointee, as those terms are defined in IC § 4-2-6-1, has a financial interest in the grant, the subgrantee shall ensure compliance with the disclosure requirements in IC § 4-2-6-10.5 prior to the execution of this grant. If the subgrantee is not familiar with these ethical requirements, the subgrantee should refer any questions to the Indiana State Ethics Commission or visit the Inspector General's [website](#). If the subgrantee or its agents violate any applicable ethical standards, the state may, in its sole discretion, terminate this grant immediately upon notice to the subgrantee. In addition, the subgrantee may be subject to penalties under IC §§4-2-6, 4-2-7, 35-44.1-1-4, and under any other applicable laws.
- » *Restriction on state lobbying:* None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a state official whose salary is supported with NHTSA funds from engaging in direct communication with State or local legislative officials, in accordance with customary state practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

- » *Telephone Solicitation of Consumers; Automatic Dialing Solicitations:* As required by Indiana Code §5-22-(A) except for de minimis and nonsystematic violations, it has not violated the terms of:
 - (i) IC §24-4.7 [Telephone Solicitation Of Consumers];
 - (ii) IC §24-5-12 [Telephone Solicitations]; or
 - (iii) IC §24-5-14 [Regulation of Automatic Dialing Machines];in the previous three hundred sixty-five (365) days, even if IC § 24-4.7 is preempted by federal law; and
- (B) the Subgrantee will not violate the terms of IC §24-4.7 for the duration of this Grant Agreement, even if IC §24-4.7 is preempted by federal law.

(2) The Subgrantee and any principals of the Subgrantee certify that an affiliate or principal of the Subgrantee and any agent acting on behalf of the Subgrantee or on behalf of an affiliate or principal of the Subgrantee, except for de minimis and nonsystematic violations,

(A) has not violated the terms of IC §24-4.7 in the previous three hundred sixty-five (365) days, even if IC §24-4.7 is preempted by federal law; and

(B) will not violate the terms of IC §24-4.7 for the duration of the grant agreement even if IC §24-4.7 is preempted by federal law.

- » *Employment Eligibility Verification:* As required by IC §22-5-1.7, the subgrantee hereby swears or affirms under the penalties of perjury that:
 - A. The subgrantee has enrolled and is participating in the E-Verify program;
 - B. The subgrantee has provided documentation to the state that it has enrolled and is participating in the E-Verify program;
 - C. The subgrantee does not knowingly employ an unauthorized alien; and the subgrantee shall require its contractors who perform work under this grant agreement to certify to subgrantee that the contractor does not knowingly employ or contract with an unauthorized alien and that the contractor has enrolled and is participating in the E-Verify program. The subgrantee shall maintain this certification throughout the duration of the term of a contract with a contractor.
 - D. The state may terminate for default if the subgrantee fails to cure a breach of this provision no later than thirty (30) days after being notified by the state.

APPENDIX C: AGENCY PARTICIPATE LETTER

***PLEASE PUT THIS LETTER ON
YOUR DEPARTMENT'S LETTERHEAD***

Mr. Robert Duckworth
Director, Traffic Safety Division
Indiana Criminal Justice Institute
402 West Washington Street, Room 469
Indianapolis, Indiana 46204

(Date)

Dear Mr. Duckworth,

The (name of law enforcement agency) with this letter expresses our intent to participate as an agency within the (name of Traffic safety partnership) for the FFY 2023 grant year. (Name of law enforcement officer) is appointed to function as the agency coordinator for our agency and will have access to ARIES and eCWS for purposes of collecting data for this program, assuring toxicology results are updated on crash reports, and verifying officer activity for work reported on Officer Activity Sheets (OAS's).

As the chief executive of this agency, I am aware of the following:

- The ICJI Proof of Work Standard for officers being paid hourly overtime for the increased enforcement of traffic violations within our community.
- That mileage and FICA cost will be recorded and may be reported as match for this award provided to the (name of Traffic safety partnership), and that these funds are not being utilized to the benefit of any other federal award.
- Equipment provided to my agency for use through this award (PBT's, Radar/Lidar Units, etc.) is provided for use through participation in this program and that equipment must be returned to the State should my agency elect not to continue in ICJI Traffic Safety Programs following receipt of equipment.

Funding for traffic safety programs is provided through data driven evaluation processes for occupant protection and impaired driving. The (name of law enforcement agency) agrees to permit ICJI access to toxicology results for samples submitted to the Indiana State Department of Toxicology via the iResults Portal for purposes of traffic data analysis and traffic safety improvement.

SHERIFF/CHIEF NAME
TITLE
PHONE NUMBER

TABLES 1-4: CHIRP DATA DRIVEN PRIORITY JURISDICTIONS

Jurisdictions represented with the highest occurring incident rate by frequency and occurrences per 10,000 residents will be given priority consideration for funding.

Table 1: Alcohol Impaired Driving Fatalities

Blackford	Fountain	Johnson	Newton	Ripley
Brown	Franklin	Knox	Orange	St. Joseph
Carroll	Huntington	Madison	Owen	Switzerland
Dekalb	Jefferson	Morgan	Perry	Wayne

Table 2: Motorcycle Fatal Collisions

Allen	Delaware	Hamilton	Johnson	Monroe	Rush	Vanderburgh
Bartholomew	Elkhart	Hendricks	Lake	Newton	Scott	Vigo
Blackford	Fayette	Henry	Laporte	Parke	St. Joseph	Warren
Carroll	Franklin	Howard	Madison	Porter	Starke	
Crawford	Fulton	Jay	Marion	Randolph	Tippecanoe	

Table 3: Unrestrained Individuals Involved in Fatal and/or Incapacitations

Adams	Daviess	Grant	Jasper	Marshall	Parke	St. Joseph	Vigo
Allen	Dearborn	Greene	Jay	Martin	Perry	Starke	Warren
Bartholomew	Decatur	Hamilton	Jefferson	Monroe	Porter	Steuben	Wayne
Benton	Delaware	Hancock	Johnson	Montgomery	Pulaski	Switzerland	White
Brown	Elkhart	Harrison	Kosciusko	Morgan	Putnam	Tippecanoe	Whitley
Carroll	Fayette	Hendricks	Lake	Newton	Rush	Tipton	
Cass	Floyd	Henry	Laporte	Ohio	Scott	Union	
Clark	Franklin	Howard	Madison	Orange	Shelby	Vanderburgh	
Clay	Gibson	Huntington	Marion	Owen	Spencer	Vermillion	

Table 4: Pedestrian/Bicycle Fatal Collisions

Allen	Jefferson	Laporte	Parke	Spencer	Vermillion
Bartholomew	Jennings	Madison	Pike	St. Joseph	
Clay	Lagrange	Marion	Randolph	Steuben	
Elkhart	Lake	Morgan	Scott	Vanderburgh	



Indiana Criminal Justice Institute
402 W. Washington Street, Room W469
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