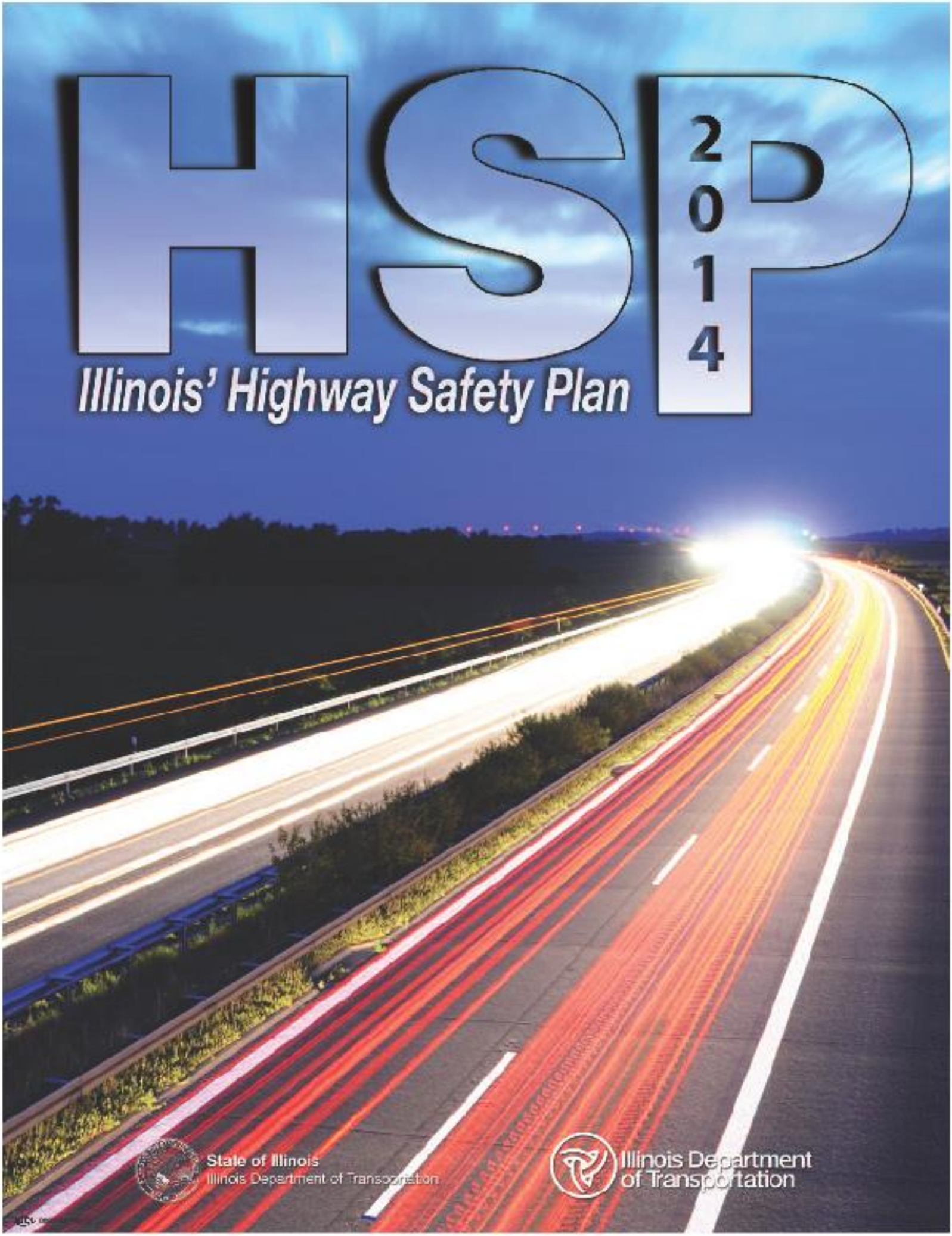
HSP 2014

Illinois' Highway Safety Plan



State of Illinois
Illinois Department of Transportation

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Executive Summary

The Illinois Department of Transportation's, Division of Traffic Safety (IDOT/DTS) produces an annual Highway Safety Plan (HSP) which serves as Illinois' guide for the implementation of highway safety initiatives and an application for grant funding from the National Highway Traffic Safety Administration (NHTSA). This document plans Illinois' traffic safety activities for federal fiscal year (FFY) 2014. State crash data along with the seat belt usage rates, program assessments, telephone surveys and strategic plans are used to ensure that the planned projects are focused on the NHTSA emphasis areas and the areas of greatest need.

IDOT/DTS will ensure that at least 40 percent of the annual Section 402 federal funds will be used by or for benefit of political subdivisions of the state in carrying out local highway safety programs. The FY 2014 Illinois Highway Safety Plan is guided by the Division of Traffic Safety's mission…

> ***As part of the Illinois Department of Transportation (IDOT), the Division of Traffic Safety's mission is to formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.***

Illinois' Highway Safety Plan serves to promote best practices and strategies that could have a substantial impact on reducing fatal and injury crashes. IDOT's main traffic safety goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2014 HSP will continue to have a strong focus on sustained and high-visibility local and state enforcement grants, enforcement details during the 9 pm to 6 am timeframe, DUI Courts in Macon and Peoria counties, an increase in the number of local Sustained Traffic Enforcement Program (STEP) projects, support for national safety campaigns, including "Drive Sober or Get Pulled Over" and "Click It or Ticket", implementation of the Moving Ahead for Progress in the 21st Century (MAP 21) federal authorization, updated performance measures and collaboration with Illinois' highway safety partners.

Provisional figures for 2012 show a total of 956 persons died in 886 crashes in Illinois. Although the past few years have been the safest, far too many people are being killed on Illinois roadways. With that in mind, the FY 2014 Highway Safety Plan will continue with aggressive highway safety programs based on a continuing goal to reduce fatalities.

This plan represents the Illinois Department of Transportation's annual initiatives designed to carry out its mission.

Highway Safety Plan Process

Highway Safety Plan Committee

The Highway Safety Plan (HSP) Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Interim Director of Traffic Safety. Other committee representatives include: DTS Deputy Director, Deputy Director of Finance and Administration, Interim Bureau Chief of Safety Programs and Administrative Services, Special Assistant to the Director, Assistant to the Deputy Director, Mathematical Evaluation Manager, State Agency Project Administrator, LEL Coordinator and the Finance Unit Manager. In March and April 2013, the HSP Committee convened to review 311 local projects and 15 state agency project requests. When reviewing the project requests, the committee members followed specific guidelines:

1. Will this project request help move Illinois' numbers, meaning decrease injuries and fatalities and increase seat belt and child restraint usage rates?
2. Does this project request fit into NHTSA's emphasis areas?
3. Will this project request help IDOT/DTS accomplish their performance goals?
4. Does this project request fall with IDOT/DTS's 23-county breakdown for Problem ID?
5. If the project request is a renewal, how was their performance last year?

Before the HSP committee members began reviewing project requests they were supplied updated program goals, a new five-year study of crash data within counties making up 85 percent of Illinois' population other vehicle fatality and crash data from various sources and annual survey results. Presentations were made to the HSP Committee members by the DTS impaired driving and occupant protection coordinators on their strategies and goals for FY 2014. Federal funding estimates and new MAP-21 guidelines were also presented.

Each project request goes through three levels of reviews by DTS staff. The Project Request Review Form (TS30) for each local agency application and each state agency application are completed for each level of review. These forms provide the required information the committee feels is critical for inclusion in the Highway Safety Program. Besides asking for basic information, i.e., agency name, project title, previous and requested funding levels, it also provides more specific information, i.e., project goal, contribution to DTS's performance goals and ineligible costs. Once an application is received, the DTS grant manager assigned to that application completes the first review. A second review is completed by one of DTS's program coordinator's (i.e. occupant protection, impaired driving, etc.). The third review is completed by a member of the HSP Committee. After the HSP Committee member reviews the first two reviews and completes their review, they present the application to the entire committee and it is voted on for either approval or denial.

Once the HSP Committee completes its recommendations for all the applications, a list of the approvals and denials are then presented to the Governors Highway Safety Representative for his approval and inclusion into the highway safety plan.

Using the performance goals as a guideline, the committee selected only those state and local agency projects that will allow IDOT to achieve its program goals projections both short-term and long-term.

Local project specifications were revised in December 2012 to include new objectives and performance-directed measures to keep the projects focused on reducing injuries and fatalities on Illinois roadways. DTS's Evaluation Unit provided updated objectives and performance driven measures for the local project specifications. DTS grantees continue to be encouraged to get the most out of every media opportunity available and also focus enforcement squarely behind each holiday mobilization in Illinois.

The FY 2014 HSP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Evaluation Unit

DTS's Evaluation Unit focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. The Evaluation Unit conducts research and analyses that enhance the safety and efficiency of transportation by understanding the human factors that are important to transportation in Illinois. The main functions of the Evaluation Unit in relation to the highway safety plan include the following:

- Conduct problem identification studies and provide an in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash data, FARS, Trauma Registry, hospital data, state and local police data).
- Develop measurable long-term and short-term goals and objectives for the Highway Safety Program in Illinois using historical crash-related databases.
- Evaluate highway safety programs and projects using crash and citation data provided by local and state police departments.
- Evaluate selected statewide occupant protection and impaired driving campaigns, such as "Click It or Ticket," and "Drive Sober or Get Pulled Over." This involves evaluating effects of public policy and intervention programs that promotes safe driving using many data sources including public opinions on traffic safety-related issues through statewide telephone surveys. Results of the annual evaluation reports are shared with the HSP committee members in reviewing and selecting project requests for inclusion into the highway safety plan.

Program Feedback

DTS receives feedback throughout the year from its traffic safety partners on issues concerning their communities. This feedback is received through various forms. One form of feedback on our programs is through the numerous on-site monitor visits our program managers conduct during the grant year with our grantees. Grant monitoring oversees the accomplishment of objectives and performance measures and compliance with applicable procedures, laws and regulations. Grant monitoring also presents a good opportunity for sharing information from a local and DTS standpoint. DTS conducts grantee orientation meetings at various locations throughout the state to review goals and procedures for DTS projects. These meetings also serve as another way for DTS to receive feedback from the grantees on the highway safety issues in their community.

DTS continues to format its highway safety programs based on program assessments conducted by NHTSA, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas. NHTSA conducts a management review of DTS's programs from FY 2011-FY 2013. Based on this management review DTS will implement recommendations during FY 2014.

Illinois' Strategic Highway Safety Plan

In 2005, the Illinois Department of Transportation developed the Strategic Highway Safety Plan (SHSP). DTS staff was involved with the development of the SHSP through providing crash data, goal development and identified strategies to meet these goals. DTS also participated in the 2008 Safety Summit where the goal of "zero fatalities" was introduced. Over the years DTS has assisted with updating specific strategies and providing the most current crash data for the SHSP. DTS will continue to partner with the Bureau of Safety Engineering on implementing the SHSP through MAP-21.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Action	Details
December – February	Problem Identification Project Spec Revisions Goal Development Focus Groups FY 2014 Project Request due.	Development of DTS's 23-county breakdown. Project Applications.
March – May	Local Project Selection for FY 2014. State Agency Selection for FY 2015.	Meetings (10–15), present projects to committee for inclusion in FY 2014 HSP.
May	Internal DTS management/IDOT management review of HSP projects/goals	
June	Final Highway Safety Plan review	Meetings (1-2) review and comment to finalize HSP.
July 1	HSP due to NHTSA	
August - October	Grant approval and implementation.	Approve and begin implementation of FY 2013 local grants. Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2013 Annual Evaluation Report.
December	Complete AER including management review AER due to NHTSA.	
December 31	AER due to NHTSA	

Theoretical Model

Problem Identification

Each year, the Division of Traffic Safety (DTS) identifies traffic safety problems using several existing databases, such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data; vehicle miles traveled (VMT) data, survey data, results of telephone and observational safety belt surveys. These existing databases are used for policy development and for the allocation of public funds to effective and cost-effective projects and programs. A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience than normal expectations. Problem identification through over-representation studies involves the relationships between collisions and the population, licensed drivers, registered vehicles and vehicle miles of travel, as well as characteristics of specific subgroups that may contribute to collisions.

For the FY 2014 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. During the last ten years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 9). Based on the 2010 FARS data, 67 percent of fatalities and 70 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2005-2011)
2. FARS data (2006-2011)
3. VMT data (2005-2011)
4. Census data (2010)
5. Observational seat belt and car seat surveys (1985-2012)
6. Telephone and Driver Facility surveys (2007-2012)

The main independent variables that DTS has used in this process are: demographics (e.g., age, gender, region and county), crash type (e.g., fatalities, severe injuries), whether or not safety equipment was used, and other behavioral variables that are only available in the telephone surveys.

Problem Identification

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using last five recent crash reports (2007-2011).

Process for Developing Goals

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT). The goals were established for the various program priority areas (e.g., alcohol, occupant protection, pedestrian and motorcycle). The specific thresholds and target dates were set based on past trends (eight years for the fatality-related goals and eight years for the injury-related goals), 2004 – 2011 FARS and Police Reports were also used. Starting in 2010, DTS has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using SAS. Performance measures of selected goals include rate, ratio and percent. The main exposure data item that was used in this process is VMT.

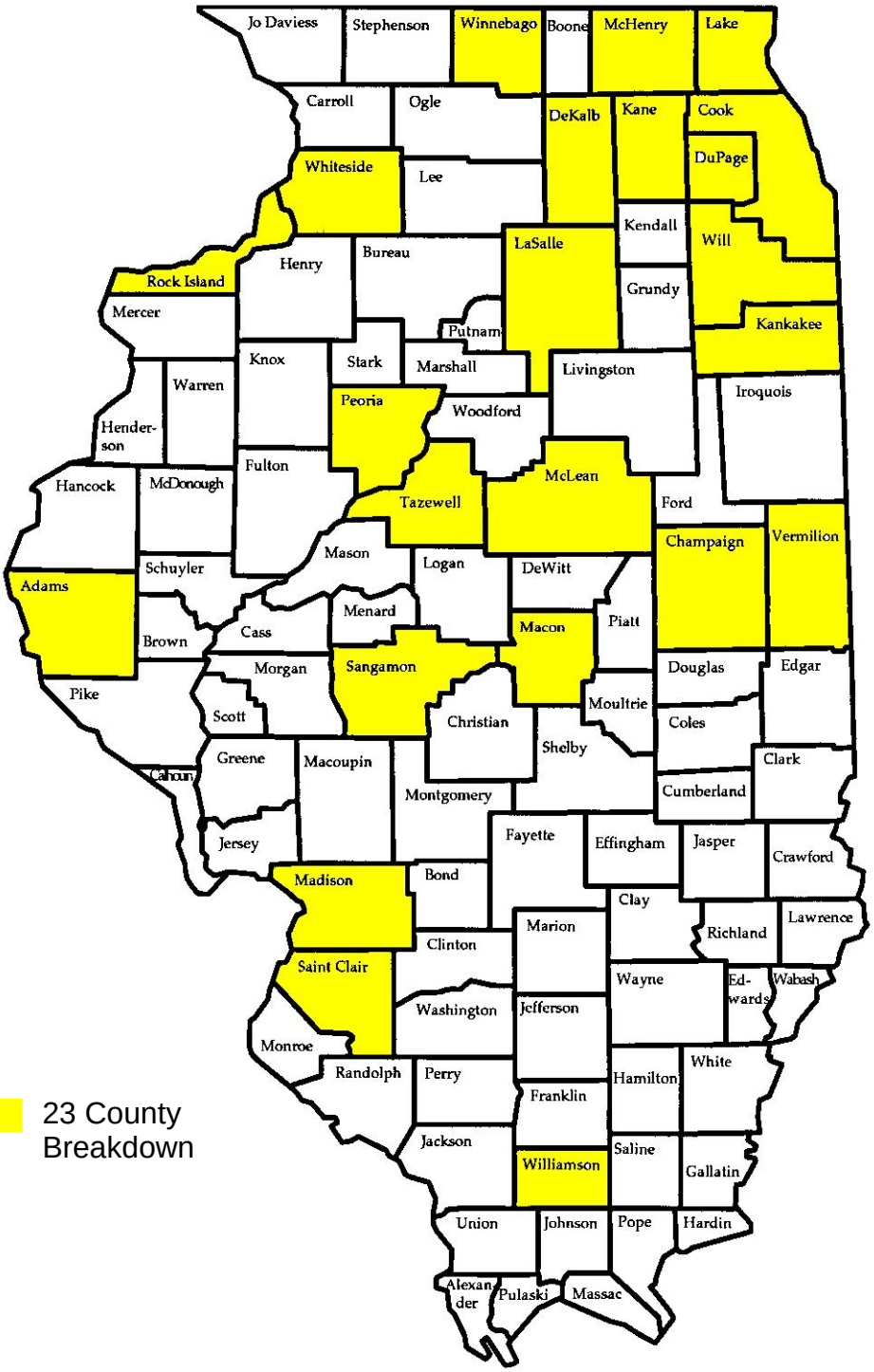
Illinois' Highway System

Illinois has the third largest roadway network overall in the nation with over 145,000 miles of highways, streets and roads. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and averages over 100 billion in vehicle miles traveled annually. State, county, township and municipal governments own and operate this highway, road and street system. Illinois is crossed by three of the nation's five transcontinental routes.

Illinois has a 2,182-mile interstate highway network. The state highway system totals nearly 16,000 miles of roads, including 292 miles of toll roads. Less than 12 percent of all mileage on Illinois' highway, street and road network occurs on the state highway system, although it carries almost 55 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 129,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 68 percent of Illinois' highway, street and road system, although this system handles less than 26 percent of Illinois' vehicle travel miles.

Illinois Census

Based on the 2010 Census from the United State Census Bureau, Illinois has an estimated population of 12,830,632 compared to the United States population of 308,747,508. Illinois remains the fifth largest state in the nation and Cook County remains the second largest county in the nation while Chicago remains the third largest city in the nation. According to the 2010 census, Illinois had an increase of more than 650,000 minorities over the last decade. Asians experienced the largest increase, adding 163,331 residents since 2000, a 38.6 percent increase.


Jo Daviess
Stephenson
Winnebago
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Lake
Carroll
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DeKalb
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Will
Rock Island
Henry
Bureau
LaSalle
Grundy
Mercer
Putnam
Kankakee
Knox
Stark
Marshall
Livingston
Warren
Peoria
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Schuyler
Logan
DeWitt
Adams
Menard
Macon
Piatt
Brown
Cass
Morgan
Sangamon
Douglas
Edgar
Pike
Scott
Christian
Moultrie
Coles
Shelby
Greene
Macoupin
Clark
Calhoun
Montgomery
Cumberland
Jersey
Fayette
Effingham
Jasper
Crawford
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Washington
Jefferson
Monroe
Randolph
Perry
Hamilton
White
Franklin
Jackson
Saline
Williamson
Gallatin
Union
Johnson
Pope
Hardin
Alexan-
der
Pulaski
Massac
23 County
Breakdown

Outcome Goals

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2014 HSP, Illinois continues with the goals on the 11 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal.

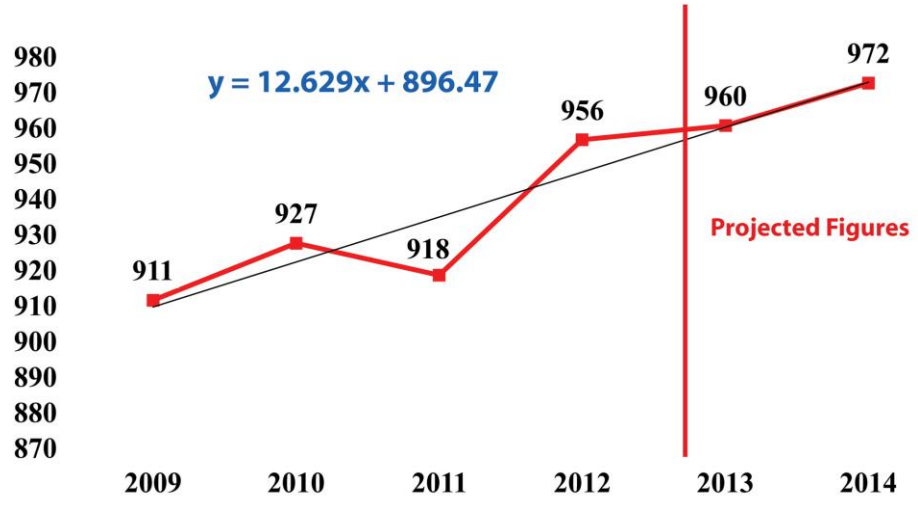
Required Performance Measures in Illinois Based on Six years of Data (2009-2012)

					Projected Figures	
Required Core Measures	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Total Fatalities	911	927	918	956	960	972
Total Serious Injuries	13,008	12,636	11,945	12,401	11,870	11,619
Total Fatality Rate	0.86	0.88	0.89	0.92	0.935	0.95
Rural Fatality Rate*	1.45	1.40	1.50	1.50	1.53	1.56
Urban Fatality Rate*	0.66	0.70	0.68	0.72	0.72	0.74
Total Serious Injury Rate	12.3	11.95	11.56	11.87	11.5	11.3
Unrestrained Occ. Fatalities*	265	261	268	279	281	286
Impaired Drivers and Motorcyclists*	313	292	278	321	304	305
Speed Related Fatalities*	325	438	441	387	445	464
Motorcyclist Fatalities	130	131	145	148	156	162
Unhelmeted Motorcyclists*	99	106	108	115	120	125
Young Drivers involved in Fatal Crashes*	119	146	122	117	118	115
Pedestrian Fatalities	112	115	135	138	149	159
Pedalcycle	19	24	27	29	34	36
Belt Usage Rate	91.7	92.6	92.9	93.6	93.7	94.4

Listed below are the overall outcome goals for our highway safety program. The specific program goals (i.e. impaired driving, occupant protection, etc.) can be found in the remainder of this document.

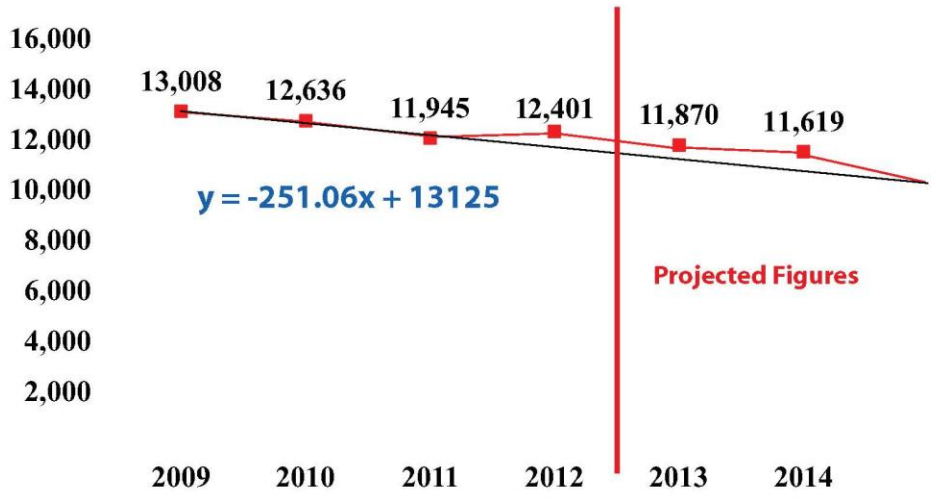
Goal: To keep the statewide traffic fatalities under the projected figure of 972 by December 31, 2014.

Total Number of Traffic Fatalities

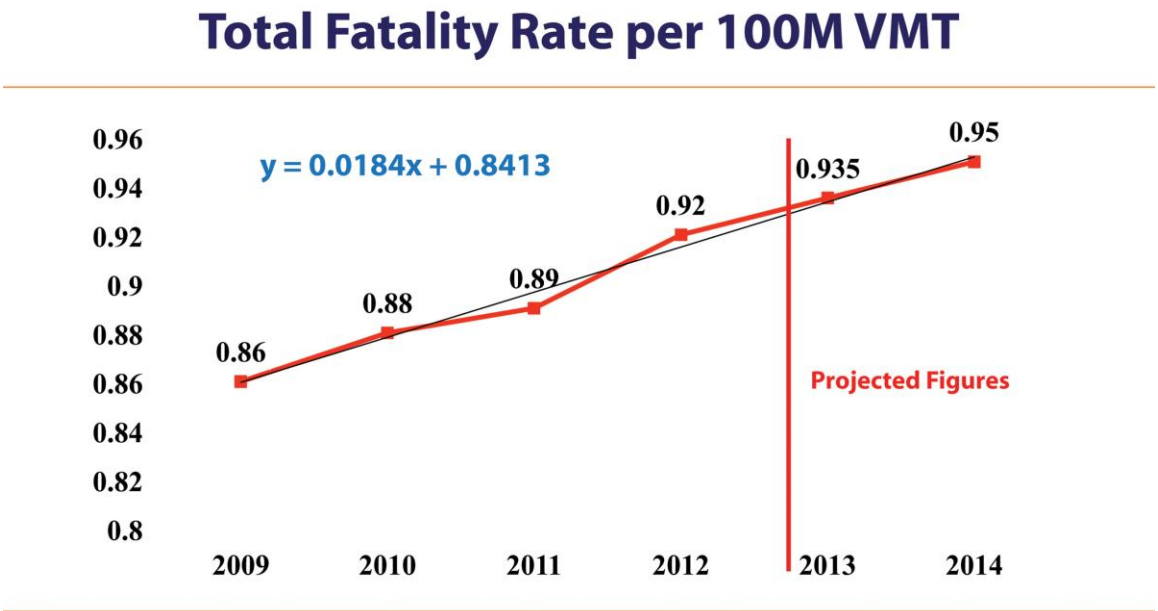


Goal: To reduce the statewide serious injuries in traffic crashes from the 2009 level of 13,008 to 11,619 by December 31, 2014.

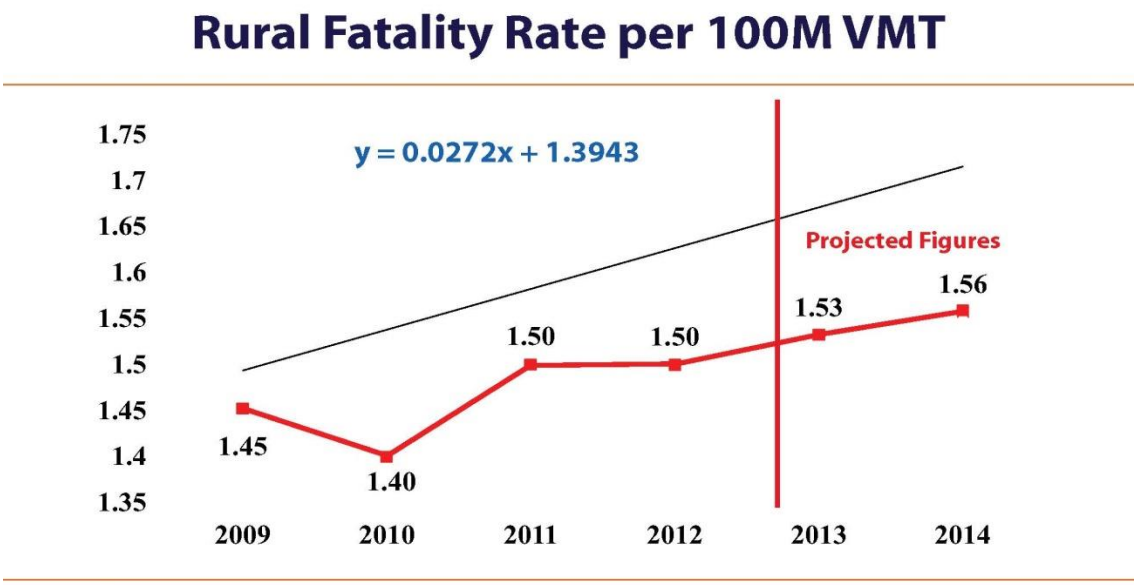
Total Serious Injuries in Traffic Crashes



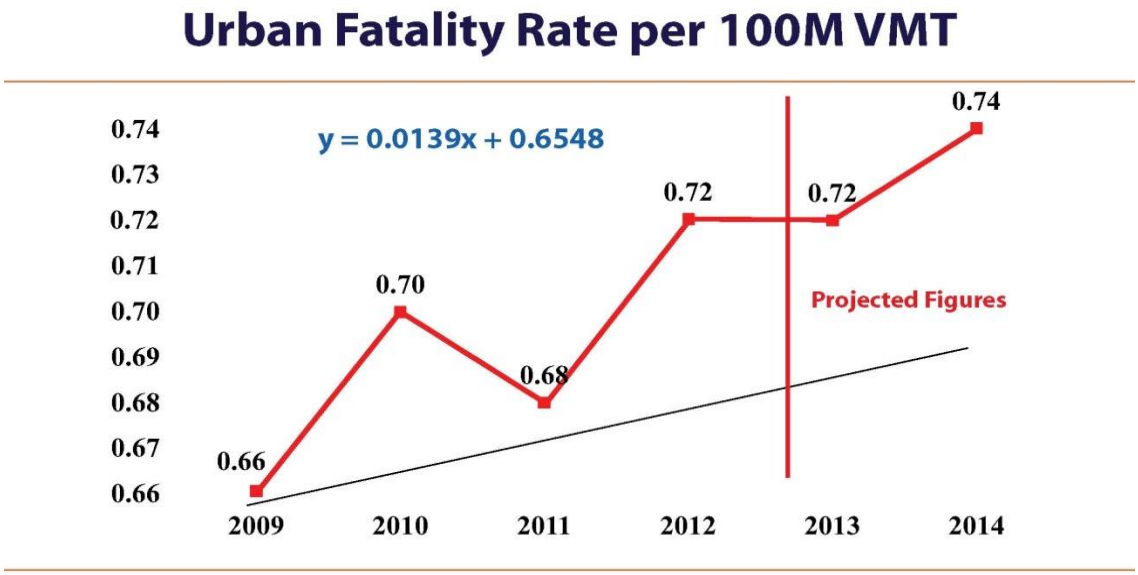
Goal: To keep the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 0.95 by December 31, 2014.



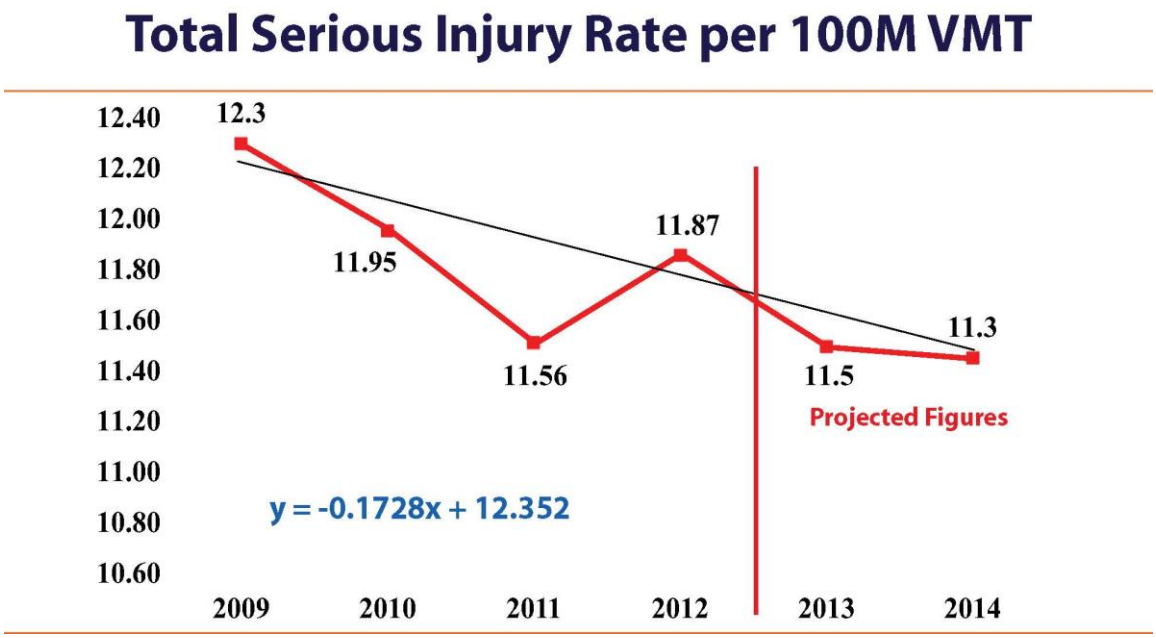
Goal: To keep the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 1.56 by December 31, 2014.



Goal: To keep the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) under 0.74 by December 31, 2014.



Goal: To keep the total serious injury rate per 100 million vehicle miles of travel (VMT) under the projected figure of 11.3 by December 31, 2014.



Fiscal Year 2014 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	$320,000
OP	02-02	402	RTS Resource Centers (Local)	$1,361,665
OP	02-03	402	Paid Media (DTS)	$647,250
OP	02-04	402	Phone Surveys (Local)	$93,353
OP	02-05	402	Paid Media-Sports Market. (DTS)	$256,300
OP	02-08	402	Law Enforcement Liaison (Local)	$459,563
OP	**02-09**	**State**	**State Match (Local)**	**$839,742**
AL	03-02	402	DUIE (ISP)	$828,200
AL	03-03	402	Drive Smart (SOS Police)	$161,800
AL	03-04	402	Law Enforcement Liaison (Local)	$1,124,922
PT	04-01	402	Police Training (ILETSB)	$60,000
PT	04-02	402	STEP (Local)	$4,051,355
PT	**04-03**	**State**	**ISP Match**	**$2,351,649**
PT	04-04	402	NITE Patrol (ISP)	$803,800
PT	04-05	402	STEP (ISP)	$743,300
PT	04-07	402	Traffic Safety Challenge (Local)	$88,767
PT	04-09	402	MC Patrol Unit (ISP)	$157,100
PT	04-10	402	Mobilization Equipment (DTS)	$50,000
PT	04-11	402	Mobilization Luncheons (DTS)	$10,000
PS	12-02	402	Bike/Pedestrian Safety (Local)	$140,000
M6OT	13-01	405 ID	TSRP (DTS)	$200,000
M6OT	13-02	405 ID	Operation Straight I.D. (SOS)	$118,000
M6OT	13-03	405 ID	Breath Analysis (ISP)	$187,900
M6OT	13-04	405 ID	Mini Mobilization's (Local)	$350,000
M6OT	13-05	405 ID	DRE/SFST Coordinator (Local)	$80,876
M6OT	13-06	405 ID	Alcohol Police Training (ILETSB)	$225,000
M6OT	13-07	405 ID	STEP (Local)	$174,404
M6OT	**13-09**	**State**	**Probation Services (Match)**	**$1,182,424**
M6OT	13-11	405 ID	ACE (ISP)	$811,000
M6OT	13-12	405 ID	Local Alcohol Project (Local)	$1,244,212
M6OT	13-13	405 ID	Judicial Training (AOIC)	$40,000
M6OT	13-14	405 ID	Paid Media (DTS)	$1,609,845
M6OT	13-16	405 ID	BASSET (ILCC)	$15,000

Fiscal Year 2014 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K9	18-01	408	408 Coordinator (DTS)	$100,000
K9	18-02	408	NEMSIS (IDPH)	$143,000
K9	18-03	408	Chicago-Data Integration (Local)	$548,892
K9	18-04	408	Prehospital Linkage (IDPH)	$14,000
K9	18-05	408	IPADS (DTS)	$11,000
K9	18-06	408	Crash Reconstruction (ISP)	$22,000
K9	18-07	408	CODES (DTS)	$136,983
K9	**18-08**	**State**	**ISP Match**	**$798,671**
K9	18-09	408	FARS Analyst (DTS)	$50,000
K9	18-12	408	Imaging Enhancement (SOS)	$32,900
K9	18-13	408	Data Analysis (IDPH)	$113,000
K9	18-14	408	Data Dictionary (SOS)	$100,000
M1HVE	19-01	405 OP	OREP (ISP)	$569,600
M1CPS	19-02	405 OP	KISS (SOS)	$35,600
M1HVE	**19-03**	**State**	**ISP Match**	**$324,673**
K2	19-04	405	Memorial Day Mini Mob. (Local)	$150,000
M1CPS	19-05	405 OP	CPS Mini-Grants (Local)	$250,000
K2	19-06	405	STEP (Local)	$166,817.82
M1HVE	19-06	405 OP	STEP (Local)	$334,620.18
M1CSS	19-07	405 OP	CPS Seats (DTS)	$10,000
M1PE	19-08	405 OP	CPS PI&E (DTS)	$50,000
M1TR	19-09	405 OP	CPS Re-Certification (DTS)	$500
M1PE	**19-10**	**State**	**State Match**	**$162,500**
K6	22-01	2010	PI&E Campaign (DTS)	$36,652.21
M9MA	22-01	405 MC	PI&E Campaign (DTS)	$23,347.79
M9MA	22-02	405 MC	Paid Media (DTS)	$146,575
M9MT	22-03	405 MC	MC Winter Conference (DTS)	$8,000
K10	23-01	1906	Racial Profiling (DTS)	$120,000
K10	**23-02**	**State**	**ISP (Match)**	**$45,174**
K10	23-03	1906	Racial Profiling Committee	$10,000

FY 2014 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

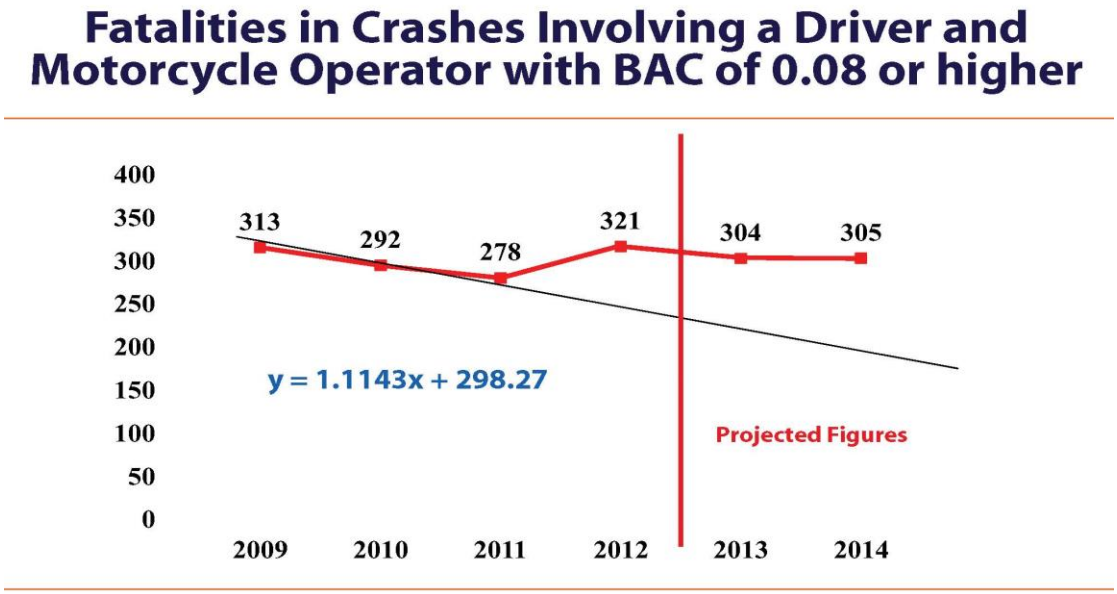
- In 2011, 38.1 percent of all fatally injured drivers who were tested had a positive BAC (BAC of 0.01 or greater).
- Total alcohol-related crash fatalities (based on driver BAC of .01 or greater) decreased from 317 in 2010 to 269 in 2011.
- More than 41,900 people of all ages are arrested each year in Illinois for Driving Under the Influence (DUI). Males ages 21-24 have the highest DUI arrest rate (about 21 per 1,000 licensed drivers).
- The group with the highest percentage of alcohol-related A-injuries and fatalities is males aged 21 to 34. Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are going to be more apt to drink and drive, it is not surprising that the percentage of males aged 21 to 34 have the highest rate of alcohol-related A-injuries and fatalities. (Refer to Table 1)

Table 1: Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	1,173	58	5.7%
	9 to 15	1,680	84	5.8%
	16 to 20	5,135	705	16.8%
	21 to 34	11,775	2,670	28.4%
	35 to 64	15,964	2,235	17.0%
	65+	3,263	128	6.4%
Female	0 to 8	932	53	6.9%
	9 to 15	1,485	86	7.4%
	16 to 20	4,897	428	10.4%
	21 to 34	8,708	1,055	13.8%
	35 to 64	12,781	992	9.4%
	65+	3,352	75	3.0%
Total		**71,145**	**8,569**	**14.8%**

Program Goal

Goal: To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 313 in 2009 to 305 by December 31, 2014.



Impaired Driving Program Overview

Under the now-established, national slogan of “Drive Sober or Get Pulled Over” and the iconic “Click It or Ticket”, IDOT’s Impaired Driving Program in FY 2014 has at its core a strong emphasis on high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies. With law enforcement resources stretched at every level in addition to annual wage increases for officers, IDOT continues to look for additional funding and other new ways to keep state, local and county enforcement of alcohol and belt laws viable and effective. Through innovative use of effective impaired driving enforcement such as roadside safety checks and late-night seat belt saturation patrols and Seat Belt Enforcement Zones which are funded with occupant protection funds, Illinois has found ways to steadily improve its impaired driving numbers in recent years. IDOT is not, however, resting on its laurels and will persist in its position as virtually the state’s only provider of hire-back traffic enforcement grants in order to provide the necessary funding to keep effective enforcement at the forefront of its impaired driving program.

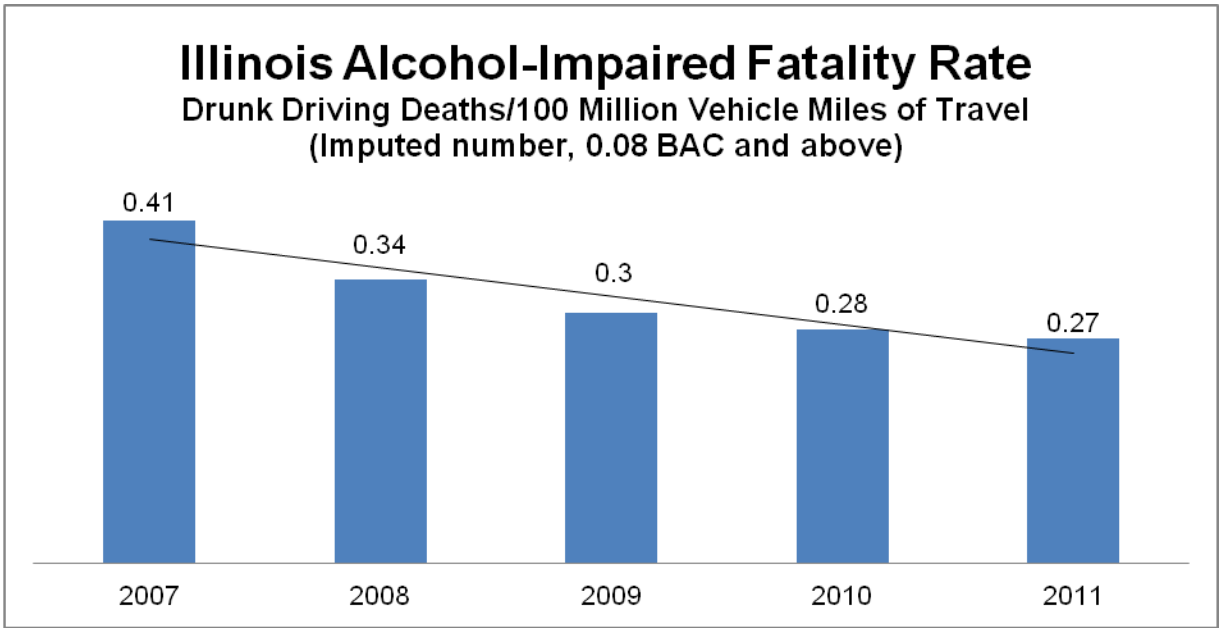
To help accomplish this, IDOT must continue to look for innovative ways to increase impaired driving enforcement in Illinois, including: maximizing available federal funds for hire-back patrols at a time of increasing costs; maintaining a commitment to now-established holiday equipment incentive programs and expanding additional impaired driving holiday mini-grants to include the Independence Day Crackdown in addition to the Labor Day Crackdown.

The integration into impaired driving crackdowns of nighttime seat belt law enforcement and dual drunk driving/seat belt messaging continues in FY 2014. Nighttime seat belt enforcement that is funded with occupant protection funds, has gained broad acceptance among IDOT's law enforcement agency partners, and the integration of intense nighttime belt enforcement into the impaired driving crackdowns is a key to recent impaired driving improvements in the state. Based on problem ID that shows the hours of 9 pm until 3 am to be the time when alcohol involvement is highest and belt use is lowest in fatal crashes, late night belt enforcement has proven an effective impaired driving deterrent.

FY 2014 is the fourth full year of IDOT's local STEP grants program that allows for the integration of impaired driving and seat belt enforcement. The STEP program saw some pretty severe cuts in FY 2013 and IDOT underwent efforts to provide funding to as many agencies as possible within the 23-county target area; essentially funding more departments at fewer hours per department. For FY 2014, the STEP program regains much of the funding it lost last fiscal year which means many more grant hire-back enforcement hours will be available in key areas. The FY 2014 Local Alcohol Program (LAP) took many funding cuts with most LAP enforcement grants being eliminated in favor of STEP grants that provide more stepped-up enforcement during the year's many enforcement campaigns. As always, the enforcement during the impaired driving periods will be supported with comprehensive paid and earned media efforts including more use of social media.

In FY 2014, IDOT will also utilize federal impaired driving funds to support the following impaired driving countermeasures: an impaired driving coordinator; two traffic safety resource prosecutors; DUI Courts; court monitoring via advocacy groups; DUI prosecutors; Law Enforcement Training; Judicial Training; Probation Training; Prosecutor Training; Fraudulent ID programs; No-refusal programs and underage drinking prevention (enforcement and education).

As the leading alcohol countermeasure, IDOT will maintain its strong emphasis on impaired driving and late-night belt enforcement which is funded with occupant protection funds, and public relations efforts surrounding that enforcement, but new and innovative countermeasures are always being considered. In FY 2014, IDOT will begin to lay the groundwork for a comprehensive, high-visibility weekend enforcement effort in key population centers of the state. Being considered for this are weekly, multi-jurisdictional roadside safety checks that will be heavily supported via social media.



The graph above shows the Illinois alcohol-impaired motor vehicle fatality rate over the previous years for which NHTSA imputed estimates are available. As shown here, Illinois' alcohol-impaired fatality rate has dropped significantly over the five year period represented. This rate is based on crashes in which at least one driver was at 0.08 BAC or higher (legally drunk). The rate is imputed by NHTSA because of the large number of fatal crashes for which driver BAC is unknown.

Impaired Driving Coordinator

IDOT will fund an Impaired Driving Program Coordinator to provide technical expertise as a specialist for IDOT in the administration of impaired driving programs. The Impaired Driving Program Coordinator's chief goal is the reduction of alcohol-related driving fatalities and injuries in Illinois. The Impaired Driving Program Coordinator will concentrate on developing a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TSRP) program will continue to provide training and assistance to the state's prosecutors, law enforcement officers and their traffic safety partners, particularly focusing on major traffic-related offenses, such as driving under the influence and DUI-related vehicular homicide. There are two TSRPs in Illinois. The first serves as the program's coordinator. This second attorney is located in Springfield at the Office of Chief Counsel.

In FY 2014, the TSRP's will continue to be involved in planning, implementing or presenting at more than a dozen DUI-related seminars and conferences with both DTS and the University of Illinois-Springfield Institute for Legal, Legislative & Policy Studies (UIS-ILLAPS), the Illinois Law Enforcement Training and Standards Board and others. Illinois' TSRP also serves as the state's SFST/DRE Program Coordinator.

In the last two years, Illinois has worked toward revitalizing the long-dormant Drug Evaluation and Classification (DEC) Program in Illinois. The TSRP Program Coordinator will continue in this capacity and continue to grow the DEC Program in Illinois. Specifically, the TSRP may conduct the following trainings in FY 2014:

- ARIDE – Advance Roadside Impaired Driving Enforcement
- Drug Recognition Expert School
- Cops in Court: Courtroom Testimony Preparation in DUI Cases
- Criminal Crash Investigation Basics
- DUI Practices and Procedure
- "Mythbusting" DUI
- Intoximeter Breath Test Instrument Training for Prosecutors
- Practical DUI: Nuts and Bolts
- Drugged Driving Investigations & Prosecutions
- Statutory Summary Suspension Hearing Practice and Procedure

Other topics may also be addressed as necessary. A key component to providing up-to-date training is that the TSRPs remain up-to-date on the most recent issues nation-wide. To this end, the TSRPs may attend the National Lifesavers Conference, the IACP Training Conference on Drugs, Alcohol and Impaired Driving and the annual TSRP Training Conference. At least one TSRP may attend the National Association of Prosecutor Coordinators Meeting, the International Association for Chemical Testing and the Governor's Highway Safety Association Annual Conference.

The TSRP program will continue to serve the needs of Illinois prosecutors, law enforcement and other traffic safety partners by serving as a resource and providing information statewide through a variety of methods. These may include:

- Providing technical assistance in-person, telephonically or via e-mail
- Providing courtroom assistance
- Authoring articles relevant to traffic safety-related investigations and prosecutions in the DTS publication, "Caution"
- Authoring the DTS publication "Illinois Biggest Offenders"
- Authoring a TSRP newsletter
- Reviewing legislation for DTS
- Monitoring DUI-related traffic safety grants
- Participating in traffic safety-related committees, task forces and meeting as requested
- Maintaining a relationship with Mothers Against Drunk Driving – Illinois and the Alliance Against Intoxicated Motorists

Impaired Driving Crackdowns

The FY 2014 impaired driving program will continue its commitment to three comprehensive holiday crackdowns (mobilizations) showcasing high-visibility, impaired driving and seat belt law enforcement taking place around Labor Day, Christmas/New Years and Independence Day.

A major part of this effort is encouraging participation by more law enforcement agencies and training additional officers when necessary. All FY 2014 impaired driving crackdown enforcement periods will have enforcement details from 9 pm to 6 am including seat belt law enforcement funded with occupant protection funds (seat belt

enforcement zones and saturation patrols) and, of course, impaired driving enforcement (roadside safety checks and saturation patrols).

Equipment incentive programs will continue in FY 2014 encouraging more law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment for participating in the crackdowns.

Illinois' Traffic Safety Resource Prosecutor Program continues oversight of the SFST training in Illinois helping to ensure law enforcement officers are properly trained and re-trained in the latest SFST techniques. All IDOT grantee officers working impaired driving enforcement grants are required to have had SFST training within two years of the current grant year.

Judicial

IDOT will again provide funding to the Administrative Office of the Illinois Courts (AOIC) to provide for a two-day seminar to address the legal, scientific and clinical issues involved in Illinois DUI cases. This seminar will be of value to judges new to hearing DUI cases as well as experienced judges who also require access to evolving research and information on the broad range of evolving technology and science, law, clinical issues and sentencing alternatives related to the DUI offender.

IDOT will continue to assist Macon County Illinois with the operation of its DUI Court. IDOT has assisted with funding a DUI Court in Peoria County for five years and will continue to do so in FY 2014.

Also in FY 2014, IDOT will continue its commitment to assist both Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists with those organizations' court-monitoring efforts.

Additionally, judges are being included in other IDOT-sponsored DUI projects. IDOT will continue to fund the University of Illinois at Springfield, Institute for Legal Studies project training judges, states attorneys, prosecutors and probation officers on DUI-related issues and laws.

No-Refusal Program

In FY 2014, IDOT will fund for a second year the Adams County State's Attorney's office to further its implementation of a DUI search warrant program (known as "No-Refusal") whereby a search warrant to draw blood is obtained in cases in which a person arrested for DUI refuses testing. This grant will also fund public relations efforts surrounding the "No-Refusal" program hopefully increasing the deterrent effect of the program. In addition, development of a manual allowing for the statewide sharing of a model No-Refusal program that was started last year will be completed in FY 2014.

Productivity Incentive Program

IDOT's impaired driving enforcement program relies heavily on non-grant-funded support from local and state law enforcement agencies. The more enforcement (impaired driving and nighttime seat belt) conducted by non-grant-funded agencies, the more overall impaired driving enforcement and the greater its deterrent effect throughout Illinois.

IDOT will once again, this fiscal year, offer Illinois law enforcement agencies the chance to win enforcement equipment awards for participating in the major impaired driving crackdowns (Labor Day, Christmas/New Years and Independence Day).

During each mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued are placed in a drawing to win portable breath testers, lidar and moving radar. This program has helped Illinois surpass and sustain over 300 law enforcement agencies participating in the Labor Day crackdown the last three years as well as greatly increase participation in the Christmas/New Years and Independence Day holiday crackdowns. Law enforcement agencies who are committed to traffic enforcement often find the necessary equipment to be scarce. This program augments in a small way that need while benefiting the crackdown effort.

Impaired Driving Program Strategies

- Fund two Traffic Safety Resource Prosecutors who conduct training for prosecutors, law enforcement and other traffic safety partners throughout the state.
- Conduct high-visibility impaired driving and seat belt (funded with occupant protection funds) enforcement campaigns at numerous times throughout the fiscal year.
- Identify and fund projects/initiatives that combat underage drinking.
- Fund an Illinois Impaired Driving Program Coordinator.
- Promote DUI awareness themes focusing on young males age 18-34, including African American and Hispanic populations.
- Secure paid and earned media during the national and selected impaired driving mobilizations and campaigns.
- Promote the “Drive Sober or Get Pulled Over” and “Click It or Ticket” taglines in all earned media materials and on media buys during major impaired driving crackdown periods.
- Identify and analyze alcohol-related crash fatalities by jurisdiction in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population (23 counties).
- Recognize accomplishments of IDOT’s Traffic Safety Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program, Impaired Driving Incentive Program and Chief’s Challenge/LEL Banquet).
- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC), UIS-ILLAPS and IDOT.
- Fund DUI Courts in Peoria and Macon Counties.
- Fund a dedicated DUI prosecutor/assistant prosecutor in Macon County.
- Provide assistance with Illinois’ effort to effectively administer Illinois Ignition Interlock program for all DUI offenders.
- Fund No-Refusal efforts in Adams County.
- Begin to lay the groundwork for a comprehensive, high-visibility weekend enforcement effort in key population centers of the state.
- More innovative use of social media, particularly in the area of promoting enforcement efforts.
- Fund and support the use of courtroom monitoring projects, particularly in high-priority jurisdictions.
- Strong commitment to high-visibility enforcement and earned media efforts during holiday crackdown periods.

- Encourage through LEL's law enforcement agencies throughout the state to participate in holiday impaired driving crackdowns as well as sustained year-long enforcement efforts.
- Pursue ways to improve reporting of activity by funded/non-grant-funded law enforcement agencies (possibly via the Internet).
- Promote DUI courts with the criminal justice system, including judges, probation departments and state's attorneys.
- Administer statewide productivity incentive program to encourage more law enforcement agencies to participate in impaired driving crackdowns.
- Integrate a nighttime belt enforcement message into the impaired driving message via earned and paid media and social media efforts.

Impaired Driving Project Tasks

Project Number: 14-13-01 (M6OT) (405 ID)
Project Title: Traffic Safety Resource Prosecutor (DTS)

Project Description
This task provides funds for a Traffic Safety Resource Prosecutor (TSRP). The TSRP will provide legal research assistance to local prosecuting attorneys who contact DTS requesting assistance. The TSRP will develop and regularly update an Impaired Driving Manual for distribution to every Illinois prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic safety issues.

Budget: $200,000

Project Number: 14-13-02 (M6OT) (405 ID)
Project Title: Operation Straight Identification (SOS Police)

Project Description
This task provides funds for the Office of the Secretary of State, Department of Police (SOS Police) to conduct educational presentations to inform law enforcement officers, employees, communities and businesses of the penalties for using and how to detect fraudulent driver license and state identification cards.

Budget: $118,000

Project Number: 14-13-03 (M6OT) (405 ID)
Project Title: Breath Analysis (ISP)

Project Description
This task provides funds for the Illinois State Police (ISP) to purchase breath-testing instruments to train local law enforcement officers as breath analysis operators. These trained operators will further the enforcement of alcohol-related offenses occurring upon roadways.

Budget: $187,900

Project Number: **14-13-05 (M6OT) (405 ID)**
Project Title: **DRE/SFST Coordinator (Local)**

Project Description
This task provides funds for the Illinois Association of Chiefs of Police (IACP) to hire a DRE/SFST Coordinator. The DRE/SFST Coordinator will distribute information from NHTSA and DTS to law enforcement by working through the Illinois Law Enforcement Training and Standards Board. The Coordinator will oversee the DRE, SFST and ARIDE courses statewide and administer trainings to standards established by NHTSA/IACP.

Budget: **$80,876**

Project Number: **14-13-13 (M6OT) (405 ID)**
Project Title: **Judicial Training (AOIC)**

Project Description
This task provides funds for the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to cases charging driving under the influence of alcohol (DUI). The annual seminar will focus on a broad range of issues related to DUI offenders, with particular emphasis on non-legal topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation and alternative sentencing.

Budget: **$40,000**

Project Number: **14-13-14 (M6OT) (405 ID)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for paid media in support of the Holiday Season Mobilization, July 4th Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2014. This task also helps support the media buyer for these three campaigns.

Budget: **$1,609,845**

Project Number: **14-13-16 (M6OT) (405 ID)**
Project Title: **BASSET (ILCC)**

Project Description
This task provides funds for the Illinois Liquor Control Commission to provide alcohol seller/server training in Illinois by training more sellers/servers in the alcoholic beverage industry. The ILCC's Beverage Alcohol Sellers and Servers Education and Training (BASSET) program will reduce the number of alcohol-related traffic deaths by properly training sellers and servers to serve alcohol responsibly and not over serve patrons.

Budget: **$15,000**

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-13-01	Traffic Safety Resource Prosecutor (DTS)	$ 200,000	405 ID
14-13-02	Operation Straight ID (SOS)	$ 118,000	405 ID
14-13-03	Breath Analysis (ISP)	$ 187,900	405 ID
14-13-05	DRE/SFST Coordinator (Local)	$ 80,876	405 ID
14-13-13	Judicial Training (AOIC)	$ 40,000	405 ID
14-13-14	Paid Media (DTS)	$ 1,609,845	405 ID
14-13-16	BASSET (ILCC)	$ 15,000	405 ID
405 ID Total		$ 2,251,621	
Total		$ 2,251,621	

MATCH TASKS

Match Task Overview

The state matching amounts are calculated as a percentage of the total (federal and state) program costs. Under MAP-21 the federal share of the costs of activities or programs funding using amounts from grants awarded may not exceed 80 percent, unless a special matching write-off is used.

Match Project Tasks

Project Number: 14-02-09 (State Funds) (402 Match)
Project Title: State Match (Local)

Project Description
This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. A total of 9 injury prevention projects will be funded in FY 2014, see addendum 3 for a list of individual projects. Illinois will not seek federal reimbursement for this task during FY 2014.

Budget: $839,742

Project Number: 14-04-03 (State Funds) (402 Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 52,317 hours of regular traffic patrol will be conducted in FY 2014.

Budget: $2,351,649

Project Number: 14-13-09 (State Funds) (405 Impaired Driving Match)
Project Title: Probation Services (AOIC)

Project Description
The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 15,251 DUI defendants supervised by Illinois probation departments in 2012, at an average cost per case of $1,880 per DUI Offender and $3,375 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2012 was $31,083,315. For this program DTS only needs a state match of $1,182,424.

Budget: $1,182,424

Project Number: **14-18-08 (State Funds) (405 Data Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 17,768 hours of regular traffic patrol will be conducted in FY 2014.

Budget: **$798,671**

Project Number: **14-19-03 (State Funds) (405 Occupant Protection Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 7,223 hours of regular traffic patrol will be conducted in FY 2014.

Budget: **$324,673**

Project Number: **14-19-10 (State Funds) (405 Occupant Protection Match)**
Project Title: **State Match (Local)**

Project Description
This task identifies funds for high schools to conduct operation teen safe driving programs in their schools. Illinois will not seek federal reimbursement for this task in FY 2014.

Budget: **$162,500**

Project Number: **14-23-02 (State Funds) (1906 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 1,005 hours of regular traffic patrol will be conducted in FY 2014.

Budget: **$45,174**

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-02-09	State Match (Local)	$ 839,742	State Match
14-04-03	ISP Match	$ 2,351,649	State Match
14-13-09	Probation Services (Match)	$ 1,182,424	State Match
14-18-08	ISP Match	$ 798,671	State Match
14-19-03	ISP Match	$ 324,673	State Match
14-19-10	State Match (Local)	$ 162,500	State Match
14-23-02	ISP Match	$ 45,174	State Match
Total Match Funds		$ 5,704,833	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

In 2011, Illinois experienced a total of 142 fatal crashes involving motorcycles, resulting in the death of 145 motorcycle operators and passengers. The 145 motorcyclist killed in 2011 represent almost an 11 percent increase compared to the 131 motorcyclists killed in 2010. Other significant factors include:

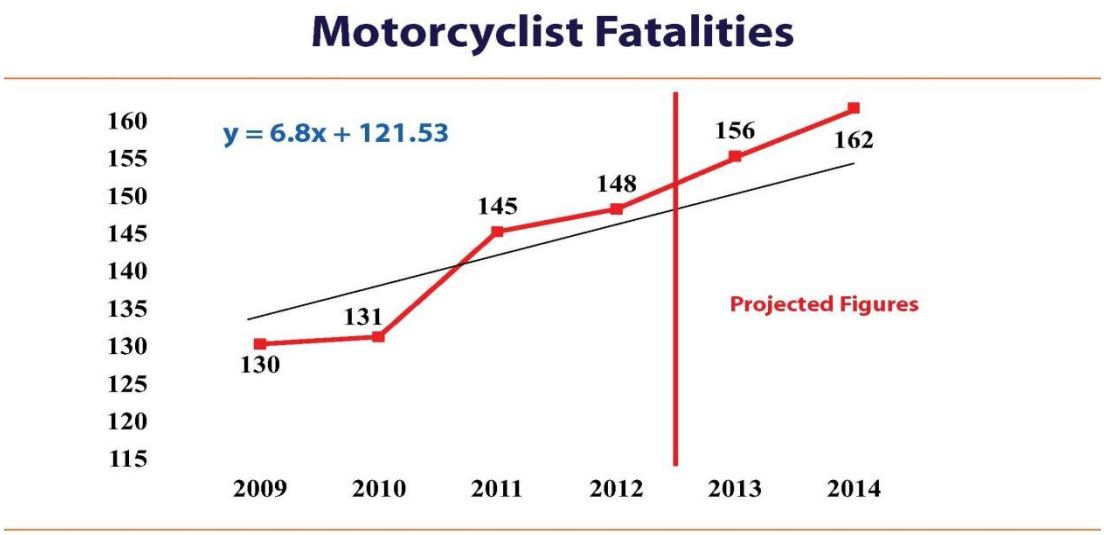
- The 145 motorcyclists killed account for over 15 percent of all motor vehicle fatalities that occurred in 2011. In comparison, motorcycle registrations comprise 3 – 4 percent of all motor vehicle registrations.
- In 2011, approximately 48 percent of motorcyclists killed were age 45 or older.
- Of the 132 motorcycle operators killed, those aged 30-44 had a higher percentage of alcohol-related crash involvement than those in other age groups.
- Males age 21-34 and 35-64 have the highest percentage of motorcycle A-injuries and fatalities. Since males typically ride motorcycles more frequently than females and coupled with the fact that Illinois does not have a helmet law, it is understandable that males are going to have a higher percentage of a-injuries and fatalities. (Refer to Table 2)

Table 2: Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use

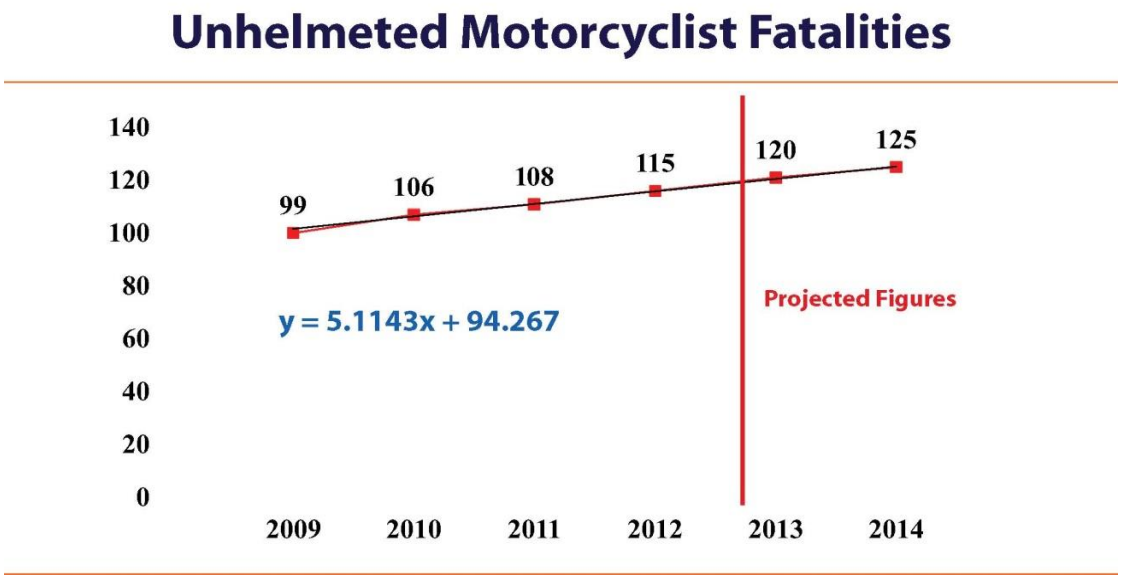
Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	1,173	4	1	25.0%	0.3%
	9 to 15	1,680	39	9	23.1%	2.3%
	16 to 20	5,135	269	99	36.8%	5.2%
	21 to 34	11,775	1,626	377	23.2%	13.8%
	35 to 64	15,964	3,056	633	20.7%	19.1%
	65+	3,263	213	87	40.8%	6.5%
Female	0 to 8	932	7	1	14.3%	0.8%
	9 to 15	1,485	15	6	40.0%	1.0%
	16 to 20	4,897	73	13	17.8%	1.5%
	21 to 34	8,708	274	45	16.4%	3.1%
	35 to 64	12,781	710	180	25.4%	5.6%
	65+	3,352	14	5	35.7%	0.4%
Total		**71,145**	**6,300**	**1,456**	**23.1%**	**8.9%**

Program Goals

Goal: To keep the statewide motorcycle fatalities under the projected figure of 162 by December 31, 2014.



Goal: To keep the number of unhelmeted motorcycle fatalities under the projected figure of 125 by December 31, 2014.



Motorcycle Safety Program Overview

Illinois continues to work on expanding the number of training courses, provide public information and education materials and develop a paid media campaign for motorist to start seeing motorcyclist on the roadways.

Paid Media Campaign Proposal

DTS will conduct both earned and paid media activities during the 2014 motorcycle riding season. One of the recommendations from Illinois' Motorcycle Safety Program Assessment was to utilize federal funds wherever possible to address other motorcycle safety issues (impaired driving, aggressive driving, conspicuity, motorist awareness, etc.). DTS will purchase radio spots and billboard advertising during the 2014 riding season to increase awareness of motorcyclists to other drivers. DTS will also explore working more with social media to get our messages to our intended audience.

The slogans to be promoted with paid media are the Start Seeing Motorcycles and Look Twice-Save a Life. These slogans are run during the month of May to kick-off Motorcycle Awareness Month. The slogans and the Cycle Rider Safety Training Program are important components of DTS's motorcycle safety program. These slogans focus on motorist awareness in an effort to reduce multiple vehicle motorcycle fatalities. The critical message informs the motoring public of an increase in numbers of motorcycles present on Illinois roadways during the peak riding season, reminds motorists to watch out for motorcycles and to be considerate of other highway users and most importantly to "Share the Road".

DTS will continue with a media campaign titled "Gear Up–Ride Smart" in the month of April. The campaign focuses on riders' responsibility in keeping their bikes in good running condition, wearing protective clothing, increasing their visibility, making sure licensing and insurance are current and never riding impaired.

Public Information and Education Campaign

DTS will promote the motorcycle safety messages ***Gear Up-Ride Smart*** and ***Start Seeing Motorcycles*** during motorcycle awareness month in April and through the summer and early fall. DTS will develop brochures, banners, yard signs, posters and billboard messaging focusing on driver's awareness of motorcyclists on our roadways. DTS is proposing to purchase ***Gear Up-Ride Smart*** and ***Start Seeing Motorcycles*** banners, bandanas, clings, motorcycle dealership tags, lapel pins, yard signs and bumper stickers.

Illinois Motorcycle Winter Conference

In FY 2014, DTS will hold its fourth annual Illinois Motorcycle Winter Conference. The conference will bring the four motorcycle training university staff members together to discuss the Cycle Rider Safety Training Program (CRSTP) and administration of the program.

Motorcycle Survey

A motorcycle helmet usage survey was conducted in June 2013, helmet usage rates will not be known until August 2013. In June 2012 a motorcycle helmet survey was conducted. A total of 1,982 motorcycle riders were observed. Of those, 36.1 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on U.S./Illinois highways at 37.1 percent. Helmet use on Interstate highways was at 36.8 percent, while helmet use on residential roads was at 34.8 percent. The helmet usage rate was 45.2 percent on the weekdays and 32.9 percent on weekends.

Motorcycle Safety Program Strategies

- Continue to implement recommendations from the Motorcycle Safety Program Assessment.
- Increase training opportunities for beginning motorcycle riders in Illinois through DTS's Cycle Rider Training Program.
- Continue to implement a public information and education campaign for motorcycle awareness.
- Conduct a paid media campaign for the motorcycle riding season.

Motorcycle Safety Project Tasks

Project Number: 14-22-01 (K6) (2010)
Project Title: Public Information and Education Campaign (DTS)

Project Description
This task provides funds for DTS to develop a public awareness campaign for the motorcycle riding season. DTS may develop brochures, posters and other give-away items to raise the public's awareness of motorcyclists. This task will expend the remaining Section 2010 funds under SAFETEA-LU.

Budget: $36,652.21

Project Number: 14-22-01 (M9MA) (405 MC)
Project Title: Public Information and Education Campaign (DTS)

Project Description
This task provides funds for DTS to develop a public awareness campaign for the motorcycle riding season. DTS may develop brochures, posters and other give-away items to raise the public's awareness of motorcyclists.

Budget: $23,347.79

Project Number: **14-22-02 (M9MA) (405 MC)**
Project Title: **Paid Media Campaign (DTS)**

Project Description
This task provides funds for DTS to develop a paid media campaign for the motorcycle riding season. DTS will purchase billboard space and radio time to air motorcycle awareness messages. This task also helps support the media buyer for the motorcycle campaign.

Budget: **$146,575**

Project Number: **14-22-03 (M9MT) (405 MC)**
Project Title: **Motorcycle Winter Conference (DTS)**

Project Description
This task provides funds for DTS to conduct a Motorcycle Winter Conference for the four state university motorcycle training centers.

Budget: **$8,000**

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-22-01	PI&E Campaign	$ 36,652.21	2010
14-22-01	PI&E Campaign	$ 23,347.79	405 MC
14-22-02	Paid Media Campaign	$ 146,575.00	405 MC
14-22-03	MC Winter Conference	$ 8,000.00	405 MC
405 MC Total		$ 214,575.00	
Total All Funds		$ 214,575.00	

OCCUPANT PROTECTION

Problem Statement

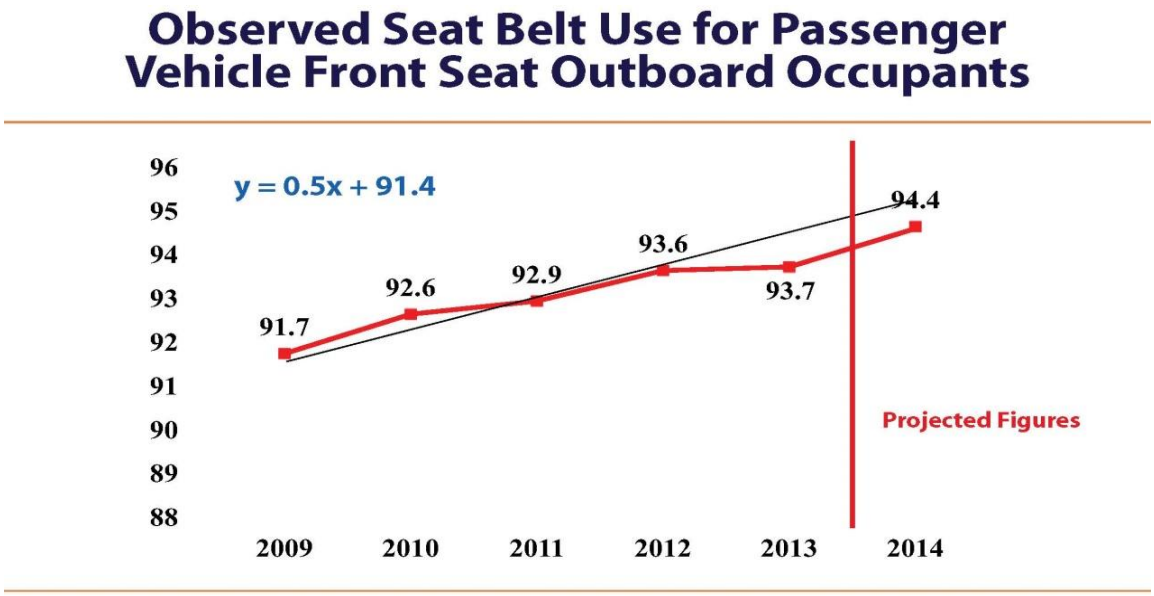
- 918 persons were killed in 835 crashes in 2011.
- There was an average of 1.1 deaths per fatal crash.
- 26.3 percent of the fatal crashes occurred at intersections in 2011.
- 82.2 percent of the fatal crashes occurred on dry roadways in 2011.
- 49.5 percent of the fatal crashes occurred during daylight hours in 2011.
- 55.9 percent of the fatal crashes occurred on urban roadways in 2011.
- 31.5 percent of the fatal crashes involved a collision with a fixed object in 2011.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 3)

Table 3: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group

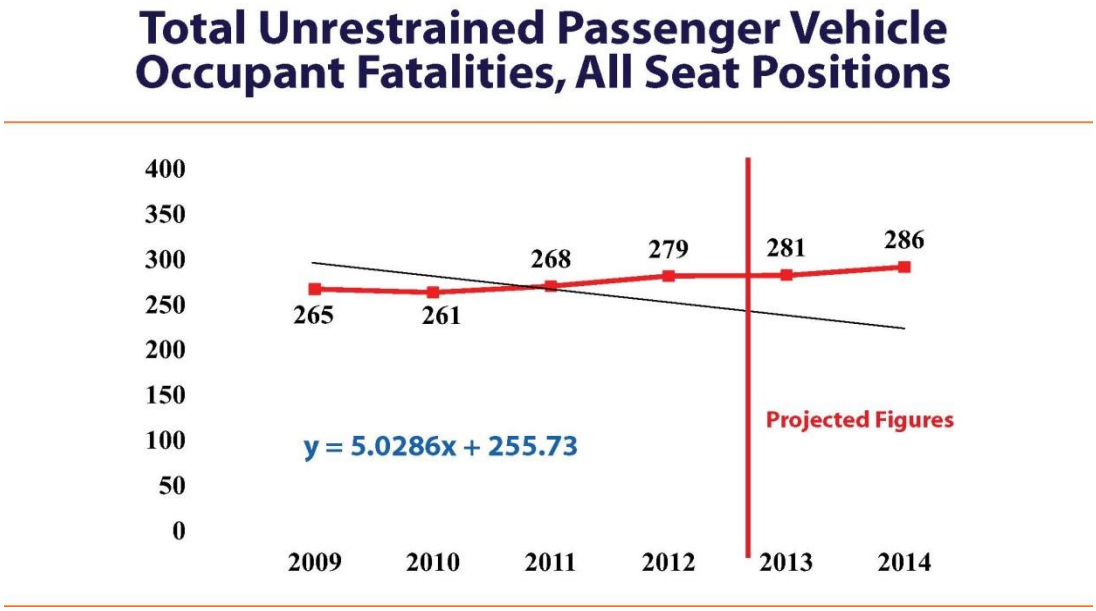
Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	1,173	812	330	40.6%
	9 to 15	1,680	943	619	65.6%
	16 to 20	5,135	4,641	2,758	59.4%
	21 to 34	11,775	10,670	5,499	51.5%
	35 to 64	15,964	14,026	7,946	56.7%
	65+	3,263	2,907	2,116	72.8%
Female	0 to 8	932	782	305	39.0%
	9 to 15	1,485	1,137	829	72.9%
	16 to 20	4,897	4,550	3,437	75.5%
	21 to 34	8,708	8,086	6,094	75.4%
	35 to 64	12,781	11,762	9,331	79.3%
	65+	3,352	3,028	2,618	86.5%
Total		**71,145**	**63,344**	**41,882**	**66.1%**

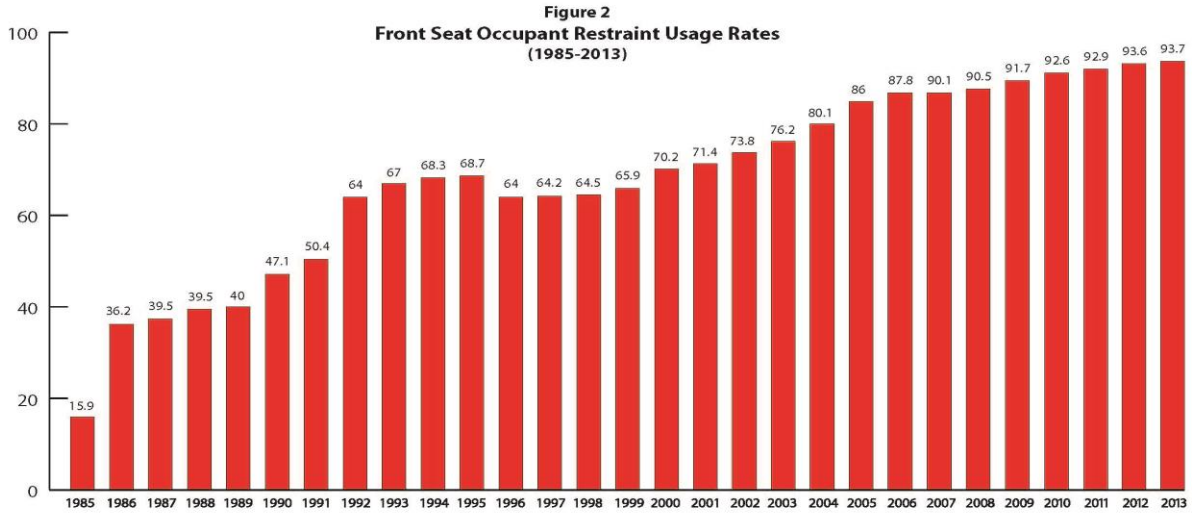
Program Goals

Goal: To increase the statewide seat belt usage rate from the 2009 level of 91.7 percent to 94.4 percent by December 31, 2014.



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 338 in 2008 to 221 by December 31, 2014.





Data Source: Annual Observational Survey

The chart above shows the occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the seat belt law came into effect in the mid-1980s, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase. After the implementation of the primary safety belt law in 2003, usage rates increased from 76.2 percent to an all-time high of 93.6 percent in June 2012.

Occupant Protection Program Overview

The Illinois Department of Transportation's Division of Traffic Safety (DTS) is determined to reduce the number of unrestrained passenger vehicle fatalities from 468 in 2004 to 135 by December 31, 2014. In FY 2012, the Occupant Protection Program contributed significantly to the achievement of these statewide goals by raising seat belt compliance to 93.6 percent throughout Illinois. The annual observational survey for FY 2013 was conducted in June 2013. Results will be tabulated and published at a later date. In FY 2014, DTS will continue to direct resources to increase law enforcement in rural areas and nighttime seat belt enforcement zones. Teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, and a determination to increase seat belt compliance within the city of Chicago will also continue. DTS will also strongly encourage law enforcement to continue enforcing seat belt legislation, which took effect on January 1, 2012, requiring that everyone in the vehicle ride restrained.

Click It or Ticket

With a seat belt compliance rate of nearly 94 percent, DTS will focus on maintaining the rate among current users and seek new ways to reach the final 6.4 percent of non-users. DTS plans to continue support of occupant protection mobilizations that correspond with national seat belt campaigns.

During DTS's May Click It or Ticket (CIOT) mobilization, DTS will increase the number of participating rural agencies and strategized with national and local leaders within the city of Chicago to increase law enforcement buy-in and community compliance. During the November CIOT mobilization, DTS will increase the law enforcement grantee-base with increased emphasis on saving teen lives; and in September, DTS will institute a statewide Occupant Protection for Children mobilization.

These mobilizations will be complimented with paid and earned media campaigns that strategically market increased seat belt and car seat usage to, at minimum, 85 percent of Illinois' population. DTS will be changing strategy for paid media to more effectively reach those who are not regular belt users - primarily 18-34 year old males, truck drivers, and minorities. DTS is currently researching less conventional avenues for paid media, primarily radio, television and print, in favor of new methods more likely to reach the campaign's target populations such as social marketing and online advertising.

DTS plans to support local law enforcement initiatives with on-line CIOT materials. The online materials include media advisories and press releases to announce that local law enforcement activities will be held during nighttime hours. The online kit also includes an order form for items such as CIOT window clings to be posted at fast food, bank and pharmacy drive-thru lanes; bi-lingual posters for use at auto parts stores, athletic facilities, gas stations and scrap metal processing plants; premium items such as pencils, sun visor clips, and magnets for use at parades and health fairs will be offered until current supplies are depleted. To further support the integration of enforcement, paid media and outreach, DTS will utilize an e-newsletter to keep law enforcement and community gatekeepers up-to-date on occupant protection mobilizations.

Based on the May 2012 process, impact and outcome evaluation of the CIOT campaign, it is strikingly apparent that more resources must go into increasing seat belt compliance within the city of Chicago where the seat belt usage rate is lower than the average statewide rate (89.0 percent versus 93.6 percent). DTS will continue to focus on partnerships in the Chicago area during mobilizations and throughout the year. Illinois' overall seat belt usage rate increased by 0.7 percent points from 92.9 percent in 2011 to 93.6 percent after the May CIOT campaign in 2012. The usage rate for the Collar Counties also increased slightly from 94.2 percent in 2011 to 94.5 percent in 2012.

Based on the May 2012 process, impact and outcome evaluation of the CIOT campaign, it is strikingly apparent that more resources must go into increasing seat belt compliance within the city of Chicago where the seat belt usage rate is lower than the average statewide rate (89.0 percent versus 93.6 percent). DTS will continue to focus on partnerships in the Chicago area during mobilizations and throughout the year. Illinois' overall seat belt usage rate increased by 0.7 percent points from 92.9 percent in 2011 to 93.6 percent after the May CIOT campaign in 2012. The usage rate for the Collar Counties also increased slightly from 94.2 percent in 2011 to 94.5 percent in 2012. Results are not currently available from the 2013 survey, which was conducted in early June.

DTS will continue to foster business partnerships for the CIOT campaigns in FY 2013. DTS partnered with Casey's General Stores in May 2010, 2011 to place nearly 78,000 bottle tags on soft drinks, water and alcohol bottles in all 400 Casey's stores in Illinois. In 2012, each store was provided a window cling to post on their front door/window. DTS sustained other partnerships from previous campaigns during the May 2012 and 2013 campaigns and will continue these partnerships in 2014.
Some of the partnerships included: local farm stores such as Farm and Fleet, Big R, Rural King and Farm and Home. These local farm stores are important because they help to reach the rural population in Illinois. Each store initially received a letter and then a follow-up call from a member of the Traffic Safety Liaison (TSL) team. Many of the stores utilized the order form to order posters and other educational materials for their stores. Additionally, earned media was a large focus of the May 2013 campaign. DTS held a press event to kick off the campaign in Chicago on May 13. On May 22, media availabilities were promoted at Safety Belt Enforcement Zones in seven major media markets across the state.

CIOT Mobilization Recognition

DTS will again conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2014 CIOT National Enforcement mobilization. DTS will also offer incentives for the purchase of specific equipment based on performance during the CIOT campaign. DTS plans on notifying local law enforcement agencies in October 2013 in order to generate momentum. DTS believes this incentive program is one way to generate excitement throughout the law enforcement community in Illinois and it proves to be a key component in our strategic plan for raising the seat belt compliance rate in Illinois and energizes our partners to push Illinois seat belt compliance to another all-time high. DTS will support the Illinois Chief's Challenge; another program designed to encourage law enforcement agencies to be a top performer in writing car seat, seat belt and impaired driving citations.

Child Passenger Safety

Illinois has a current child vehicle restraint system usage rate of 90.5 percent. DTS will continue to focus on four key areas to increase car seat and booster seat usage (1) expansion of our public education program (2) retention of at minimum 65 percent of recertifying child passenger safety technicians (3) support of our child safety seat inspection station network at state and local agencies and (4) support of CPS grants. In an effort to meet these goals, DTS will hold close to 30 Skills Enhancements/Update Courses throughout the year. The complete liquidation of section 2011 funds necessitates the discontinuation of the CPS local grants program as it previously operated. DTS will conduct the annual Child Passenger Safety Observational Survey in July 2014 in an effort to evaluate the progress of the CPS program.

DTS CPS Local Programs

Traffic crashes are the leading cause of death among children. Six out of ten children who die in crashes are unbuckled. In Illinois for the year 2011, 14 children, from birth through nine years of age, were killed and 3,296 were injured as a result of motor vehicle crashes.

Researchers estimate that deaths could be reduced by 71 percent and injuries by 67 percent with the proper use of federally-approved car seats. National observation data shows car seat usage among children under four years of age is above 90 percent while booster seat usage among children four through seven is closer to 20 percent. Injury and fatality data indicates that a similar pattern is true in Illinois.

During FY2014, DTS will provide funding to plan, implement and evaluate a booster education program, in order to aid local communities in reducing the death and injury rate to booster seat age children, The main focus of the program will be increasing awareness among children and parents/caregivers in regards to the dangers of graduating to the adult seat belt too soon. This program will include mini-grants to local agencies.

DTS will develop an educational program to reach the "tween" population; primarily children age 8 – 12. This program will promote the importance of wearing a seat belt. DTS does not currently provide any programming for this age group as was identified in the 2010 Occupant Protection Program Assessment. This curriculum will reinforce the messages these children have learned throughout their childhood with the goal of an increase in seat belt use among teens and adults in the future.

DTS will also fund seven Traffic Safety Resource Centers (formerly called Occupant Protection Resource Centers) to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage the community in outreach and education. The resource centers will continue to lead the statewide teen initiative, implement car seat education programs, coordinate standardized child passenger safety technician certification courses throughout Illinois and sponsor Click It or Ticket programming statewide. The resource centers serve an instrumental role in promoting and advancing the national and statewide CIOT mobilizations at the local level not only by taking the message to the local communities in their area but also by assisting DTS with larger press events during the campaigns.

During Child Passenger Safety Awareness Week, DTS will once again host National Seat Check Saturday events. During Seat Check Saturday 2012, Illinois lead the nation in car seat check events by conducting approximately 80 checkpoints with more than 400 certified child passenger safety seat technicians volunteering statewide. Seat Check Saturday 2013 will be co-sponsored by AAA, the Illinois Office of the Secretary of State, and the Illinois Head Start Association. The participating checkpoints will receive replacement car seats, flyers, posters, 2013 LATCH manuals, children's activity booklets and t-shirts to support their events.

Educational materials will be distributed to the general public by offering CPS Week printed materials to local libraries, schools, children's museums and the CPS technician network. DTS anticipates that it will follow a similar format for Child Passenger Safety Awareness Week 2014.

Public Information and Education

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates.

The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers.

Certified CPS Technicians

Illinois has made technician retention one of its top priorities. National data shows that the average state had a technician recertification rate of 55.9 percent in FFY2012. Illinois had a technician recertification rate of 61 percent, a 6.6 percent increase from FFY2010. In 2007, National Safe Kids, the certifying body for technicians, instituted a Continuing Education system wherein technicians must attend update courses, conferences or read technical literature to recertify as a Child Passenger Safety Technician. Illinois continues to rise to this task by scheduling update courses and skills enhancement sessions throughout the state, enabling technicians to attend continuing education courses locally.

Illinois has 1,903 certified child passenger safety technicians and instructors. The Traffic Safety Liaisons (TSL) have been tasked with retaining 65 percent of expiring technicians, but from the state level, DTS will put the onus of recertification on the local technician and his/her sponsoring agency. TSL's retain technicians through a variety of methods including mailings, follow-up with all expiring technicians and courses located within close proximity of groups of expiring technicians. In FY 2014, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement/Update sessions providing CEUs towards recertification. CEU opportunities outside of Illinois, such as those offered by Safe Kids Worldwide, will be promoted through an electronic newsletter sent to all technicians and instructors in Illinois.

Occupant Protection Coordinator

DTS will continue to fund an Occupant Protection (OP) Coordinator. The OP Coordinator will provide technical expertise as a specialist for DTS in the administration of occupant protection and child passenger safety (CPS) programs. The OP Coordinator will work to increase seat belt and CPS usage rates throughout the state. One of the responsibilities of the OP Coordinator is to oversee the TSL's. The OP Coordinator will also work with DTS staff in developing messaging, earned media activities and paid media strategies for the occupant protection and CPS campaigns. The OP Coordinator is assisted in her efforts by an Assistant OP Coordinator.

Occupant Protection Assessment

In August, 2010, NHTSA conducted an assessment of Illinois' occupant protection program. Many recommendations from the assessment have been utilized in FY2011, FY 2012, FY 2013 and more will be added to the list in FY 2014.

Operation Teen Safe Driving

The TSL team is heavily involved with IDOT's Operation Teen Safe Driving (OTSD) program. OTSD is a peer-led program designed to increase safe driving practices among teens in Illinois. Participating schools are required to focus on seat belt use in addition to two of the following three areas: distracted driving, speed, and impaired driving.

Six of the seven TSLs coordinate an OTSD region, providing technical assistance, educational programs, and grant management. Coordinators also recruit schools for the program, conduct regional judging and present at final judging.

Occupant Protection Program Strategies

- Continue to fund an Occupant Protection Coordinator to oversee all of DTS's occupant protection programs.
- Develop a paid/earned annual media plan.
- Identify and focus on part-time belt users (16-34 year old males).
- Identify and analyze unbelted/belted crash related fatalities and "A" injuries for a three-year period in counties comprising 85 percent of the statewide population (23 target counties).
- Support occupant restraint and child passenger safety educational efforts (traffic safety partners, statewide and regional child passenger safety coordinators).
- Utilize network of child passenger safety advocates.
- Support state and national child passenger safety observances.
- Continue to strengthen the awareness of enforcement of the Primary Seat Belt Law through paid and earned media.
- Continue with seven Regional Traffic Safety Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.
- Develop two new curricula designed to increase proper restraint usage for children 4 – 12.

Occupant Protection Project Tasks

Project Number: 14-02-02 (OP) (402)
Project Title: Regional Traffic Safety Resource Centers (Local)

Project Description
This task provides funds for seven local agencies to be a Regional Traffic Safety Resource Center (RTSRC). The RTSRC's will concentrate on a comprehensive approach on seat belt use, teen safety belt use, child occupant protection, mobilizations, increasing seat belt use among minority and rural populations. See addendum 3 for list of projects.

Budget: $1,361,665

Project Number: 14-02-03 (OP) (402)
Project Title: Paid Media (DTS)

Project Description
This task provides funds for paid media in support of the National Enforcement Click It or Ticket Mobilization during May 2014 and IDOT's Drop It & Drive distracted driving campaign. This task also includes funds for the creative advertising agency and media buyer to place advertising spots during the Click It or Ticket and Impaired Driving campaigns.

Budget: $647,250

Project Number: **14-02-04 (OP) (402)**
Project Title: **Phone Surveys (Local)**

Project Description
This task provides funds for the University of Illinois at Springfield (UIS) to conduct three telephone surveys. The surveys will be conducted before and after major seat belt initiatives that involve both media and enforcement-related activities.

Budget: **$93,353**

Project Number: **14-02-05 (OP) (402)**
Project Title: **Paid Media for Sports Marketing (DTS)**

Project Description
This task provides funds for DTS to provide paid media at the following events: Chicago Fire, Leerfield Sports and Elite Classic. The funding will be used for Sports Marketing hitting our key demographics consisting of in-game messaging, program logo's and messaging.

Budget: **$256,300**

Project Number: **14-19-05 (M1CPS) (405 OP)**
Project Title: **CPS Week Mini-Grant Projects (Local)**

Project Description
This task provides funds for local agencies to implement mini-grants during child passenger safety seat week in September 2014. The goal of the mini-grants will be to conduct car seat checks, conduct educational presentations and to instruct parents/guardians that car seats must be on each trip in a vehicle to be effective. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in July 2014.

Budget: **$250,000**

Project Number: **14-19-07 (M1CSS) (405 OP)**
Project Title: **CPS Seats (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety seats in FY 2014.

Budget: **$10,000**

Project Number: **14-19-02 (M1CPS) (405 OP)**
Project Title: **Keep Kids in Safe Seats (KISS) (SOS Drivers)**

Project Description
This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing child safety seat installation check locations statewide. The program will also provide continuation of a child passenger safety component as an integral part of SOS Drivers youth traffic safety presentations.

Budget: **$35,600**

Project Number: **14-19-08 (M1PE) (405 OP)**
Project Title: **CPS PI&E Materials (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety public information and education materials for distribution at car seat checks, fairs and trainings in FY 2014.

Budget: **$50,000**

Project Number: **14-19-09 (M1TR) (405 OP)**
Project Title: **CPS Re-Certification (DTS)**

Project Description
This task provides funds to pay for DTS staff that is Child Passenger Safety technician re-certification fees in FY 2014.

Budget: **$500**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-02-02	RTSRC (Local)	$ 1,361,665	402
14-02-03	Paid Media (DTS)	$ 647,250	402
14-02-04	Phone Surveys (Local)	$ 93,353	402
14-02-05	Paid Media-Sports Marketing (DTS)	$ 256,300	402
14-19-02	KISS (SOS)	$ 35,600	405 OP
14-19-05	CPS Mini-Grants (Local)	$ 250,000	405 OP
14-19-07	CPS Seats (DTS)	$ 10,000	405 OP
14-19-08	CPS PI&E (DTS)	$ 50,000	405 OP
14-19-09	CPS Re-Certification (DTS)	$ 500	405 OP
402 Total		$ 2,358,568	
405 OP Total		$ 346,100	
Total All Funds		$ 2,704,668	

PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

Problem Statement

Statewide

- In 2011, there were 135 pedestrian fatalities and of the 5,057 injured, 924 suffered “A” injuries.
- In 2011, there were 27 pedalcyclist fatalities and of the 3,124 injured, 370 suffered “A” injuries.

Chicago

- In 2011, there were 36 pedestrian fatalities and of the 3,088 injured, 407 suffered “A” injuries.
- In 2011, there were 7 pedalcyclist fatalities and of the 1,393 injured, 129 suffered “A” injuries.

Overview

Between 2007 and 2011, the groups which had the highest percentage of pedestrian-related A-injuries and fatalities were males aged 0 to 8 and males aged 9 to 15. The groups which had the second highest percentage of pedestrian-related A-injuries and fatalities were females aged 0 to 8 and females aged 9 to 15. (Refer to Table 4)

Table 4: Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	1,173	264	22.5%
	9 to 15	1,680	397	23.6%
	16 to 20	5,135	306	6.0%
	21 to 34	11,775	742	6.3%
	35 to 64	15,964	1,293	8.1%
	65+	3,263	279	8.6%
Female	0 to 8	932	126	13.5%
	9 to 15	1,485	240	16.2%
	16 to 20	4,897	281	5.7%
	21 to 34	8,708	470	5.4%
	35 to 64	12,781	870	6.8%
	65+	3,352	308	9.2%
Total		**71,145**	**5,576**	**7.8%**

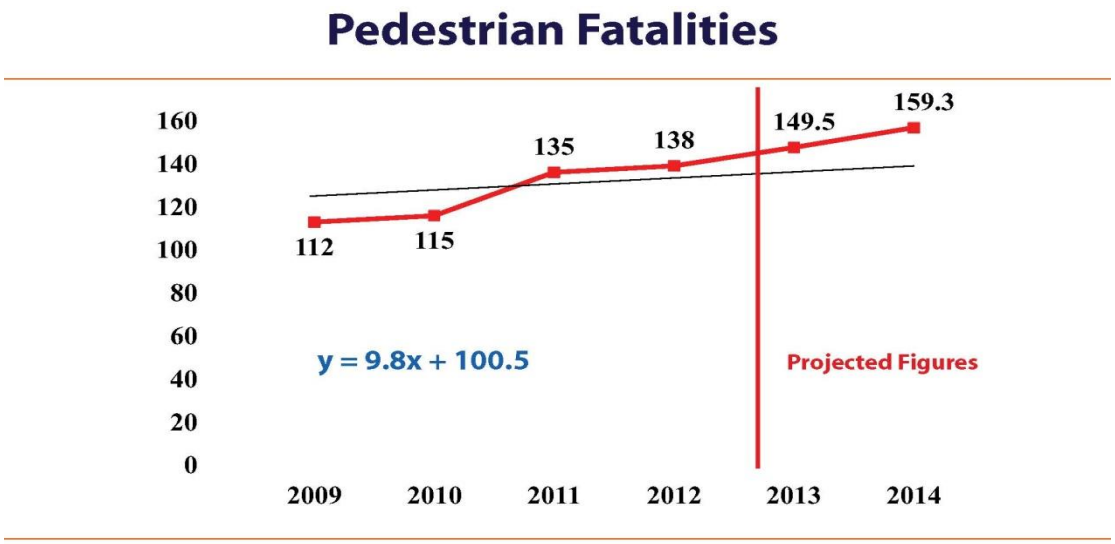
- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. Young males typically ride bicycles more than young females. (Refer to Table 5)

Table 5: Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities

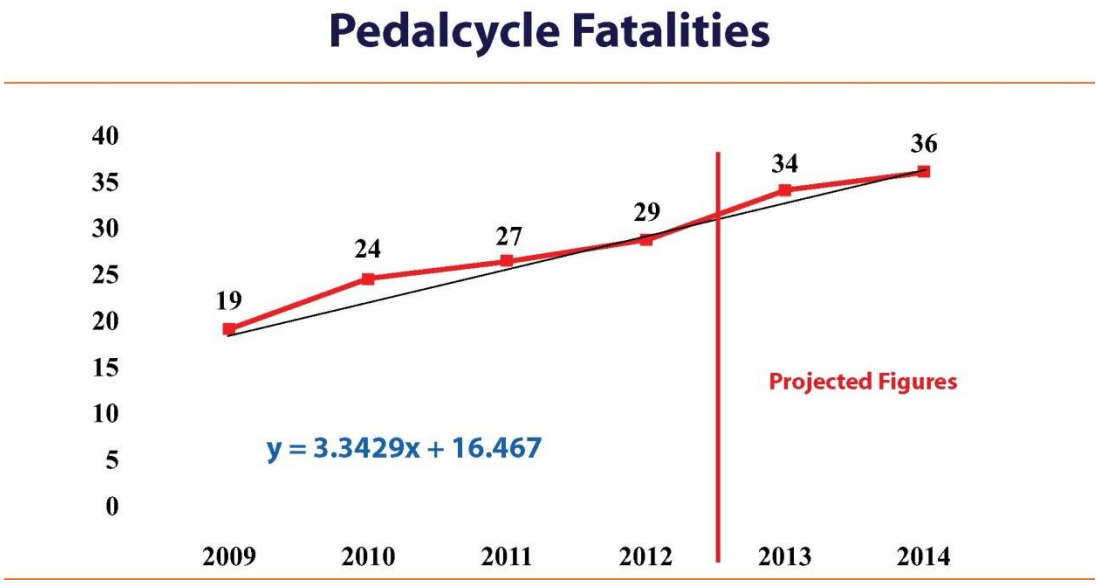
Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Pedalcycle A-Injuries & Fatalities	% Pedalcycle-related A-Injuries & Fatalities
Male	0 to 8	1,173	94	8.0%
	9 to 15	1,680	337	20.1%
	16 to 20	5,135	188	3.7%
	21 to 34	11,775	362	3.1%
	35 to 64	15,964	635	4.0%
	65+	3,263	68	2.1%
Female	0 to 8	932	24	2.6%
	9 to 15	1,485	106	7.1%
	16 to 20	4,897	63	1.3%
	21 to 34	8,708	152	1.7%
	35 to 64	12,781	141	1.1%
	65+	3,352	15	0.4%
Total		**71,145**	**2,185**	**3.1%**

Program Goals

Goal: To keep the number of statewide pedestrian fatalities under the projected figure of 159.3 by December 31, 2014.



Goal: To keep the statewide number of pedalcycle fatalities under the projected figure of 36 by December 31, 2014.



Pedestrian and Pedalcycle Program Overview

In FY 2014 DTS will fund two projects with the Chicago Department of Transportation (CDOT) and the Chicago Police Department (CPD) to reduce the number of crashes and fatalities among pedestrians and bicyclists in Chicago.

The CPD's Pedestrian and Bicycle Safety Enforcement initiative is to reduce the number of pedestrian-vehicle and bicycle-vehicle crashes throughout Chicago by publicizing and upholding pedestrian and bicycle safety laws. The Pedestrian and Bicycle Safety Enforcement Initiative seek to reduce pedestrian crashes in locations identified in the Chicago Pedestrian Crash data Analysis. Additionally, based on the same crash data analysis, the Pedestrian Safety Enforcement initiative seeks to reduce the incidence of specific types of pedestrian crashes. Enforcement goals are twofold: the first is to increase driver and bicycle compliance and identified traffic laws and the second is to emphasize the presence and vulnerability of pedestrians and bicyclists everywhere. Focusing on driver behavior will reduce crashes at crosswalks and ensure that they are the safest places to cross and ensure that Chicago's bikeways are safe. To achieve these objectives, CPD will enforce pedestrian and bicycle safety laws and continue to train officers on vulnerable road user traffic safety issues.

CDOT's goal is to eliminate traffic fatalities in Chicago in ten years (2022), in keeping with the Illinois Strategic Highway Safety Plan's goal of zero fatalities in Illinois, and to reduce pedestrian and bicycle crash injuries by fifty percent in five years. To meet these goals, CDOT will focus on enforcement and proven education strategies, these strategies fall under Enforcement and Creating Safe behaviors, all strategies are in NHTSA's *Countermeasures That Work* and are listed below:

1. Research and Training Efforts
2. Enforcement Efforts
3. Creating Safe Behaviors

Pedestrian and Pedalcycle Program Strategies

- Fund the Chicago Department of Transportation project dealing with proper bicycle-motor vehicle interaction and pedal cycle initiatives.
- Fund the Chicago Police Department's Chicago Pedestrian and Bicycle Safety Initiative.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.
- Continued involvement with the Chicago Mayors Pedestrian and Bicycle Safety Advisory Committees.

Pedestrian and Pedalcycle Project Task

Project Number: 14-12-02 (PM) (402)
Project Title: Bicycle/Pedestrian Safety (Local)

Project Description
This task provides funds for the Chicago Department of Transportation (CDOT) to conduct pedestrian/bicycle safety programs. The Chicago Bicycle Safety Initiative is aimed at reducing the number of bicycle fatalities, injuries and crashes. The Chicago Pedestrian Safety Initiative is a multi-faceted approach to improving pedestrian safety, including engineering, enforcement, education and evaluation programs.

Budget: $140,000

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-12-02	Bicycle/Pedestrian Safety (Local)	$ 140,000	402
402 Total		$ 140,000	
Total All Funds		$ 140,000	

PLANNING AND ADMINISTRATION, MANAGEMENT AND EVALUATION PROGRAM AREA

Program Goal

Goal: To fund three DTS employees with highway safety funds to implement and manage highway safety programs in Illinois.

Planning and Administration, Management and Evaluation Overview

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. Costs include salaries and related personnel benefits for the Governors' Representative for Highway Safety and for other technical, administrative and clerical staff, of the States' Highway Safety Office. P&A costs also include other office costs, such as travel, equipment supplies, rent and utility expenses necessary to carry out the functions of the States' Highway Safety Office. Refer to Addendum 2 for DTS's organizational chart.

Planning and Administration, Management and Evaluation Project Tasks

Project Number: 14-01-01 (PA)
Project Title: Planning and Administration (DTS)

Project Description
Housed under the Illinois Department of Transportation (IDOT) the Division of Traffic Safety (DTS) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives and contracts for traffic safety activities. In addition to direct office expenditures, DTS incurs the cost of three staff salaries, benefits, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of DTS.

Time/Estimated Time Charged:

Acting Bureau Chief of Safety Programs & Administrative Services – 80%
State Agency Project Administrator – 100%
Finance Unit Manager – 50%

Budget: $320,000

Planning and Administration and Management and Evaluation Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-01-01	Planning & Administration (DTS)	$ 320,000	402
402 Total		$ 320,000	
Total All Funds		$ 320,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

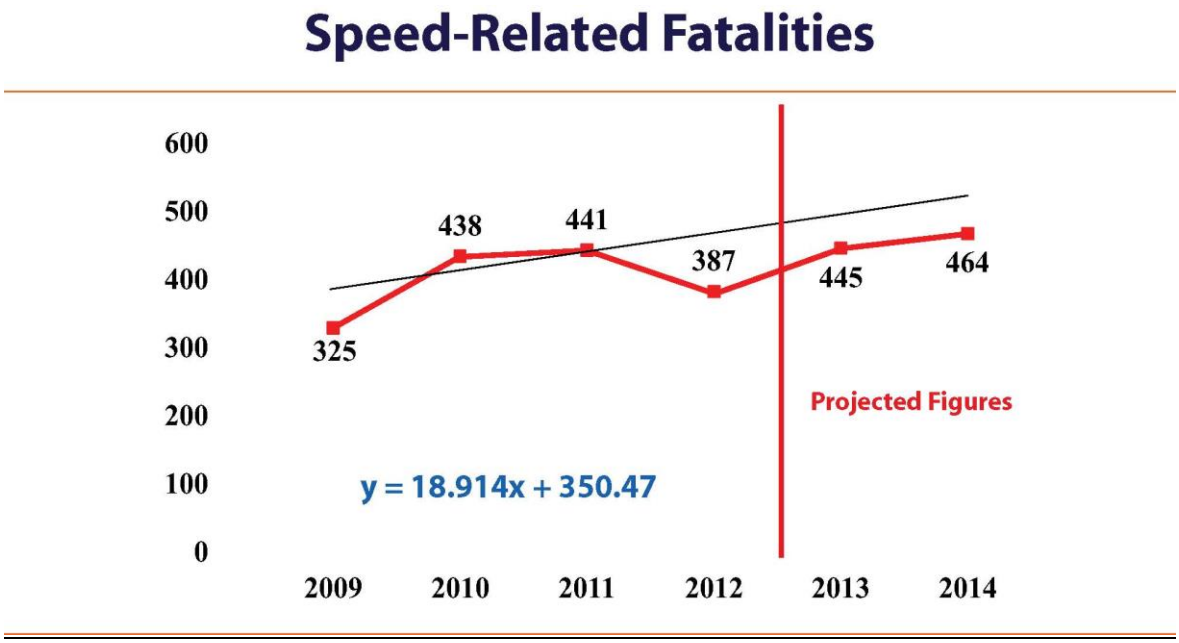
- In 2011, a total of 439 fatalities were a result of speed-related crashes, 47.8 percent of the total fatalities in Illinois.
- The groups which had the highest percentage of A-injuries and fatalities due to speed were males aged 16 to 20, males aged 21 to 34, females aged 16 to 20 and females 21 to 34. Since males aged 16 to 34 are more prone to speed excessively, it is not surprising that this group is more prone to A-injuries and fatalities due to speed. Females aged 21 to 34 tend to speed to get their destinations more quickly. Females aged 16 to 20 are inexperienced drivers who would be more prone to be involved in car crashes due to excess speed. (Refer to Table 6)

Table 6: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	1,173	327	27.9%
	9 to 15	1,680	429	25.5%
	16 to 20	5,135	1,874	36.5%
	21 to 34	11,775	4,090	34.7%
	35 to 64	15,964	4,889	30.6%
	65+	3,263	784	24.0%
Female	0 to 8	932	285	30.6%
	9 to 15	1,485	466	31.4%
	16 to 20	4,897	1,715	35.0%
	21 to 34	8,708	2,964	34.0%
	35 to 64	12,781	4,073	31.9%
	65+	3,352	815	24.3%
Total		**71,145**	**22,711**	**31.9%**

Program Goal

Goal: To keep the statewide speed-related fatalities under the projected figure of 464 by December 31, 2014.



Police Traffic Services Program Overview

During FY 2014, DTS will continue to direct significant resources toward occupant protection and impaired driving mobilizations that correspond with the national traffic safety calendar. Each mobilization will increase seat belt usage among identified populations that have lower seat belt usage rates and reduce impaired driving. In FY 2014, DTS will continue with the Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP) and mini-mobilization enforcement projects with the local police departments. STEP grants focuses sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. The HSP Committee provided funding for additional STEP projects in FY 2014 compared to the FY 2013 total. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. In addition to regularly scheduled patrols, all grantees are required to participate in state and national Click It or Ticket (CIOT) and Drive Sober or Get Pulled Over mobilizations.

DTS will continue to explore new innovative enforcement techniques (i.e. nighttime occupant protection enforcement zones and flexible RSC's) with local and state agency projects. Also, DTS will encourage its local enforcement projects Sustained Traffic Enforcement Program (STEP), mini mobilization, Illinois State Police and Office of the Secretary of State Department of Police enforcement projects to participate in other seat belt and impaired driving enforcement campaigns during the year (Thanksgiving, Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo and Fourth of July).

Impaired Driving Enforcement

DTS enforcement efforts will continue its strong emphasis on high-visibility impaired driving and late-night seat belt enforcement with local, county and state law enforcement agencies. Enforcement will be conducted during the time of day and days of the week when alcohol-related crashes occur most frequently. DTS has seven types of eligible enforcement activities: saturation patrol operations, overt operations focusing on youth parties, covert operations, mobilization enforcement, DUI strike force, sustained DUI enforcement and flexible roadside safety checks.

Illinois continues to implement high-visibility impaired driving enforcement campaigns with local and state enforcement agencies. The impaired driving crackdown is a comprehensive campaign featuring high-visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. All FY 2014 impaired driving crackdown enforcement periods will include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. The Illinois State Police (ISP), through its Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects. The Office of the Secretary of State, Department of Police will conduct an Operation Drive Smart details during the mobilization periods focusing on U.S. and state routes. DTS will continue a strong emphasis on enforcement with state and local law enforcement agencies. DTS's local law enforcement projects provide another avenue to deliver the impaired driving enforcement component. DTS provides funding for the following local law enforcement impaired driving projects:

1. Local Alcohol Program (LAP) – encompasses all of the interrelated countermeasures required to produce a significant impact on a local community's impaired driving problem, including task force formation, enforcement, public information and education.
2. Sustained Traffic Enforcement Program (STEP) – designed to reduce DUI though hire back enforcement. This project provides special enforcement for the Drive Sober or Get Pulled Over enforcement details during the Christmas/New Years, St. Patrick's Day, Independence Day and Labor Day.
3. Mini-Mobilization Project- provides funds to local law enforcement agencies to conduct special enforcement of the impaired driving laws during the July 4th and Labor Day campaigns.

Occupant Protection Enforcement

The Sustained Traffic Enforcement Program (STEP) grants will continue to help Illinois maximize the effect of sustained, stepped-up, year-long traffic enforcement. STEP focuses sharply on specific times of the year and also on specific times of the day when data show alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. Paired with a media effort during each enforcement period, the combined impaired driving and seat belt enforcement will make further positive impact on reducing serious injuries and fatalities on our state's roads. Another intended outcome of STEP is to bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night seat belt usage rates.

STEP requires participation in the Thanksgiving, Christmas/New Years', St. Patrick's Day, Memorial Day, July 4th and Labor Day campaigns. This creates a sustained, year-long emphasis on DTS's highest enforcement priorities: impaired driving and nighttime safety belt usage.

DTS also funds occupant protection enforcement grants with state agencies. The Illinois State Police will provide traffic enforcement on interstate and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings. In FY 2014, DTS will fund the following occupant protection state agency enforcement projects:

1. Special Traffic Enforcement Project (sTEP) – this project provides funds for the Illinois State Police (ISP) to conduct two waves of enforcement to reduce traffic-related fatalities and crashes. Enforcement will concentrate on aggressive driving (speeding, following too closely, and improper lane usage), occupant restraint violations and other traffic violations.

2. Occupant Restraint Enforcement Project (OREP) – this project provides funds for the ISP to identify and target specific areas within selected ISP districts for enforcement action of low safety belt usage. Patrols for the targeted area will focus on specific times of days and areas where there is low occupant restraint compliance.

3. Motorcycle Patrol Unit – this project provides funds for the ISP to continue motorcycle patrols statewide. The high-visibility patrols, coupled with an aggressive enforcement protocol which focuses on the "Fatal Five" violations, will instill recognition of police presence on Illinois' highways. The strategic deployment of these officers through the use of staggered shifts during peak traffic times will further contribute to a patrol saturation perception by motorist.

4. Nighttime Enforcement Program (NITE) – this project provides funds for the Illinois State Police to identify and focus on specific times of 11:00 pm to 6:00 am when alcohol-related fatalities are the highest and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.

5. Operation Drive Smart – provides funds for the Office of the Secretary of State, Department of Police to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. The intent is to conduct enforcement during the state and national impaired driving and occupant protection mobilizations. SOS Police will also conduct RSC's with the Illinois State Police and local law enforcement agencies throughout the year.

6. Mini-Mobilization Project- provides funds for local law enforcement agencies to conduct special enforcement for the occupant protection mobilization during the Memorial Day campaign.

Law Enforcement Liaison

DTS will continue to fund eight Law Enforcement Liaisons (LELs) in FY 2014. The goal of the LELs is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of impaired driving issues.

The LELs are responsible for overseeing and managing numerous local law enforcement projects as well as organizing media events for the impaired driving and occupant protection campaigns and assisting in the Operation Teen Safe Driving program.

Training

The DTS will provide federal highway safety funds to the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. In FY 2014, additional NHTSA approved training classes have been added to the section 402 and 405 impaired driving project agreements with the ILETSB.

The ILETSB has 16 mobile team units (MTU's) to provide in-service law enforcement training to area law enforcement officers. The MTU's provide training opportunities that are available, accessible and affordable to local law enforcement officers.

The state of Illinois has shown a distinct need for highway safety training as documented by IDOT's 23-county breakdown. Law enforcement training programs will be targeted through MTU's or selected local police department grants representing officers whose jurisdictions include communities and/or officers representing departments in need of training as identified in IDOT's 23-county breakdown.

Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP), Operation Drive Smart and mini-mobilization enforcement projects.
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 18–December 1, 2013 and May 9–26, 2014)
- Continue to fund eight Law Enforcement Liaisons.
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sTEP), Occupant Restraint Enforcement Project (OREP), Office of the Illinois Secretary of State Operation Drive Smart projects.
- Explore innovative enforcement strategies with local and state agency law enforcement agencies (i.e. night-time seat belt enforcement zones and flexible RSCs).
- Continue to conduct high-visibility and late-night enforcement campaigns.
- Continue full scale, impaired driving mobilization enforcement efforts utilizing local and state law enforcement agencies during the Fourth of July and Labor Day holidays. Full scale mobilization efforts include paid media and earned media supporting the enforcement. Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Sustained Traffic Enforcement Program (STEP), Office of the Secretary of State Operation Drive Smart Project.

- To continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July). These smaller mobilization efforts include earned media activities.
- Continue to coordinate sustained enforcement and paid media campaigns around pre-selected impaired driving periods (i.e. Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Fourth of July).
- Continue to provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) 16 mobile training units.
- Add nighttime belt enforcement to impaired driving crackdowns focusing both enforcement and messaging on the deadly 9 pm-6 am timeframe.
- DTS will hold two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2013 and the May 2014 Click It or Ticket mobilization.

Police Traffic Services Project Tasks

Project Number: 14-02-08 (OP) (402)
Project Title: Law Enforcement Liaison Program (Local)

Project Description
This task provides funds to contract for the services of eight full-time individuals and one-full time clerical that will be responsible for the continuation of the Law Enforcement Liaison program in Illinois. The goal of the program is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the occupant protection issue while incorporating other traffic safety issues such as speeding and DUI. Also, the LEL's manage all law enforcement highway safety projects for DTS. Approximately 50 percent of the 8 LEL's salary will be charged to this task. See addendum 3 for list of LEL projects.

Budget: $459,563

Project Number: 14-03-02 (AL) (402)
Project Title: Driving Under the Influence-Enforcement (DUIE) (ISP)

Project Description
This task provides funds for the Illinois State Police to continue their alcohol-related crash reduction program by providing hours of hireback to officers and supervisors conducting roadside safety checks and saturation patrols. Officers will patrol during period when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes in Illinois by decreasing the incidence of DUI.

Budget: $828,200

Project Number: **14-03-03 (AL) (402)**
Project Title: **Operation Drive Smart (SOS)**

Project Description
This task provides funds for the Illinois Office of the Secretary of State, Department of Police to conduct DUI, seat belt and speed enforcement efforts utilizing roving patrols. SOS Police will concentrate enforcement efforts during the state and national mobilization campaigns.

Budget: **$161,800**

Project Number: **14-03-04 (AL) (402)**
Project Title: **Law Enforcement Liaison Program (Local)**

Project Description
This task provides funds to contract for the services of eight full-time individuals and one-full time clerical that will be responsible for the continuation of the Law Enforcement Liaison program in Illinois. The goal of the program is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the impaired driving issue while incorporating other traffic safety issues such as speeding and DUI. Also, the LEL's manage all law enforcement highway safety projects for DTS. Approximately 50 percent of the 8 LEL's salary will be charged to this task. The Grant Management Coordinator, Impaired Driving Coordinator and Office Systems Specialists will also be charged to this task. See addendum 3 for list of LEL projects.

Budget: **$1,124,922**

Project Number: **14-04-01 (PT) (402)**
Project Title: **Police Traffic Training**

Project Description
This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinate's the specialized police training activities. The training is most often delivered through ILETSB's 16 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. In addition, training will be targeted in IDOT's 23 county breakdown.

In FY 2014, the following NHTSA approved courses will be offered on a statewide basis:

- Advance Crash reconstruction – Utilizing Human Factors Research
- Conducting a Complete Traffic Stop
- Crash Investigation I
- Crash Investigation II
- Crash Reconstruction I
- Crash Reconstruction II

- Crash Reconstruction Refresher
- Emergency Medical Dispatch
- Heavy Vehicle Crash Reconstruction
- Interviewing Techniques for the Crash Investigator
- LIDAR Speed Measurement
- LIDAR Speed Measurement Instructor
- National Child Passenger Safety Certification Training
- Pedestrian/Bicycle Vehicle Crash Reconstruction
- Rapid Medical Response
- Radar Operator Training
- Radar Operator Instructor
- Traffic Occupant Protection Strategies (TOPS)
- VASCAR Speed Measurement
- Vehicle Dynamics

Budget: **$60,000**

Project Number: **14-04-02 (PT) (402)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to increase occupant protection usage and reduce DUI through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “You Drink & Drive. You Lose”. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years’ Campaign, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. See addendum 3 for list of STEP projects.

Budget: **$4,051,355**

Project Number: **14-04-04 (PT) (402)**
Project Title: **Nighttime Enforcement Program (NITE) (ISP)**

Project Description
This task provides funds for the Illinois State Police (ISP) to identify and focus on specific times of 9:00pm to 6:00am when alcohol-related fatalities and safety belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes. Officers will enforce Illinois’ primary occupant restraint laws, DUI and alcohol-related violations and other laws which contribute to the higher number of traffic deaths during late night hours.

Budget: **$803,800**

Project Number: **14-04-05 (PT) (402)**
Project Title: **Special Traffic Enforcement Program (sTEP) (ISP)**

Project Description
This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of all traffic laws with a primary emphasis on the maximum speed limit, occupant restraint and impaired driving laws during the 2012 Thanksgiving Holiday campaign. Off-duty officers will be hired back to patrol on those days of the week and during those times of the day when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police and the Department of Transportation using the High Accident Location and Information System (HALIS), safety belt usage survey data and arrest data.

Budget: **$743,300**

Project Number: **14-04-07 (PT) (402)**
Project Title: **Illinois Traffic Safety Challenge (Local)**

Project Description
This task provides funds for the operation of the Illinois Traffic Safety Challenge awards program. The Traffic Safety Challenge recognizes law enforcement agencies that excel throughout the year as they addressed all traffic safety issues in their jurisdiction. Awards are given to each agency based on their performance in several categories, with specific attention to impaired driving, seat belt/car seat safety and speeding.

Budget: **$88,767**

Project Number: **14-04-09 (PT) (402)**
Project Title: **Motorcycle Patrol Unit Project (ISP)**

Project Description
This task provides funds for the Illinois State Police to continue a centralized Motorcycle Patrol Unit. ISP will strive to serve people of Illinois by searching for ways to increase their effectiveness in the enforcement of the “Fatal Five” target violations. The ISP will continue its motorcycle unit at 28 officers who will be assigned to speed enforcement duties on the interstate highways.

Budget: **$157,100**

Project Number: **14-04-10 (PT) (402)**
Project Title: **Mobilization Equipment (DTS)**

Project Description
This task provides funds for DTS to purchase equipment for law enforcement agencies who participated in the May 2014 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: **$50,000**

Project Number: **14-04-11 (PT) (402)**
Project Title: **CIOT Mobilization Luncheons (DTS)**

Project Description
This task provides funds for DTS to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2013, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2014 Click It or Ticket National Enforcement mobilization.

Budget: **$10,000**

Project Number: **14-13-04 (M6OT) (405 ID)**
Project Title: **Mini Mobilization Projects (Local)**

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2013 Holiday Season Campaign, July 4th and Labor Day mobilizations. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in October 2013, April 2014 and June 2014.

Budget: **$350,000**

Project Number: **14-13-06 (M6OT) (405 ID)**
Project Title: **Alcohol-Police Traffic Training (ILETSB)**

Project Description
This task provides funds for the Illinois Law Enforcement Training and Standards Board (ILETSB) to continue the offering of statewide DUI law enforcement training for law enforcement officers. The ultimate goal of the project is to reduce statewide traffic crashes by improving alcohol countermeasure methods and techniques and by enhancing the total law enforcement effort.

In FY 2014, the following NHTSA approved courses will be offered on a statewide basis:

- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- Drug Recognition Expert Pre-School (16 hours); Drug Recognition Expert DRE School (53 hours); Drug Recognition Expert Field Certification (40-60 hours) – all IACP courses.
- DUI Detection and Standardized Field Sobriety Testing (24 hours)
- DUI Detection and Standardized Field Sobriety Testing One Day Refresher Course (8 hours)
- Enforcing Underage Drinking Laws: 24/40 hour course.
- High Visibility Enforcement
- Illinois Vehicle Code
- Legal Aspects of DUI Enforcement
- Pre-Trial Preparation and Testifying in a DUI Case
- Principles and Techniques of Training in Standardized Field Sobriety Testing – The SFST Instructor Training School (40 hours)
- Road Side Safety Checkpoints
- Underage Drinking – Course – Alcohol and Tobacco Compliance Checks (40, 24, 16, 4 hour)

Budget: **$225,000**

Project Number: **14-13-07 (M6OT) (405 ID)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to reduce DUI through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years’ Campaign, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the impaired driving campaigns. See addendum 3 for list of STEP projects.

Budget: **$174,404**

Project Number: **14-13-11 (M6OT) (405 ID)**
Project Title: **Alcohol Countermeasures Enforcement (ACE) (ISP)**

Project Description
This task provides funds for the Illinois State Police to conduct additional enforcement efforts to deter youth involvement in alcohol-related incidents. Driving under the influence and other alcohol-related laws will be enforced using both covert and overt enforcement techniques.

Budget: **$811,000**

Project Number: **14-13-12 (M6OT) (405 ID)**
Project Title: **Local Alcohol Project (LAP) (Local)**

Project Description
This task provides funds for two local law enforcement agencies to conduct comprehensive DUI enforcement countermeasure activities and nine non-enforcement projects. These projects will include task forces, enforcement, public information and education, prevention/youth efforts, DUI Courts and a new No-Refusal program. See addendum 3 for list of LAP projects.

Budget: **$1,244,212**

Project Number: **14-19-01 (M1HVE) (405 OP)**
Project Title: **Occupant Restraint Enforcement Project (OREP) (ISP)**

Project Description
This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. Each ISP District will conduct two four-hour patrols twice a month. The patrols will occur on roadways identified as having low safety belt compliance rates.

Budget: **$569,600**

Project Number: **14-19-04 (K2) (405)**
Project Title: **Memorial Day Mini Mobilization Projects (Local)**

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2014 Click It or Ticket Memorial Day Campaign. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in March 2014.
This task will expend the remaining Section 405 funds under SAFETEA-LU.

Budget: **$150,000**

Project Number: **14-19-06 (K2) (405)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to increase occupant protection usage through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years’ Campaign, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the occupant protection campaigns. See addendum 3 for list of STEP projects. This task will expend the remaining Section 405 funds under SAFETEA-LU.

Budget: **$166,817.82**

Project Number: **14-19-06 (M1HVE) (405 OP)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to increase occupant protection usage through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years’ Campaign, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the occupant protection campaigns. See addendum 3 for list of STEP projects.

Budget: **$334,620.18**

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-02-08	LEL (Local)	$ 459,563	402
14-03-02	DUIE (ISP)	$ 828,200	402
14-03-03	Drive Smart (SOS Police)	$ 161,800	402
14-03-04	DUI LEL (Local)	$ 1,124,922	402
14-04-01	Police Traffic Training (ILETSB)	$ 60,000	402
14-04-02	STEP (Local)	$ 4,051,355	402
14-04-04	NITE Patrol (ISP)	$ 803,800	402
14-04-05	STEP (ISP)	$ 743,300	402
14-04-07	TS Challenge (Local)	$ 88,767	402
14-04-09	MC Patrol Unit (ISP)	$ 157,100	402
14-04-10	Mobilization Equipment (Local)	$ 50,000	402
14-04-11	Mobilization Luncheons (DTS)	$ 10,000	402
14-13-04	Mini Mobilization's (Local)	$ 350,000	405 ID
14-13-06	Alcohol-PTT (ILETSB)	$ 225,000	405 ID
14-13-07	STEP (Local)	$ 174,404	405 ID
14-13-11	ACE (ISP)	$ 811,000	405 ID
14-13-12	LAP (Local)	$ 1,244,212	405 ID
14-19-01	OREP (ISP)	$ 569,600	405 OP
14-19-04	Memorial Day Mini Mobilization (Local)	$ 150,000	405
14-19-06	STEP (Local)	$ 166,817.82	405
14-19-06	STEP (Local)	$ 334,620.18	405 OP
402 Total		$ 8,538,807	
405 ID Total		$ 2,804,616	
405 OP Total		$ 1,221,038	
Total All Funds		$12,564,461	

TEEN INITIATIVE PROGRAM AREA

Problem Statement

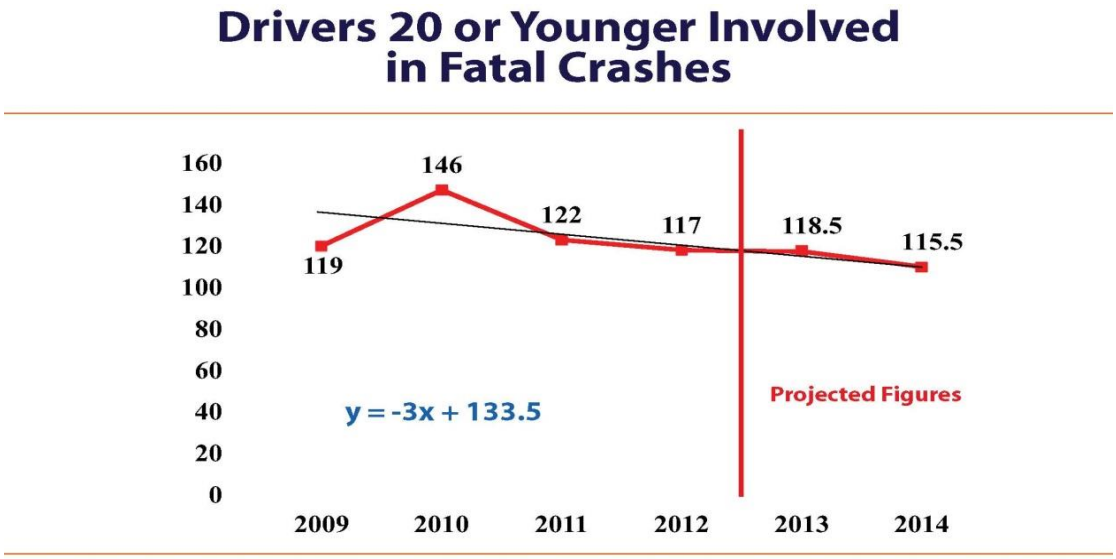
- Motor vehicle crashes are the leading cause of death in 16-19 year olds.
- Nearly 40 percent of all teen crashes are caused by speeding.
- Provisional 2011 data shows that 9 fatalities occurred due to operating a wireless phone.
- Teens aged 16-19 make up 8 percent of the total crash fatalities in 2011.
- Some of the deadliest days for teen crashes are July 4th, New Year's Eve and the 100 days between Memorial Day and Labor Day.
- Some 4 million new teen drivers are licensed every year and over half of them will be involved in a crash before they turn 20.
- The two groups which are over-represented with regards to A-injuries and fatalities are males aged 16 to 20 and females aged 16 to 20. Thus, young drivers are the most over-represented group. Young drivers are inexperienced and tend to get into more car crashes than the rest of the population. This in turn leads to higher incidence of A-injuries and fatalities for young drivers. (Refer to Table 7)

Table 7: A-Injuries & Fatalities by Gender and Age Group to Population

Gender	Age Group	Total A-Injuries & Fatalities (2007-2011)	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 - 8	1,173	775,560	0.02	0.06	0.27
	9 - 15	1,680	632,068	0.02	0.05	0.48
	16 - 20	5,135	472,021	0.07	0.04	1.96
	21 - 34	11,775	1,245,878	0.17	0.10	1.70
	35 - 64	15,964	2,489,833	0.22	0.19	1.16
	65 +	3,263	676,916	0.05	0.05	0.87
Female	0 - 8	932	744,121	0.01	0.06	0.23
	9 - 15	1,485	605,616	0.02	0.05	0.44
	16 - 20	4,897	446,331	0.07	0.03	1.98
	21 - 34	8,708	1,229,430	0.12	0.10	1.28
	35 - 64	12,781	2,580,143	0.18	0.20	0.89
	65 +	3,352	932,297	0.05	0.07	0.65
Total		**71,145**	**12,830,214**			

Program Goal

Goal: To reduce the total number of drivers 20 years old or younger from the 2009 level of 119 to 115.5 by December 31, 2014.



Teen Initiative Overview

Program Tasks

Program tasks for the teen initiative are covered by numerous task covered throughout the FY 2014 HSP. These tasks incorporate other areas of interest for DTS, i.e. occupant protection, impaired driving, outreach, education, etc. The following tasks are:

- Regional Traffic Safety Resource Centers - #14-02-02
- Paid Media - #14-02-03 and #14-13-14
- Operation Straight ID #14-13-02
- Local Alcohol Program - #14-13-12
- Operation Teen Safe Driving - #14-19-10

Operation Teen Safe Driving

IDOT/DTS will continue to fund the Operation Teen Safe Driving (OTSD) peer-led initiative statewide in FY 2014. In the spring of 2007, OTSD was launched in rural Tazewell County after statistics showed that automobile crashes took 15 teen lives in 15 consecutive months. In the six years since Operation Teen Safe Driving was implemented there have been no additional teen fatalities in Tazewell County. After the success in rural Tazewell County, the Ford Motor Company Fund and the Governors Highway Safety Association agreed to team up, once again, with the IDOT/DTS and The Allstate Foundation, to take this lifesaving program statewide in 2008.

DTS' mission is to provide the initiative and resources required to challenge the creativity of Illinois teens to develop and implement community-based programs to reduce fatalities and injuries due to traffic crashes among their peers.

The selected schools develop and implement a peer to peer based program and are required to make a presentation at the conclusion of the program. Five (5) winning schools are selected from each of the seven (7) regions and each receives prize money to host a post-prom activity. Seat belts are a required component and distracted driving, speeding and impaired driving are suggested components of their programs.

The top five schools from each region are invited to send students to a "Driving Skills for Life, Ride and Drive" event which is sponsored by the Ford Motor Company Fund. Students will observe professional drivers sitting in the passenger seat to provide tips and assistance. The "Driving Skills for Life Ride and Drive" events are held at US Cellular Field in Chicago and the Abraham Lincoln Capital Airport in Springfield. Areas in which the students have an opportunity to learn improved driving skills and included Hazard Recognition/Accident Avoidance, Vehicle Handling/ Skid Control, Speed/Space Management and fatal vision goggles.

Please Return on Monday

Prom is a big event in teens' lives and too many are killed or seriously injured over prom weekend. To help bring awareness, DTS will continue to implement the Please Return on Monday (PROM) program to assist high schools in their efforts to get teens to drive safely. DTS will assemble 150 PROM packages and make them available to Illinois high schools. The packages will represent pre-prom reminders to students that they should have fun at prom, but please return on Monday.

Underage Prevention Program

IDOT/DTS will continue to fund a Students Against Destructive Decisions (SADD) statewide coordinator. The SADD coordinator provides training, technical assistance and information resources to enhance and expand SADD chapters in Illinois. SADD is a prevention program, promoting positive youth development and empowering students to get involved in leading their peers toward good decision-making. Over 200 high schools in Illinois have established SADD chapters. SADD's emphasis on prevention principles makes SADD youth critical partners in implementing model prevention practices in local communities across the country.

The Southern Illinois University School of Medicine (SIU) project's goal is to reduce traffic-related injuries and fatalities in Illinois through state-wide *ThinkFirst* chapter programming, community partnerships and injury prevention awareness campaigns. Educational programs based on the Health Belief Model focus on occupant protection and sober driving. This program will provide educational primary prevention programs to schools and community groups in central and southern Illinois. In FY 2007, the SIU School of Medicine piloted the *ThinkFirst for Youth* curriculum in two Springfield, Illinois middle schools-Washington Middle School and Owen Marsh Elementary School.

The Alliance Against Intoxicated Motorists (AAIM) will continue to produce a booklet titled, *Faces of Tragedy* containing prevention information and stories about crash victims and offenders of drunk driving. This is an educational piece appropriate for driver education classes, health classes, states attorneys' offices, the Office of the Illinois Secretary of State Hearing Offices and the general public.

The Central Illinois Chapter of the American Red Cross will continue to concentrate on educating both adults and youth by offering presentations and other activities that focus on injury prevention and helping to reduce the number of fatalities due to impaired drivers. The following activities will be completed by the Central Illinois Chapter of the American Red Cross:

- Fatal Vision Goggles Demonstrations.
- Crash Re-enactments – will be done during the prom season, a staged deadly traffic crash, caused by a drunk driver coming home from prom or another event.
- Teen Traffic Safety Programs – in collaboration with community partners, create new traffic safety programs to reach teens. Crash stations – each part of a traffic crash is a station: the cars, hearse, coffin and a victim speaker, so groups of students can rotate and have first-hand experience looking at the consequences of impaired driving.
- Teen Victim Impact Panel – victim speakers taken to schools to talk about the consequences of deadly decisions made while they were in their vehicles.

The Office of the Illinois Secretary of State (SOS) will conduct presentations throughout the state for the under 21 age group. Listed below is an overview of each presentation:

- Youth Drinking and Driving Prevention Presentation – a presentation designed for large school assemblies that discusses Zero Tolerance and DUI laws. During the Fatal Vision goggles demonstration, participants simulate what it is like to be impaired by alcohol or other drugs.
- "Graduate to Safety"/Illinois Graduated Driver Licensing Program – a program that discusses the three-tiered Illinois driver licensing program, Zero Tolerance and DUI laws.
- Victim Impact Program (recommended for Grades 9-12) – Dionne Brown was a victim of DUI crash that occurred several years ago. The crash left her confined to a wheelchair and only permits her to speak with the aid of a computer device. She tells a compelling, first-hand story of what can happen when someone makes an unwise decision to drink and drive.

Teen Initiative Strategies

- Continue to support the Operation Teen Safe Driving (OTSD) program statewide.
- Deliver DTS's highway safety messages to the 16-20 year old age group.
- Continue to promote traffic safety themes focusing on young males age 16-20.

TRAFFIC RECORDS PROGRAM AREA

Traffic Records Overview

In order to provide better data traffic safety professionals, each state establishes and implements a complete traffic records program. The statewide program includes all the existing databases (e.g., crash reports, roadway, driver and vehicle, citation data and health care data). A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

The last statewide Traffic Record Assessment was held in April of 2011. NHTSA assembled a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). The purpose was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the counter-measures applied in attempts to reduce or eliminate those problems, and to evaluate those efforts for their effectiveness.

Since 2006, traffic records systems (crash reports, roadway, driver and vehicle, citation data, and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

Crash Data

- Accessibility of crash data has been improved dramatically because of the availability of the external online "Safety Data Mart" which allows users to produce a variety of reports as well as map-based output from the IDOT GIS. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections.
- Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates.
- IDOT has developed an automated process to provide electronic large truck related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof of financial responsibility.
- Illinois has received a small grant from FHWA to implement data quality performance measures to address timeliness and accuracy of the statewide crash data. Specifically, this project will address data quality issues recommended by the Crash Data Improvement Program (CDIP) team.

The will concentrate on the two major data quality areas--timeliness and accuracy--which will improve both areas of crash data essential in conducting problem identification and evaluation of highway safety projects and programs.

EMS Data

- Illinois has recently revised its EMS data collection system to one that is NEMSIS compliant and that will allow agencies to submit data electronically via software provided by the state or by their own third-party vendor. This revision will allow the Illinois Department of Public Health (IDPH) to begin receiving data from all agencies across the state for the first time in several years. This effort will allow Illinois to fill a significant void and make tremendous improvements in the timeliness, completeness, accuracy, and uniformity of the state's EMS data.
- The Illinois Department of Public Health (IDPH), under a grant through IDOT and in cooperation with the Emergency Medical Services for Children (EMSC) program at Loyola University Medical Center, has made available an online query system for safety analysis including mortality, hospital discharge, crash and trauma registry data. The query capabilities are constrained and only limited data are available; however, these tools suffice to give easy access to summary data and reduce the burden on IDPH analytic staff and IDOT staff. For more information and access to the online data refer to IDPH website at http://app.idph.state.il.us/emsrpt/.

Roadway Data

- The state has demonstrated notable progress in the roadway component of the traffic records system since the 2006 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information.

Driver and Vehicle Data

- The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced by the use of facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security On-line Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance as well.
- Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file.
  However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver license number.
- The Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.

Statewide Injury Surveillance System (SWISS) Records

- Illinois has a very robust injury surveillance system consisting of multiple datasets collected or managed under the direction of the Illinois Department of Public Health (IDPH). These data sets include:
    - Pre-hospital EMS data
    - Emergency Department data
    - Hospital Discharge data
    - Trauma Registry data
    - Vital Statistics data
    - Head and Spinal Cord Registry data

- Since the 2006 assessment, the state has made significant improvements in the type, quality, and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the State's hospitals. Finally, in 2010, the Division of Emergency Medical Services, with section 408 funding support from IDOT, began the implementation of a new NEMSIS Gold compliant pre-hospital data collection system.

Data Integration

- Illinois has made significant progress toward linking the crash data to hospital discharge data. Since 2006, Illinois has been a Crash Outcome Data Evaluation System (CODES) state. The CODES project has developed to link datasets for hospital discharge and crash data for the years 2002, 2003, 2005, and 2009. There is no current unique identifier between crash and hospital discharge data; consequently, linked datasets have been developed using probabilistic methods based on CODES2000 software. Several reports have been generated based on the linked data. With the inclusion of emergency department data in 2009 and the recent requirement of E-Codes in hospital discharge and emergency department datasets, the CODES program has been able to improve the use of linked crash and injury data in generating reports for NHTSA and the state's traffic safety programs.
- Analysts at IDOT, along with other partners, have produced a multitude of reports that focus on traffic safety program areas. CODES data have been used to support legislative activities, especially in the area of occupant restraint. For more information on the CODES application refer to IDOT website at: http://www.dot.il.gov/trafficsafety/tsevaluation.html

Traffic Records Assessment Major Recommendations

Roadway Information

- ❑ Evaluate the additional data requirements of the Safety Analyst and HSM tools and consider adding the data to the IRIS database based on MIRE guidelines.

Driver and Vehicle Records

- ❑ Pursue authorization to allow previous traffic conviction history to be retained for new license applicants moving to Illinois from another State.

- ❑ Make driver history data available for use in Safety Analysis and linkage to other traffic records components.

Citation and Adjudication Records

- ❑ Establish a statewide citation tracking system that would include all citations within the State and their dispositions—which would include convictions as well as non-convictions.

- ❑ Develop XML data standards to support data exchange with electronic citation systems, court case management systems, the Secretary of State's driver history file and police records management systems, as well as any future statewide citation tracking system.

Traffic Records Coordinating Committee (TRCC)

- ❑ Formalize an Executive Group that consists of individuals who can feasibly meet on a regular basis to provide overall direction and leadership for ITRCC activities.

- ❑ Continue to engage the Planning Subcommittee to conduct planning activities for the ITRCC, including meeting planning, in a collaborative fashion that includes a representative set of agency participants in ITRCC meetings and activities.

Crash Records System

- ❑ Accomplish the implementation of electronic field data collection and reporting by the Chicago Police Department.

- ❑ Formalize the quality control program. In particular, the following features of the current quality control program could be enhanced:
    - Feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs.
    - Tracking of reports returned for correction to ensure that they are resubmitted in a timely fashion.
    - Periodic audits of crash reports for logical consistency between the narrative, diagram, and the coded information on the form.
    - Development of additional data quality metrics to address various aspects of accuracy, completeness, and accessibility that are not fully measured now. Use of the Safety Data Mart should be included among the accessibility measures.
    - Data quality reporting to stakeholders including the Illinois Traffic Records Coordinating Committee, users of the Safety Data Mart, and safety decision makers who are using the crash data.

Strategic Planning

- ❑ Create a data quality improvement project for each component of the traffic records system as part of the 2011 strategic plan update. Ensure that each custodial agency works with the ITRCC to develop a set of data quality metrics designed to measure overall system performance independent of any other projects that might be included in the strategic plan.

For additional information refer to the traffic safety site at http://trafficsafety.illinois.gov/.

Racial Profiling

The 2012 data is currently being analyzed by Alexander Weiss Consulting, LLC and the 9th Annual Illinois Traffic Stop Study Report will be submitted to the Governor, General Assembly, Oversight Board and made available to the public by July 1st, 2013. This report utilizes new benchmarks developed by Alexander Weiss Consulting, LLC using 2010 Census Data.

The 97th General Assembly passed two bills that were signed by the Governor that changed the data elements being collected for the Illinois Traffic Stop Study. Public Act 97-0469 required data to be collected on the use of police canines for traffic stops and Public Act 97-0396 changed the race categories to coincide with the 2010 census data. The 2012 Annual Report will reflect the new data elements being collected.

The Racial Profiling Prevention and Data Oversight Board held an informational meeting on January 24, 2013. DTS assisted with the coordination of this meeting. The board's activities were reported to the Governor, General Assembly and Secretary of State as required in Public Act 094-0997.

Developing a Traffic Records Strategic Plan

In 2012, based on the recommendations of the Illinois Traffic Records assessment team, DTS plans to develop a comprehensive safety data improvement strategic plan for the 408 application which is considered part of the multi-year Statewide Traffic Records plan required by the SAFTEA-LU. In developing the *Illinois Traffic Records Strategic Plan (ITRSP)* Illinois took an important step in establishing the goals, policies and actions that would lead to the development of an efficient and effective system for traffic records improvement Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under the Section 408 grant. Changes to the Strategic Plan are still in the process of being made to comply with the requirements for MAP-21.

The purpose of this plan is to provide the Illinois Traffic Records Coordinating Committee (TRCC), DTS and other traffic safety stakeholders of the state of Illinois with a *Strategic Plan for Traffic Records Improvements*. This plan is aimed primarily at actions that the Illinois TRCC can help accomplish through its membership while pursuing the goal of improving traffic records. The plan will include major goals, objectives and steps to completion, an action item table and a set of pert charts that graphically illustrate the order and interdependencies of the various steps to completion.

Traffic Records Program Strategies

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- Continue the phase out of Mobile Capture and Reporting (MCR) System with Illinois law enforcement agencies and promote the use of 3rd party vendors.
- Continue to fund the Office of the Secretary of State's Imaging Enhancement and Illinois Department of Public Health's Data Analysis and NEMSIS programs.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC) that forges partnership's, assures that all constituents who have a stake in injury/crash reporting are represented; and can facilitate the sharing of traffic records information, address quality issues (timeliness, completeness, accuracy and accessibility) and jointly implement solutions.
- Continue to have the TRCC meet on a quarterly basis.
- Continue to fund a full-time Traffic Records Coordinator.
- Continue the Racial Profiling Prevention and Data Oversight Board.
- Solicit the cooperation of TRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning. System/Geographic Information System (GPS/GIS) user group to include state and local departments and agencies, community stakeholders and organizations and individuals interested in highway-related GPS/GIS applications and continue to fully explore the appropriate use of this technology on a statewide basis to provide for a statewide traffic records system which includes data from all public highways.
- Design and implement an automated, statewide citation/conviction system, using the Cook County citation accountability system as a foundation. (This project is currently being implemented by the Illinois State Police with support from the TRCC and federal funding.)
- Explore using interactive websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.
- Provide a forum for review and comment of traffic records issues within the state of Illinois.
- Review traffic-related data systems and discuss suggested changes to data systems before they are implemented.
- Review the perspectives of organizations in the state that are involved in the administration, collection and use of highway safety data.
- Review and evaluate new technologies to keep the highway safety data systems up-to-date.
- Continue with the Crash Outcomes Data Reporting System (CODES) project.
- Authorize each agency to access selected data from other agencies data files for the purpose of the data linkage project.
- Fund the Data Dictionary and Flow Process Diagram project with the Illinois Office of the Secretary of State.
- Purchase 10 iPads for seat belt use surveys.

Traffic Records Project Tasks

Project Number: **14-18-01 (K9) (408)**
Project Title: **Traffic Records Coordinator (DTS)**

Project Description
This task provides funds for a Traffic Records Coordinator to oversee the implementation of the 405 Data program and the Illinois Traffic Records Coordinating Committee. This full-time position will implement the recommendations as laid out in the Traffic Records Assessment and Strategic Plan. This task will expend the remaining Section 408 funds under SAFETEA-

Budget: **$100,000**

Project Number: **14-18-02 (K9) (408)**
Project Title: **NEMSIS (IDPH)**

Project Description
This task provides funds for the Illinois Department of Public Health (IDPH) to convert the Illinois pre-hospital run report system from NEMSIS version 2 to NEMSIS version 3.
This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$143,000**

Project Number: **14-18-03 (K9) (408)**
Project Title: **Data Integration (Local)**

Project Description
This task provides funds for the Chicago Department of Transportation to integrate city of Chicago and IDOT crash data systems and develops a web-based Electronic Crash Reporting (ECR) system and interface to replace paper based/manual reporting process currently used by the Chicago Police Department (CPD). This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$548,892**

Project Number: **14-18-04 (K9) (408)**
Project Title: **Prehospital and Trauma Data Linkage (IDPH)**

Project Description
This task provides funds for the Illinois Department of Public Health (IDPH) to directly link prehospital run data with hospital trauma registry data on a small-scale pilot basis. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$14,000**

Project Number: **14-18-05 (K9) (408)**
Project Title: **iPads (DTS)**

Project Description
This task provides funds for the Division of Traffic Safety (DTS) to collect seat belt survey data electronically. DTS will purchase 10 iPads and develop a seat belt survey application and save the application to all 10 iPads. This will enable all the observers to collect data electronically and save them to their iPads. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$11,000**

Project Number: **14-18-06 (K9) (408)**
Project Title: **Crash Reconstruction (ISP)**

Project Description
This task provides funds for the Illinois State Police to provide specialized training and equipment for ISP's certified Traffic Crash Reconstruction Officers to improve crash data recovery. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$22,000**

Project Number: **14-18-07 (K9) (408)**
Project Title: **CODES (DTS)**

Project Description
This task provides funds for the DTS to continue to link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharge and vital records (death certificates). This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$136,983**

Project Number: **14-18-09 (K9) (408)**
Project Title: **FARS Analyst (DTS)**

Project Description
This task provides funds for the DTS to fund the Fatal Analysis Reporting System (FARS) supervisor and two FARS analysts. The analysts will maintain the FARS database which includes details on all fatal crashes in Illinois. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$50,000**

Project Number: **14-18-12 (K9) (408)**
Project Title: **Imaging Enhancement (SOS)**

Project Description
This task provides funds to the Office of the Secretary of State, Driver Services Department to allow for the accurate expedient automated transmittal of crash data between IDOT data files and the SOS driver files. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$32,900**

Project Number: **14-18-13 (K9) (408)**
Project Title: **Data Analysis (IDPH)**

Project Description
This task provides funds to the Illinois Department of Public Health to support the state level capacity to conduct Crash Injury Surveillance in Illinois. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$113,000**

Project Number: **14-18-14 (K9) (408)**
Project Title: **Data Dictionary and Flow Process Diagram (SOS)**

Project Description
This task provides funds to the Illinois Office of the Secretary of State to document data dictionaries and data flow diagrams for the existing databases supporting SOS Driver Services and Vehicle Services processes. This task will expend the remaining Section 408 funds under SAFETEA-LU.

Budget: **$100,000**

Project Number: **14-23-01 (K10) (1906)**
Project Title: **Racial Profiling Study (DTS)**

Project Description
This task provides funds for the DTS to contract with an outside vendor to continue the Racial Profiling Data Collection and Analysis study. The purpose of this study is to detect “statistically significant aberrations” provided by law enforcement agencies. Police officers in Illinois are required to collect data on every traffic stop.

Budget: **$120,000**

Project Number: **14-23-04 (K10) (1906)**
Project Title: **Racial Profiling Committee Meetings (DTS)**

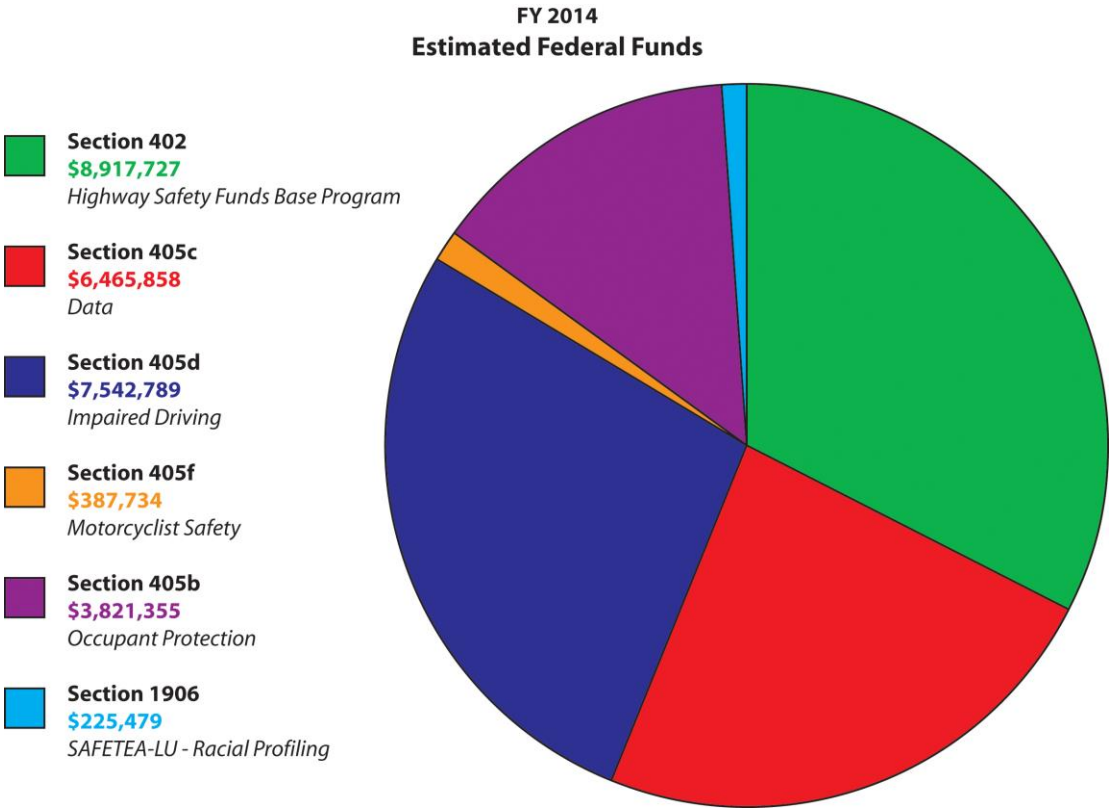
Project Description
This task provides funds for the DTS to assist with meetings for the Racial Profiling Prevention and Data Oversight Board. The Board will coordinate the development, adoption and implementation plans and strategies to eliminate racial profiling in Illinois and to coordinate the development, adoption and implementation of plans and strategies to create public awareness programs in minority communities, designed to educate individuals regarding racial profiling and their civil rights.

Budget: **$10,000**

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
14-18-01	408 Coordinator (DTS)	$ 100,000	408
14-18-02	NEMSIS (IDPH)	$ 143,000	408
14-18-03	Crash Data Quality (Local)	$ 548,892	408
14-18-04	Prehospital Linkage (IDPH)	$ 14,000	408
14-18-05	iPads (DTS)	$ 11,000	408
14-18-06	Crash Reconstruction (ISP)	$ 22,000	408
14-18-07	CODES (DTS)	$ 136,983	408
14-18-09	FARS Analysts (DTS)	$ 50,000	408
14-18-12	Imaging Enhancement (SOS)	$ 32,900	408
14-18-13	Data Analysis (IDPH)	$ 113,000	408
14-18-14	Data Dictionary (SOS)	$ 100,000	408
14-23-01	Racial Profiling RFP (DTS)	$ 120,000	1906
14-23-04	Racial Profiling Committee (DTS)	$ 10,000	1906
405 TR Total		$1,271,775	
1906 Total		$ 130,000	
Total All Funds		$1,401,775	

Funding Levels



On July 6, 2012, the President of the United States signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which restructured and made various substantive changes to the highway safety grant programs administered by the National Highway Traffic Safety Administration (NHTSA). MAP-21 modified the existing formula grant program codified at 23 U.S.C. 405 (Section 402) by requiring States to develop and implement the State highway safety program using performance measures. MAP-21 also rescinded a number of separate incentive grant programs that existed under the safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and replaced them with the National Priority Safety Programs, codified in a single section of United States Code 23 U.S.C. 405. The national Priority Safety Programs include Occupant Protection, State Traffic Safety Information Systems, Impaired Driving Countermeasures, Motorcyclist Safety and two new grant programs – Distracted Driving and State Graduated Driver Licensing. The estimated funding levels for the FY 2014 HSP are based on Illinois' FY 2009 Section 402 distribution. Refer to addendum 1 for the HS 217 form.

Estimated Federal Funding Available

Section	New Allocation	Reprogrammed Funds	Total
402	$ 8,906,500	$ 11,227	$ 8,917,727
405 OP MAP-21	$ 2,368,682	$ 1,135,856	$ 3,504,538
405 – SAFETEA-LU	$ 0	$ 316,817.82	$ 316,817.82
405 ID MAP-21	$ 5,583,269	$ 1,959,520	$ 7,542,789
405 Data MAP-21	$ 2,078,676	$ 1,961,592	$ 4,040,268
408 SAFETEA-LU	$ 0	$ 2,425,590	$ 2,425,590
2010 SAFETEA-LU	$ 0	$ 36,652	$ 36,652
405 MC MAP-21	$ 176,134	$ 174,948	$ 351,082
1906 Racial Profiling	$ 0	$ 225,479	$ 225,479
Total	**$ 19,113,261.00**	**$ 8,247,681.82**	**$ 27,360,942.82**

Maintenance of Effort (MOE)

MAP-21 mandates maintenance of effort in states receiving Section 405 funding for occupant protection, traffic safety information systems and impaired driving countermeasures. The requirement specifies that states maintain aggregate levels of expenditures for all state and local sources at or above the average level of expenditures in FY 2010 and 2011. At this time Illinois is still waiting to receive the average level of expenditures in FY 2010 and 2011 from NHTSA to calculate the level of MOE required in meeting the requirement in FY 2014. Illinois has a potential project task (#14-19-10) along with other DTS initiatives identified for MOE.

Mobilizations

A Click It or Ticket (CIOT) campaign is a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the benefits of safety belt use and of issuing tickets for seat belt violations. The model program includes 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing strict enforcement; 3) highly-visible enforcement each day of the two-week enforcement period. The May Mobilization consists of 1) basic CIOT mobilization and 2) rural CIOT as a demonstration project. Both basic and rural CIOT mobilizations have the following components:

1. Earned Media
2. Paid Media
3. Enforcement
4. Evaluation

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement, and continues throughout the entire campaign. An earned media event, like a media event or media release, typically is used to announce an ensuing enforcement program. In addition to the coverage generated by the DTS news conferences, DTS law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

The CIOT model includes both earned and paid media. Seat belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually last two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on selected 23-counties where about 85 percent of population resides and 70 percent of motor vehicle crashes occurs. The main focus of the rural CIOT will be on those areas where the majority of people reside in rural areas. A complete list of 23-counties and selected rural media market are available at DTS.

In FY 2014, DTS will utilize $1.575 million in Section 402 and 405 impaired driving federal highway safety funds on paid advertising for the CIOT and impaired driving campaigns. Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

A creative agency will continue to design campaigns respectively to existing efforts identifying and focusing on the at-risk population, ages 18-34. DTS will continue to follow NHTSA's lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime will be approved by NHTSA prior to the beginning of the campaigns. Through extensive evaluation, DTS has shown its paid media efforts are successful at delivering a specific message to a particular demographic of the Illinois driving population. DTS will use the following types of media to deliver its messages: television (45 percent), radio (45 percent) and alternative media such as Facebook, Twitter, You Tube and in-theatre (10 percent).

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes five, paid media periods in FY 2014—Holiday Season, Memorial Day (national mobilization), Motorcycle Riding Season (April-September), Fourth of July (state mobilization) and Labor Day (national mobilization) campaigns.

Paid Media Events

The media campaign includes both paid and earned media activities. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2014:

1. **Holiday Season – December 20, 2013–January 3, 2014**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford, and St. Louis.
    - Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
    - Earned Media: An estimated four media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
    - Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Drive Sober or Get Pulled Over*
    - Goal: Reduce the incidence of drinking and driving.

2. Memorial Day, CIOT National Mobilization May 9–26, 2014

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
- Earned Media: An estimated nine media events will be planned in each media market with a satellite uplink for other media markets to pick up the story. OP Coordinators will plan earned media events throughout the month.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *Click It or Ticket*
- Goal: Increase seat belt usage.

3. Motorcycle Awareness Campaign – April 1–September 30, 2014

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Cable television (55 percent), radio (35 percent) and alternative media (10 percent).
- Earned Media: An estimated six media events will be planned in the media markets. (3 *Start Seeing Motorcyclist* and 3 *Gear Up* media events)
- Focus: Motoring public, impaired riders and motorcycle riders.
- Messages: *Start Seeing Motorcyclists* and *Gear Up*.
- Goals: Decrease the incidence of motorcycle-related injuries and fatalities. Remind motorcycle owners to check their motorcycle before they get on the road, wear protective clothing, increase visibility, licensing and insurance are current and never ride impaired.

4. Fourth of July – June 23–July 6, 2014

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
- Earned Media: An estimated five media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over*
- Goal: Reduce the incidence of drinking and driving.

5. **Labor Day National Impaired Driving Campaign – August 15–September 1, 2014**

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
- Earned Media: An estimated five media events will be planned in each media market. LELs will assist on planning media events throughout the two week national campaign.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, roving and saturation patrols.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over*
- Goal: Reduce the incidence of drinking and driving.

Mobilization Enforcement

CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on seat belt violations is carried out statewide. DTS will provide funding for local police agencies to conduct seat belt enforcement zones, saturation patrols and seat belt roadside checks. In addition, Illinois State Police and the Illinois Office of the Secretary of State, Department of Police will conduct seat belt enforcement through their regular patrols and by funded programs from IDOT. Whatever enforcement tactics are used, keeping traffic enforcement visibly present for the entire enforcement period is a central component of CIOT.

Evaluation Plan

CIOT programs are evaluated in a number of ways: observed seat belt use and motorists' attitudes and knowledge of police activity are tracked through driver facility survey and telephone surveys. Data are collected week-by-week; before, during and at the height of the enforcement effort and just after the conclusion of special enforcement and media activities. Evaluation methods are explained in more detail in the Evaluation of Highway Safety Programs and Projects section. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Traffic Safety. The following table shows the evaluation activities for the 2014 Click It or Ticket mobilization:

Proposed Evaluation Activities During the May 2014 Mobilization				
Survey Type	**CIOT Pre-Surveys**	**CIOT Paid Media**	**CIOT Enforcement**	**CIOT Post Surveys**
Seat Belt Observational	April 21-May 4, 2014 N= 50 sites	May 9-26, 2014	May 9-26, 2014	June 2-15, 2014 N=285 sites
Telephone	April 29-May 4, 2014 N=500/600			May 27-June 9, 2014 N=500/600

Proposed Activities for the Labor Day 2014 National Enforcement Crackdown Mobilization

An impaired driving crackdown is a comprehensive campaign featuring a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the highly-visible enforcement of impaired driving violations and increases awareness that those driving impaired will be arrested. All FY 2014 impaired driving crackdown enforcement periods will include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. A nighttime seat belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

1) Earned Media
2) Paid Media
3) Enforcement
4) Evaluation

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. For the FY 2014 National Enforcement Crackdown, DTS proposes 4-6 media events statewide that will occur the week of the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, DTS will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the DTS news conferences, DTS law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

The impaired driving crackdowns also include paid media in addition to earned media. Paid media allows maximum reach and frequency of impaired driving enforcement messages during campaigns insuring direct exposure to the intended audience of 21-34 year old males. Paid messages are focused on enforcement and remind motorists to not drink and drive and it alerts them also that doing so will result in arrest.

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2014, DTS will utilize targeted, paid social media to further increase exposure to anti-impaired driving messages.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 70 percent of alcohol-related fatalities occurred. A complete list of the 23-counties can found on page 9 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is $675,000.00.

Evaluation Plan

The Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, DTS will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, DTS will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available. The following table shows the evaluation activities for the 2014 Labor Day Enforcement Crackdown:

Proposed Evaluation Activities During the Labor Day 2014 Mobilization				
Survey Type	**Alcohol Pre-Surveys**	**Paid Media**	**Enforcement**	**Post Surveys**
Telephone	July 18- August 3, 2014 N=500/600	August 1-14, 2014	August 15-September 1, 2014	September 2-8, 2014 N=500/600

Evaluation of Highway Safety Programs and Projects

Highway crash statistics indicate that the annual number and rate of motor vehicle-related fatalities have declined to the lowest levels since the early 1960's. This, along with the fact that annual vehicle miles of travel have generally increased through the same period, gives an indication that positive gains are being achieved from recent highway safety efforts both at the state and national level.

The highway traffic safety programs administered by the Illinois Department of Transportation aims to reduce motor vehicle-related fatalities, injuries and property damage. The main programs that have been implemented in Illinois are occupant protection and impaired driving. On the aggregate basis, all safety projects that have been developed and implemented in Illinois have produced reductions in the number and severity of traffic crashes. However, it is not fully known to what extent each specific safety project or countermeasure contributed to the overall reduction. Thus, the effectiveness of each safety project and improvement needs to be determined. This can be accomplished by conducting effective evaluations.

Proposed Evaluation Methodology

1. Develop a Highway Evaluation Plan—this section includes all necessary activities that must be prepared before the evaluation study. All the evaluation objectives and measures of effectiveness, analytical framework and data requirements are examined in this section. If there are several similar projects in different locations, it would be advantageous to combine them in a group and treat them as a single project. This is true in the case of some of the highway safety projects such as Local Alcohol Program (LAP) and the Sustained Traffic Enforcement Program (STEP) programs.

2. Collect and Reduce Data—this section includes the data collected before and after any proposed interventions. These data should include all injuries and fatalities (from crash report) and other data required to be collected from the locals, such as citation data collected by local police officers.

3. Compare Measures of Effectiveness—this section will include preparation of summary data tables, performing descriptive analysis, such as percent change, rate, ratio or proportion, expected frequency of fatalities and injuries.

4. Perform Test of Significance—this section includes observed percent change in each project site, which will be analyzed to determine whether the change occurred by chance or because of the project.

5. Perform Economic Analysis—perform cost/benefit analysis to determine whether the project is cost-effective in meeting the proposed objectives and reducing fatalities and injuries.

6. Prepare Evaluation Report—this includes results of the evaluation including all activities of the evaluation to determine appropriateness of utilizing the results and other findings for future highway safety decisions.

The table below represents enforcement activities conducted by DTS projects from FY 2006 to FY 2012. Based on the GHSA's set of performance measures, these results reflect DTS's enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (2006-2012)						
			Citation Type			
Year	**Hours**	**Total Citations**	**Total Alcohol/Drug Related Citations**	**Total Occupant Restraint Citations**	**Total Speeding Citations**	**Other Citations**
2006	**140,079.0**	**208,646** 100.0%	**8,488** 4.1%	**105,948** 50.8%	**39,666** 19.0%	**54,544** 26.1%
2007	**209,285.7**	**308,032** 100.0%	**9,114** 3.0%	**109,914** 35.7%	**110,238** 35.8%	**78,766** 25.6%
2008	**194,760.5**	**293,401** 100.0%	**9,208** 3.1%	**113,374** 38.7%	**102,609** 35.0%	**67,910** 23.1%
2009	**175,219.0**	**289,496** 100.0%	**13,282** 4.6%	**104,279** 36.0%	**100,167** 34.6%	**71,768** 24.8%
2010	**170,173.3**	**201,898** 100.0%	**9,579** 4.7%	**74,345** 36.8%	**41,851** 20.7%	**76,123** 37.7%
2011	**158,415.0**	**166,537** 100.0%	**7,995** 4.8%	**64,217** 38.6%	**25,912** 15.6%	**68,413** 41.1%
2012	**141,946.75**	**150,197** 100.0%	**7,712** 4.8%	**58,403** 38.9%	**24,458** 16.3%	**60,164** 40.0%

The table below and on the following page reflects survey results for DTS's seat belt, alcohol and speed-related performance measures.

Performance Measures on Safety Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2007-2012)						
Safety Belt	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**
When driving, how do you wear your seat belt (composite of shoulder & lap)? **(Percent Always)**	86%	91%	91.6%	91%	94%	94.1%
Suppose you didn't wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time? **(Percent Very Likely)**	44%	46%	38%	45%	46.7%	42.5%
When was the last time you did not wear seat belt when driving? **(Percent more than a year ago-Always Wear)**	76%	79%	78%	80%	85%	85%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seatbelt violations? **(Percent Yes)**	47%	33%	34%	32%	24.7%	24.7%
Alcohol						
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? **(Percent Yes)**	74.5%	71%	74%	69.3%	NA	69.4%
If you drove after having too much to drink to drive safely, how likely do you think you are to being stopped by a police officer? Would you say this is: **(Percent Almost Certain +Very Likely)**	38.8%	40.5%	48%	40%	NA	36.2%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? **(Percent More Likely)**	27%	32%	31%	31.5%	NA	26.4%
Percent of responders who had alcoholic beverages in the last 30 days.	53%	46%	47%	53.4%	NA	52.9%
Of those ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? **(Percent Yes)**	27%	23%	33%	24.7%	NA	23%

Speed	2007	2008	2009	2010	2011	2012
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? **(Percent Very Likely)**	NA	NA	NA	31.4%	NA	26.6%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35? **(Percent Most of the Time)**	NA	NA	NA	14.2%	NA	12%
On interstate or toll-way with a speed limit of 65 mph, how often do you drive faster than 70? **(Percent Most of the Time)**	NA	NA	MA	21.3%	NA	14.3%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? **(Percent Yes)**	NA	NA	NA	38.6%	NA	31.2%

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Illinois** Fiscal Year: **2014**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS
To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
    - Establishing a drug-free awareness program to inform employees about:
    - o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o 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).

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

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

    - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
    - o 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.

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)
The State 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
(applies to subrecipients as well as States)
Certification for Contracts, Grants, Loans, and Cooperative Agreements
The undersigned certifies, to the best of his or her knowledge and belief, 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 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.
2. 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.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)
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 communications 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.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary 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 entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. 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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. 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.

10. Except for transactions authorized under paragraph 6 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 may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(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 paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. 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 and/or debarment.
3. 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.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. 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.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "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. (See below)
7. 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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. 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.
9. 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 and/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 participation in this transaction 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.

POLICY ON SEAT BELT USE
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee 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 the 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 (888) 221-0045 or visit its website at www.trafficsafety.org.9

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, States are encouraged to adopt and enforce workplace safety policies to decrease crashed 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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))
I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.
I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety — Date 6/28/2013

John A. Webber
Printed name of Governor's Representative for Highway Safety

Addendum 1

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

State: Illinois

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-01-01-00	P&A (NHTSA)	$.00	$.00	$.00	$320,000.00	$320,000.00	$.00
Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$320,000.00**	**$320,000.00**	**$.00**
Alcohol								
	AL-2014-03-02-00	DUIE (ISP)	$.00	$.00	$.00	$828,200.00	$828,200.00	$.00
	AL-2014-03-03-00	Drive Smart (SOS Police)	$.00	$.00	$.00	$161,800.00	$161,800.00	$.00
	AL-2014-03-04-00	Law Enforcement Liaison (Local)	$.00	$.00	$.00	$1,057,630.00	$1,057,630.00	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$2,047,630.00**	**$2,047,630.00**	**$.00**
Occupant Protection								
	OP-2014-02-02-00	RTS Resource Centers (Local)	$.00	$.00	$.00	$1,269,390.00	$1,269,390.00	$.00
	OP-2014-02-04-00	Phone Surveys (Local)	$.00	$.00	$.00	$93,353.00	$93,353.00	$.00
	OP-2014-02-08-00	Law Enforcement Liaison (Local)	$.00	$.00	$.00	$545,143.00	$545,143.00	$.00
	OP-2014-02-09-00	State Match (Local)	$.00	$1,054,822.00	$.00	$.00	$.00	$.00
Occupant Protection Total			**$.00**	**$1,054,822.00**	**$.00**	**$1,907,886.00**	**$1,907,886.00**	**$.00**
Pedestrian/Bicycle Safety								
	PS-2014-12-02-00	Bike/Pedestrian Safety (Local)	$.00	$.00	$.00	$249,939.00	$249,939.00	$.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$249,939.00**	**$249,939.00**	**$.00**
Police Traffic Services								
	PT-2014-04-01-00	Police Training (ILETSB)	$.00	$.00	$.00	$60,000.00	$60,000.00	$.00
	PT-2014-04-02-00	STEP (Local)	$.00	$.00	$.00	$4,042,090.00	$4,042,090.00	$.00
	PT-2014-04-03-00	ISP Match	$.00	$2,351,649.00	$.00	$.00	$.00	$.00
	PT-2014-04-04-00	NITE Patrol (ISP)	$.00	$.00	$.00	$803,800.00	$803,800.00	$.00

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	PT-2014-04-05-00	STEP (ISP)	$.00	$.00	$.00	$743,300.00	$743,300.00	$.00
	PT-2014-04-07-00	Traffic Safety Challenge (Local)	$.00	$.00	$.00	$63,626.00	$63,626.00	$.00
	PT-2014-04-09-00	MC Patrol Unit (ISP)	$.00	$.00	$.00	$157,100.00	$157,100.00	$.00
	PT-2014-04-10-00	Mobilization Equipment (DTS)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	PT-2014-04-11-00	Mobilization Luncheons (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
Police Traffic Services Total			**$.00**	**$2,351,649.00**	**$.00**	**$5,929,916.00**	**$5,929,916.00**	**$.00**
Paid Advertising								
	PM-2014-02-03-00	Paid Media	$.00	$.00	$.00	$907,500.00	$907,500.00	$.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$907,500.00**	**$907,500.00**	**$.00**
NHTSA 402 Total			***$.00***	***$3,406,471.00***	***$.00***	***$11,362,871.00***	***$11,362,871.00***	***$.00***
1906 Prohibit Racial Profiling								
	K10-2014-23-01-00	Racial Profiling (DTS)	$.00	$.00	$.00	$120,000.00	$120,000.00	$.00
	K10-2014-23-02-00	ISP Match	$.00	$45,174.00	$.00	$.00	$.00	$.00
	K10-2014-23-03-00	Racial Profiling Committee	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
1906 Prohibit Racial Profiling Total			***$.00***	***$45,174.00***	***$.00***	***$130,000.00***	***$130,000.00***	***$.00***
MAP 21 405b OP High								
	M1HVE-2014-19-01-00	OREP (ISP)	$.00	$.00	$.00	$569,600.00	$569,600.00	$.00
	M1HVE-2014-19-03-00	ISP Match	$.00	$324,673.00	$.00	$.00	$.00	$.00
	M1HVE-2014-19-04-00	Memorial Day Mini Mobilization (Local)	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	M1HVE-2014-19-06-00	STEP (Local)	$.00	$.00	$.00	$584,679.00	$584,679.00	$.00
405b High HVE Total			**$.00**	**$324,673.00**	**$.00**	**$1,304,279.00**	**$1,304,279.00**	**$.00**
405b High Training								
	M1TR-2014-19-09-00	CPS Re-Certification (DTS)	$.00	$.00	$.00	$500.00	$500.00	$.00
405b High Training Total			**$.00**	**$.00**	**$.00**	**$500.00**	**$500.00**	**$.00**

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405b High Public Education								
	M1PE-2014-19-08-00	CPS PI&E (DTS)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	M1PE-2014-19-10-00	State Match (OTSD)	$.00	$.00	$.00	$162,500.00	$162,500.00	$.00
405b High Public Education Total			**$.00**	**$.00**	**$.00**	**$212,500.00**	**$212,500.00**	**$.00**
405b High Community CPS Services								
	M1CPS-2014-19-02-00	KISS (SOS)	$.00	$.00	$.00	$35,600.00	$35,600.00	$.00
	M1CPS-2014-19-05-00	CPS Mini-Grants (Local)	$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
405b High Community CPS Services Total			**$.00**	**$.00**	**$.00**	**$285,600.00**	**$285,600.00**	**$.00**
405b High CSS Purchase/Distribution								
	M1CSS-2014-19-07-00	CPS Seats (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
405b High CSS Purchase/Distribution Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**
MAP 21 405b OP High Total			***$.00***	***$324,673.00***	***$.00***	***$1,812,879.00***	***$1,812,879.00***	***$.00***
MAP 21 405c Data Program								
	M3DA-2014-18-01-00	408 Coordinator (DTS)	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	M3DA-2014-18-02-00	NEMSIS (IDPH)	$.00	$.00	$.00	$143,000.00	$143,000.00	$.00
	M3DA-2014-18-03-00	Chicago-Data Integration (Local)	$.00	$.00	$.00	$548,892.00	$548,892.00	$.00
	M3DA-2014-18-04-00	Prehospital Linkage (IDPH)	$.00	$.00	$.00	$14,000.00	$14,000.00	$.00
	M3DA-2014-18-05-00	IPADS (DTS)	$.00	$.00	$.00	$11,000.00	$11,000.00	$.00
	M3DA-2014-18-06-00	Crash Reconstruction (ISP)	$.00	$.00	$.00	$22,000.00	$22,000.00	$.00
	M3DA-2014-18-07-00	CODES (DTS)	$.00	$.00	$.00	$136,983.00	$136,983.00	$.00
	M3DA-2014-18-08-00	ISP Match	$.00	$798,671.00	$.00	$.00	$.00	$.00
	M3DA-2014-18-12-00	Imaging Enhancement (SOS)	$.00	$.00	$.00	$32,900.00	$32,900.00	$.00
	M3DA-2014-18-13-00	Data Analysis (IDPH)	$.00	$.00	$.00	$113,000.00	$113,000.00	$.00
	M3DA-2014-18-14-00	Data Dictionary (SOS)	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00

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405c Data Program Total			**$.00**	**$798,671.00**	**$.00**	**$1,221,775.00**	**$1,221,775.00**	**$.00**
MAP 21 405c Data Program Total			***$.00***	***$798,671.00***	***$.00***	***$1,221,775.00***	***$1,221,775.00***	***$.00***
MAP 21 405d Impaired Driving Low								
	M6OT-2014-13-01-00	TSRP (DTS)	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M6OT-2014-13-02-00	Operation Straight ID (SOS)	$.00	$.00	$.00	$118,000.00	$118,000.00	$.00
	M6OT-2014-13-03-00	Breath Analysis (ISP)	$.00	$.00	$.00	$187,900.00	$187,900.00	$.00
	M6OT-2014-13-04-00	Mini Mobilizations (Local)	$.00	$.00	$.00	$350,000.00	$350,000.00	$.00
	M6OT-2014-13-06-00	Alcohol Police Training (ILETSB)	$.00	$.00	$.00	$225,000.00	$225,000.00	$.00
	M6OT-2014-13-07-00	STEP (Local)	$.00	$.00	$.00	$170,117.00	$170,117.00	$.00
	M6OT-2014-13-09-00	Probation Services (Match)	$.00	$1,182,424.00	$.00	$.00	$.00	$.00
	M6OT-2014-13-11-00	ACE (ISP)	$.00	$.00	$.00	$811,000.00	$811,000.00	$.00
	M6OT-2014-13-12-00	Local Alcohol Project (Local)	$.00	$.00	$.00	$1,623,310.00	$1,623,310.00	$.00
	M6OT-2014-13-13-00	Judicial Training (AOIC)	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
	M6OT-2014-13-14-00	Paid Media (DTS)	$.00	$.00	$.00	$1,306,875.00	$1,306,875.00	$.00
	M6OT-2014-13-16-00	BASSET (ILCC)	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
405d Low Other Based on Problem ID Total			**$.00**	**$1,182,424.00**	**$.00**	**$5,047,202.00**	**$5,047,202.00**	**$.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$1,182,424.00***	***$.00***	***$5,047,202.00***	***$5,047,202.00***	***$.00***
MAP 21 405f Motorcycle Programs								
	M9MT-2014-22-03-00	MC Winter Conference (DTS)	$.00	$.00	$.00	$8,000.00	$8,000.00	$.00
405f Motorcyclist Training Total			**$.00**	**$.00**	**$.00**	**$8,000.00**	**$8,000.00**	**$.00**
405f Motorcyclist Awareness								
	M9MA-2014-22-01-00	PI&E Campaign (DTS)	$.00	$.00	$.00	$60,000.00	$60,000.00	$.00
	M9MA-2014-22-02-00	Paid Media (DTS)	$.00	$.00	$.00	$146,575.00	$146,575.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$.00**	**$.00**	**$206,575.00**	**$206,575.00**	**$.00**

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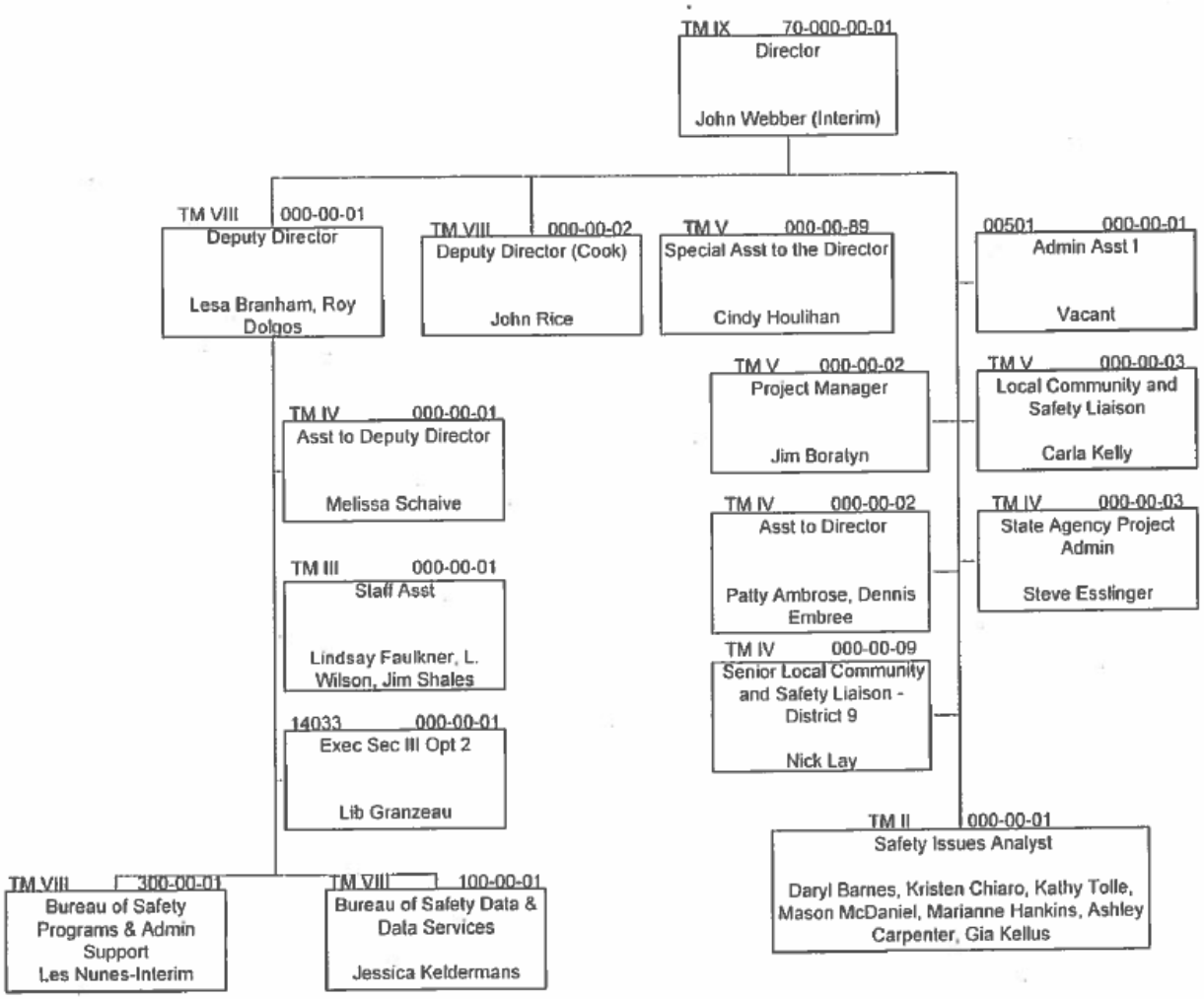
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405f Motorcycle Programs Total			*$.00*	*$.00*	*$.00*	*$214,575.00*	*$214,575.00*	*$.00*
NHTSA Total			*$.00*	*$5,757,413.00*	*$.00*	*$19,789,302.00*	*$19,789,302.00*	*$.00*
Total			*$.00*	*$5,757,413.00*	*$.00*	*$19,789,302.00*	*$19,789,302.00*	*$.00*

Addendum 2

Illinois Department of Transportation

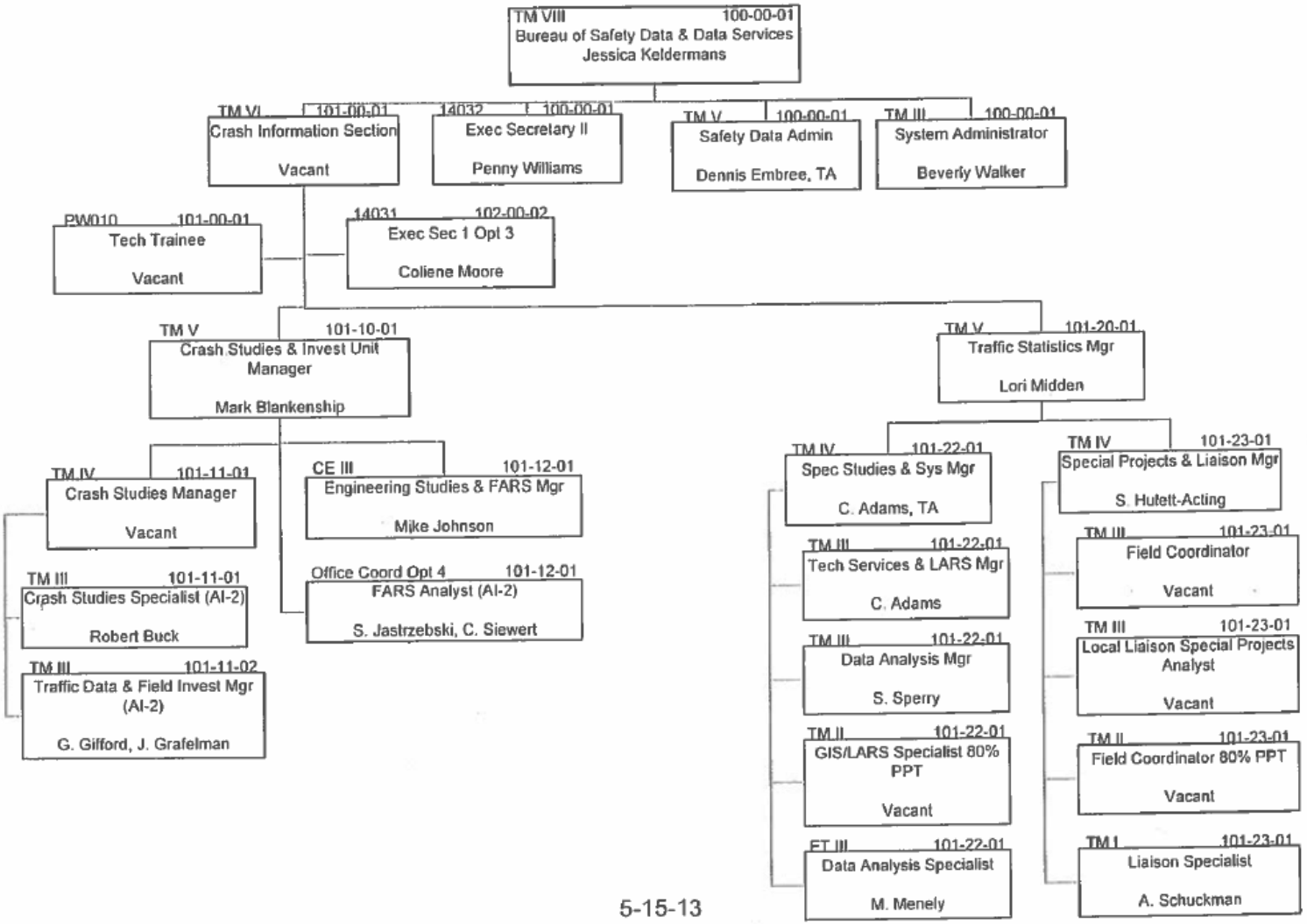
Division of Traffic Safety
Executive Office with Bureau Chiefs



5-15-13

Illinois Department of Transportation

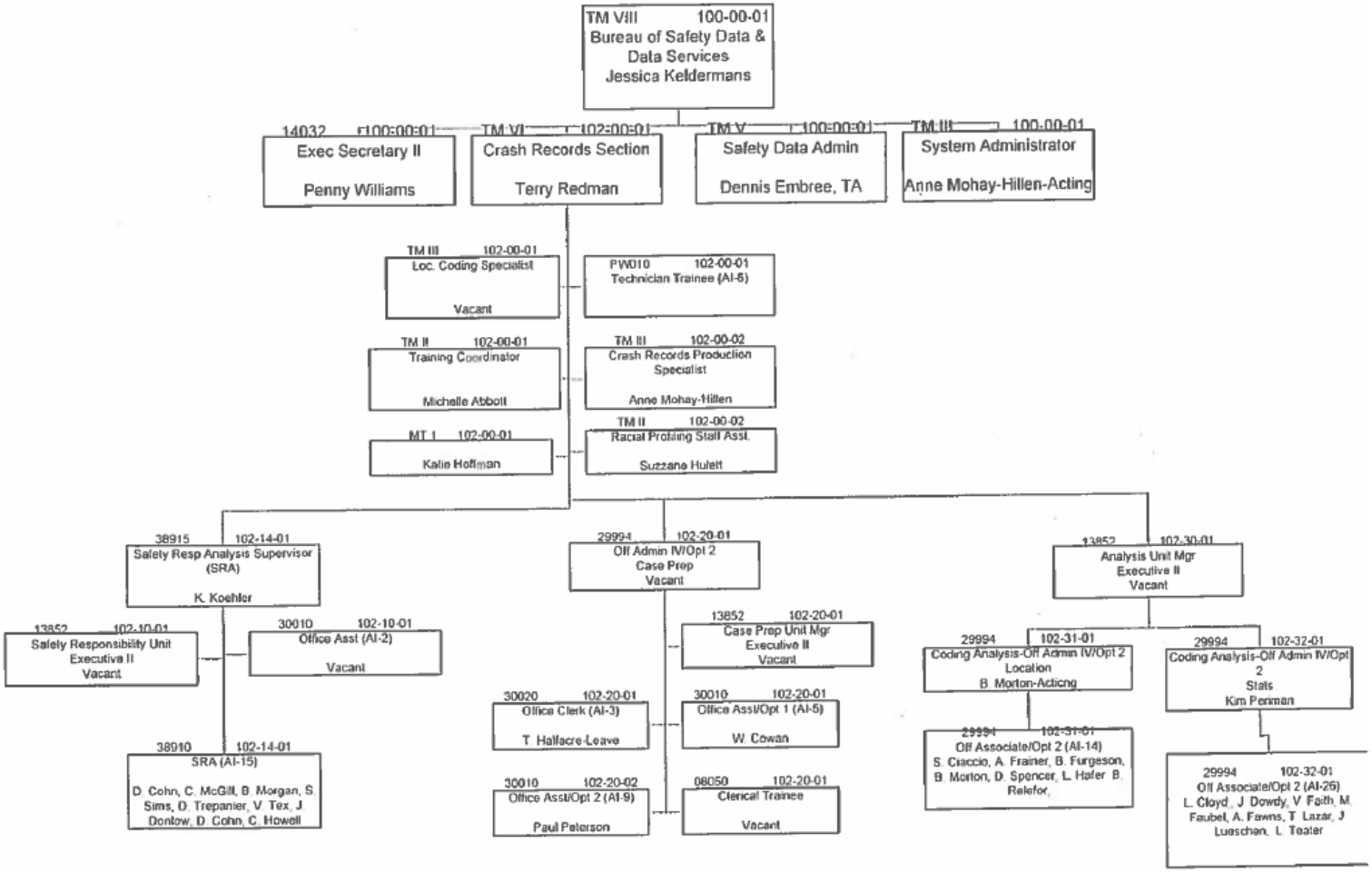
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Information Section



5-15-13

Illinois Department of Transportation

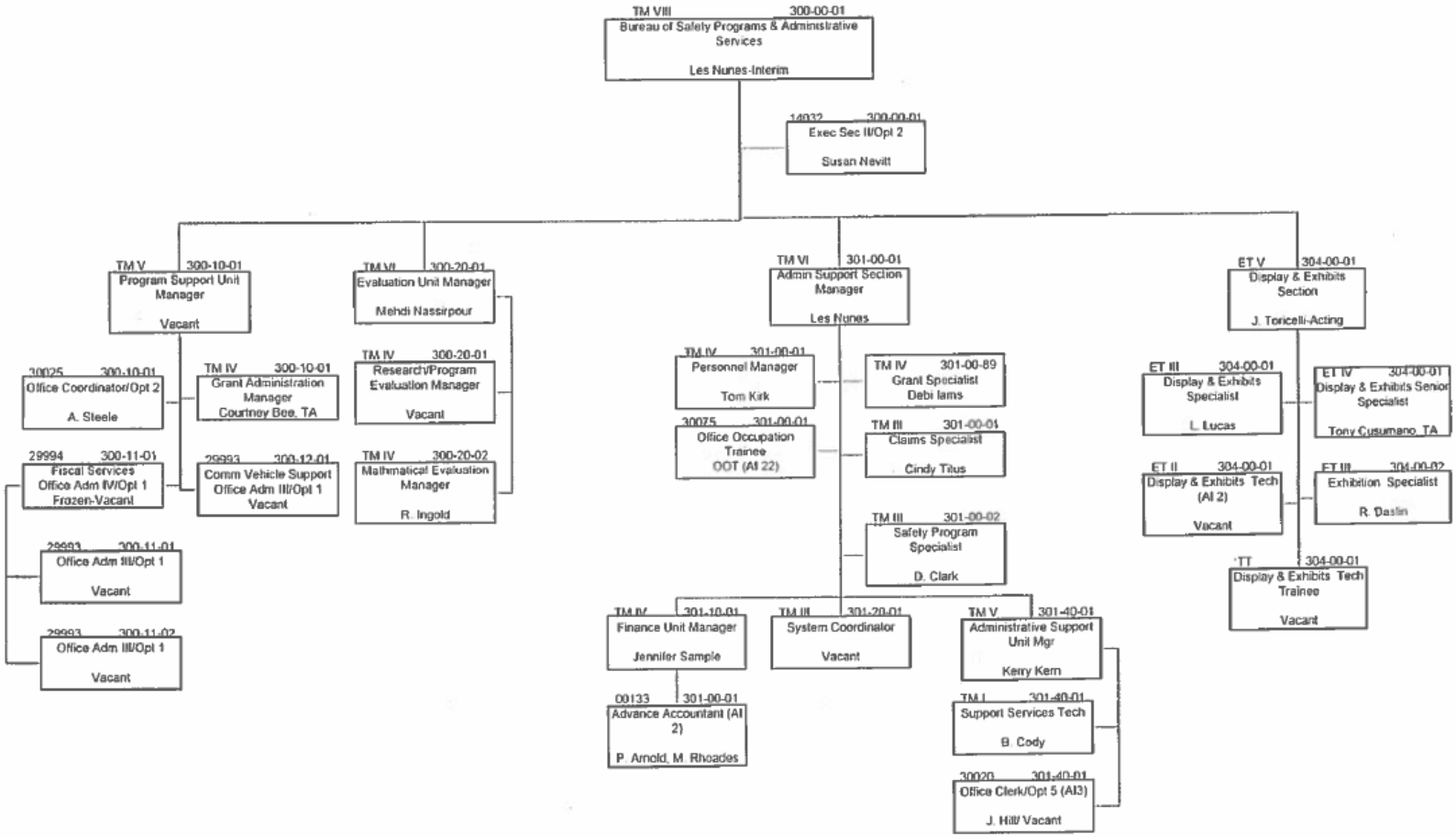
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Records Section



5-15-13

Illinois Department of Transportation

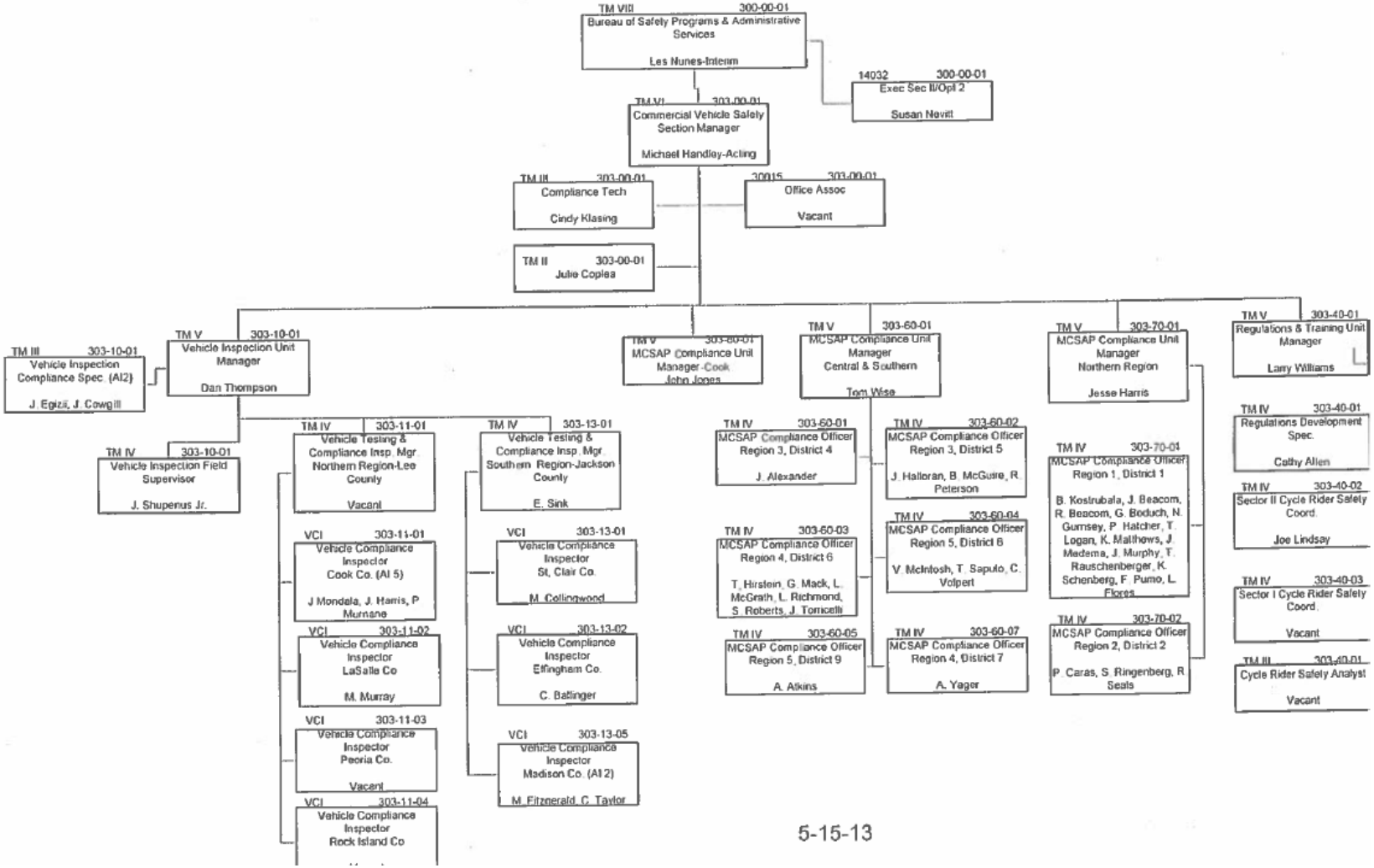
Division of Traffic Safety
Bureau of Safety Programs & Administrative Services
Administrative Services



5-15-13

Illinois Department of Transportation

Division of Traffic Safety
Bureau of Safety Programs & Administrative Services
Commercial Vehicle Safety Section



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Addendum 3

FFY 2014 PROJECTS

LOCAL AGENCY PROJECTS

Title (RSTRC GRANTS)	Project Number			Task Number	Amount Approved
CCRRN	OP	14	0189	02-02	$512,156.75
Illinois Assn. Chiefs of Police	OP	14	0215	02-02	$137,057.48
Rincon Family Services	OP	14	0235	02-02	$195,373.50
Rush-Copley Medical Center	OP	14	0019	02-02	$123,329.47
Saint Francis Medical Center	OP	14	0053	02-02	$165,694.00
Southern Illinois University - Carbondale	OP	14	0059	02-02	$135,778.79
					$1,269,389.99

Title (LEL GRANTS)	Project Number			Task Number 1 (OP)	Amount Approved
St. Clair County Sheriff's Department	OP	14	0306	03-04	$101,419.14
UIS (LEL/Evaluation)	OP	14	0204	02-08	$545,143.00
Illinois Assn. Chiefs of Police	OP	14	0213	03-04	$956,209.36
					$1,602,771.50

Title (STEP)	Project Number			Task Number	Amount Approved
Algonquin PD	OP	14	0277	04-02	$32,981.37
Alton PD	OP	14	0028	04-02	$166,758.30
Arlington Heights PD	AP	14	0062	04-02	$36,167.04
Bartlett PD	AP	14	0050	04-02	$28,418.76
Bourbonnais PD	OP	14	0224	04-02	$13,450.10
Bradley PD	AP	14	0026	04-02	$33,188.25
Brookfield PD	OP	14	0138	04-02	$16,410.42
Brooklyn Police Department	OP	14	0298	04-02	$3,696.00
Cahokia PD	OP	14	0072	04-02	$24,845.00
Calumet City Police Department	OP	14	0299	04-02	$60,760.00
Campton Hills PD	OP	14	0007	04-02	$10,016.43
Carol Stream PD	AP	14	0130	04-02	$53,480.50
Cary PD	OP	14	0242	04-02	$9,119.05
Caseyville PD	AP	14	0282	04-02	$15,962.18
Centreville Police Department	OP	14	0300	04-02	$26,622.00
Champaign PD	OP	14	0102	04-02	$22,384.60
Chatham PD	OP	14	0073	04-02	$18,636.00
Cherry Valley PD	OP	14	0099	04-02	$20,209.38
Chicago Heights PD	OP	14	0107	04-02	$40,606.48
Chicago PD	AP	14	0184	04-02	$331,312.74
Chicago Ridge PD	OP	14	0074	04-02	$38,905.13

Cicero PD	OP	14	0264	04-02	$17,544.39
Clarendon Hills PD	OP	14	0082	04-02	$14,395.42
Collinsville PD	OP	14	0256	04-02	$42,024.00
Columbia Police Department	OP	14	0302	04-02	$13,010.60
Cook County Sheriffs PD	OP	14	0113	04-02	$107,010.78
Countryside Police Department	OP	14	0303	04-02	$27,564.00
Creve Coeur PD	OP	14	0180	04-02	$14,252.00
Crystal Lake PD	OP	14	0135	04-02	$29,976.50
Danville PD	AP	14	0272	04-02	$21,854.50
Decatur PD	OP	14	0226	04-02	$38,259.50
DeKalb PD	OP	14	0265	04-02	$52,881.88
Downers Grove PD	AP	14	0081	04-02	$21,388.80
East Hazel Crest PD	OP	14	0149	04-02	$8,160.00
East Moline PD	AP	14	0273	04-02	$30,870.13
East Peoria PD	AP	14	0089	04-02	$26,660.09
Elgin PD	OP	14	0085	04-02	$62,295.00
Elk Grove Village	OP	14	0027	04-02	$41,955.17
Elmhurst PD	AP	14	0182	04-02	$45,149.16
Evanston PD	OP	14	0004	04-02	$33,798.00
Forest Park PD	OP	14	0096	04-02	$18,165.95
Fox Lake PD	OP	14	0247	04-02	$32,082.75
Franklin Park PD	OP	14	0076	04-02	$13,099.68
Gilberts PD	OP	14	0077	04-02	$9,841.92
Grandview PD	OP	14	0054	04-02	$4,800.00
Granite City PD	AP	14	0239	04-02	$11,732.13
Grayslake/Hainsville PD	OP	14	0011	04-02	$37,974.57
Gurnee PD	OP	14	0262	04-02	$28,406.76
Hanover Park PD	AP	14	0186	04-02	$22,191.36
Hebron PD	AP	14	0137	04-02	$13,638.63
Highland Park PD	OP	14	0241	04-02	$13,018.50
Hinsdale PD	OP	14	0015	04-02	$30,608.00
Hoffman Estates PD	AP	14	0252	04-02	$36,120.75
Jerome PD	OP	14	0029	04-02	$15,958.84
Kankakee Police Department	AP	14	0092	04-02	$41,190.00
Lake County SO	AP	14	0249	04-02	$57,516.12
Lake Villa PD	AP	14	0025	04-02	$15,465.45
Lake Zurich PD	AP	14	0260	04-02	$21,760.00
Leland Grove PD	OP	14	0201	04-02	$19,311.70
Lincolnwood PD	AP	14	0047	04-02	$18,775.92
Lisle PD	AP	14	0061	04-02	$13,356.00
Lockport PD	AP	14	0152	04-02	$24,294.63
Lombard PD	AP	14	0281	04-02	$44,955.14
Loves Park PD	OP	14	0106	04-02	$13,871.52
Lyons PD	OP	14	0200	04-02	$19,759.85

Marengo PD	AP	14	0103	04-02	$6,264.80
Marseilles Police Department	OP	14	0304	04-02	$13,382.92
McHenry County Sheriff's Office	OP	14	0003	04-02	$48,700.64
McHenry PD	OP	14	0012	04-02	$41,878.56
Minooka PD	OP	14	0161	04-02	$24,532.35
Moline PD	OP	14	0114	04-02	$22,251.97
Morton Grove PD	OP	14	0060	04-02	$15,587.50
Morton PD	OP	14	0071	04-02	$32,477.20
Naperville PD	AP	14	0094	04-02	$75,526.25
Niles PD	OP	14	0031	04-02	$35,599.80
North Aurora PD	OP	14	0006	04-02	$19,406.00
North Pekin PD	OP	14	0120	04-02	$12,134.75
North Riverside PD	OP	14	0044	04-02	$24,229.32
Oak Brook PD	AP	14	0049	04-02	$18,292.90
Oak Lawn PD	OP	14	0232	04-02	$43,638.12
Oak Park PD	AP	14	0240	04-02	$37,467.00
Oakbrook Terrace PD	AP	14	0045	04-02	$11,058.72
O'Fallon PD	OP	14	0134	04-02	$42,207.17
Olympia Fields PD	OP	14	0287	04-02	$17,710.00
Orland Park PD	OP	14	0116	04-02	$58,858.92
Palatine PD	OP	14	0033	04-02	$45,296.00
Palos Heights PD	OP	14	0069	04-02	$19,595.75
Park City PD	OP	14	0040	04-02	$19,285.84
Park Ridge PD	OP	14	0056	04-02	$15,836.80
Peoria County SO	AP	14	0207	04-02	$5,990.23
Peoria PD	OP	14	0051	04-02	$19,524.05
Peru PD	AP	14	0002	04-02	$16,273.63
Prairie Grove PD	AP	14	0155	04-02	$7,586.03
Prospect Heights PD	OP	14	0075	04-02	$11,750.38
Quincy PD	OP	14	0058	04-02	$66,616.16
River Forest PD	AP	14	0109	04-02	$16,815.04
Riverside PD	OP	14	0048	04-02	$21,185.94
Rock Island PD	AP	14	0274	04-02	$64,988.25
Rockford PD	AP	14	0284	04-02	$32,881.42
Romeoville PD	OP	14	0202	04-02	$23,949.00
Roselle PD	OP	14	0042	04-02	$33,621.00
Round Lake Heights PD	AP	14	0032	04-02	$3,998.40
Round Lake Park PD	OP	14	0133	04-02	$23,548.30
Sangamon County SO	OP	14	0245	04-02	$9,818.07
Sauk Village PD	AP	14	0100	04-02	$18,781.56
Schaumburg PD	OP	14	0084	04-02	$49,629.04
Sherman PD	AP	14	0266	04-02	$4,424.07
Shorewood Police Department	OP	14	0307	04-02	$18,340.44
Silvis PD	AP	14	0181	04-02	$9,000.00

Sleepy Hollow PD	AP	14	0190	04-02	$5,113.74
South Barrington PD	OP	14	0206	04-02	$12,518.70
South Chicago Heights PD	OP	14	0112	04-02	$10,532.41
South Elgin PD	AP	14	0046	04-02	$22,218.60
South Holland Police Department	OP	14	0311	04-02	$9,880.00
Southern View PD	OP	14	0286	04-02	$10,247.00
Spaulding PD	AP	14	0279	04-02	$1,514.52
Spring Grove PD	AP	14	0275	04-02	$7,655.11
St. Charles PD	AP	14	0125	04-02	$27,529.60
Streamwood PD	AP	14	0276	04-02	$16,154.20
Summit PD	OP	14	0289	04-02	$34,864.03
Tazewell County SO	OP	14	0261	04-02	$22,864.50
Villa Park PD	AP	14	0010	04-02	$23,992.54
Waukegan PD	OP	14	0111	04-02	$40,104.24
West Chicago PD	OP	14	0065	04-02	$19,838.02
Westchester PD	OP	14	0131	04-02	$20,363.40
Western Springs PD	OP	14	0034	04-02	$6,991.20
Wheeling PD	OP	14	0005	04-02	$39,680.00
Will County SD	OP	14	0221	04-02	$36,942.40
Williamson County Sheriff's Office	OP	14	0301	04-02	$22,122.60
Wilmette PD	OP	14	0270	04-02	$20,991.60
Winnebago County SO	OP	14	0146	04-02	$45,000.00
Wooddale PD	AP	14	0018	04-02	$40,029.16
Woodridge PD	OP	14	0078	04-02	$23,051.75
Woodstock PD	AP	14	0009	04-02	$21,183.73
Zion PD	OP	14	0230	04-02	$22,533.44
					$3,954,732.60

Title (STEP - AL ONLY)	Project Number			Task Number	Amount Approved
Barrington PD	AP	14	0280	13-07	$9,576.00
East Dundee PD	AP	14	0070	13-07	$7,038.00
Edwardsville PD	AP	14	0259	13-07	$15,654.00
Elmwood Park PD	AP	14	0162	13-07	$18,240.15
Fairview Heights PD	AP	14	0160	13-07	$15,238.60
Lake in the Hills PD	AP	14	0020	13-07	$26,806.88
Libertyville PD	AP	14	0067	13-07	$15,200.28
Lincolnshire PD	AP	14	0022	13-07	$13,607.82
Millstadt PD	AP	14	0292	13-07	$6,663.14
Mount Prospect PD	AP	14	0227	13-07	$15,009.85
Rock Island County Sheriff's Office	AP	14	0305	13-07	$7,010.00
Wonder Lake PD	AP	14	0187	13-07	$4,839.60
					$154,884.32

Title (LAP)	Project Number			Task Number	Amount Approved
Alliance Against Intoxicated Motorists	AP	14	0118	13-12	$108,477.98
Chicago PD	AP	14	0183	13-12	$481,929.22
Macon County Court Services	AP	14	0124	13-12	$73,719.35
Macon County State's Attorney	AP	14	0159	13-12	$102,146.20
MADD Illinois	AP	14	0211	13-12	$246,455.91
Peoria County Courts Administration	AP	14	0154	13-12	$72,030.77
River Grove PD	AP	14	0208	13-12	$46,687.50
State's Attorney Adams County	AP	14	0231	13-12	$43,933.51
UIS (Courts)	OP	14	0203	13-12	$447,930.00
					$1,623,310.44

Title (STEP - OP ONLY)	Project Number			Task Number	Amount Approved
Alorton Police Department	OP	14	0297	19-06	$3,657.60
Bartonville PD	OP	14	0197	19-06	$14,741.55
Berwyn PD	OP	14	0039	19-06	$38,639.85
Blue Island PD	OP	14	0024	19-06	$13,140.80
Carpentersville PD	OP	14	0001	19-06	$31,743.20
Hillside PD	OP	14	0038	19-06	$38,968.80
Homewood PD	OP	14	0087	19-06	$23,154.00
Justice PD	OP	14	0253	19-06	$14,290.40
Maywood PD	OP	14	0147	19-06	$24,500.22
McCullom Lake PD	OP	14	0293	19-06	$17,314.50
Midlothian PD	OP	14	0057	19-06	$23,471.36
Oak Forest PD	OP	14	0017	19-06	$39,438.00
River Grove PD	OP	14	0167	19-06	$18,640.16
Riverdale PD	OP	14	0083	19-06	$25,306.08
Rolling Meadows PD	OP	14	0055	19-06	$23,748.48
St. Clair County Sheriff's Department	OP	14	0308	19-06	$45,769.00
Thornton PD	OP	14	0290	19-06	$10,805.55
Tinley Park PD	OP	14	0251	19-06	$30,204.72
Wheaton PD	OP	14	0199	19-06	$60,632.58
					$498,166.85

Title (PBS)	Project Number			Task Number	Amount Approved
Chicago PD	OP	14	0185	12-02	$109,939.20
Chicago DOT	OP	14	0176	12-02	$140,000.00
					$249,939.20

Title (PHONE SURVEYS)	Project Number			Task Number	Amount Approved
UIS phone Survey	OP	14	0285	02-04	$93,353.00
					$93,353.00

Title (STATE FUNDED)	Project Number			Task Number	Amount Approved
American National Red Cross	AP	14	0090	02-09	$142,017.00
Cadence Health	OP	14	0172	02-09	$150,898.96
Chicago Urban League	OP	14	0250	02-09	$76,830.00
Illinois Assn. Chiefs of Police	OP	14	0216	02-09	$74,999.90
K.L.E.O. Community Family Life	OP	14	0233	02-09	$5,000.00
Prevention First	AP	14	0175	02-09	$137,555.00
Rincon Family Services	AP	14	0243	02-09	$44,471.20
Roseland Community Hospital	OP	14	0283	02-09	$50,000.00
SIU Board of Trustees - ThinkFirst	OP	14	0218	02-09	$298,076.90
Jackson County	OP	14	117	02-09	$11,427.00
La Rabida	OP	14	101	02-09	$55,770.92
Williamson County SO	AP	14	0139	02-09	$7,775.00
					$1,054,821.88

Title (CHIEF'S CHALLENGE)	Project Number			Task Number	Amount Approved
Illinois Assn. Chiefs of Police	OP	14	0214	04-07	$63,626.67
					$63,626.67

STATE AGENCY PROJECTS

Title	Project Number			Task Number	Amount Approved
ISP - DUIE				03-02	$823,700.00
ISP - NITE				04-04	$803,800.00
ISP - STEP				04-05	$743,300.00
ISP - Motorcycle Unit				04-09	$161,600.00
ISP - Breath Analysis				13-03	$187,900.00
ISP - ACE				13-11	$811,000.00
ISP - Crash Reconstruction				18-06	$22,000.00
ISP - OREP				19-01	$569,600.00
SOS - Drive Smart				03-03	$161,800.00
SOS - Operation Straight Identification				13-02	$118,000.00
SOS - Imaging Enhancement				18-12	$30,500.00
SOS - Data Dictionary				18-14	$107,700.00
SOS - Keep Kids in Safe Seats				19-02	$35,600.00

ILETSB - Police Traffic Training				04-01	$60,000.00
ILETSB - Alcohol Police Traffic Training				13-06	$225,000.00
AOIC - Judicial Training				13-13	$40,000.00
ILCC - BASSET				13-16	$15,000.00
IDPH - NEMSIS				18-02	$150,000.00
IDPH - Data Analysis				18-13	$120,000.00
					$5,186,500.00