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Executive Summary

The Illinois Department of Transportation's, Division of Traffic Safety (IDOT/DTS) produces an annual Highway Safety Performance Plan (HSPP) 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) 2013. 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 2013 Illinois Highway Safety Performance 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.

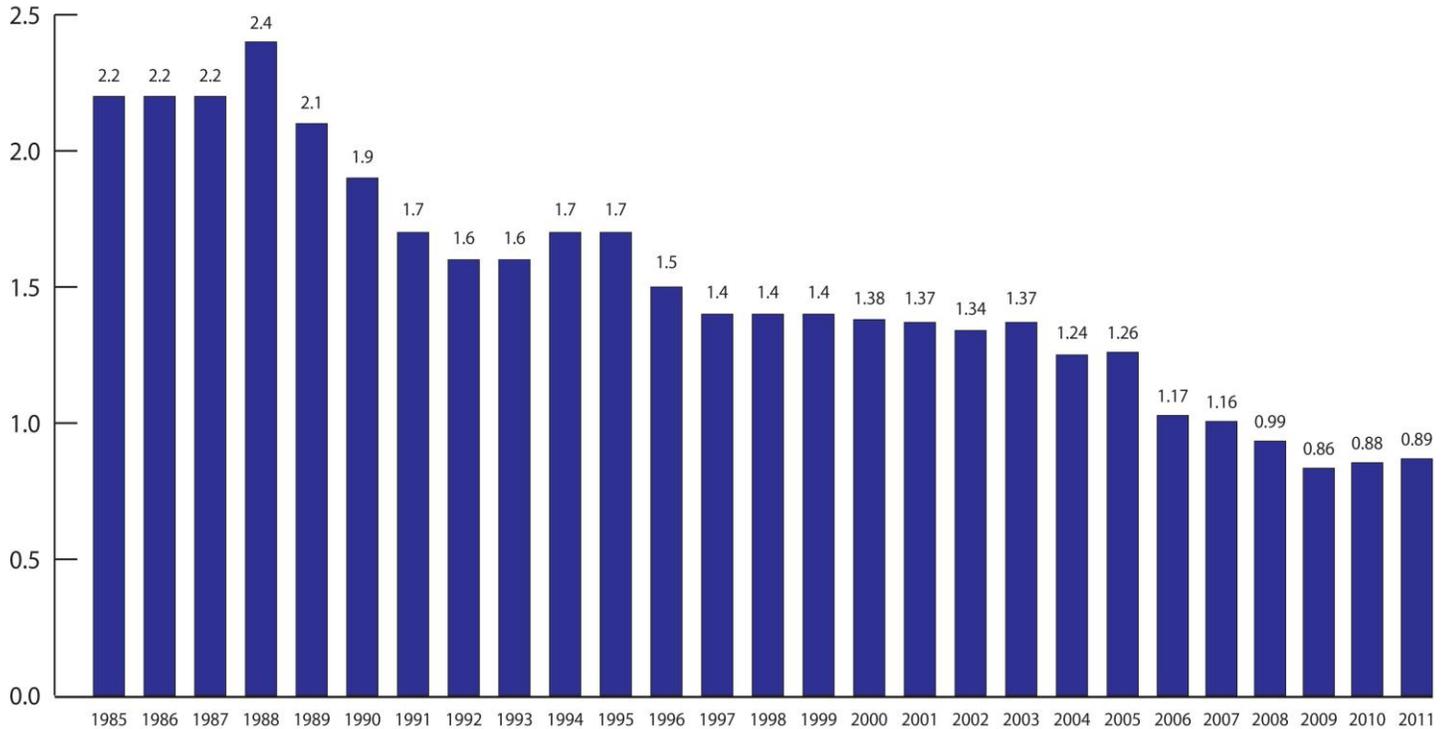
Illinois' Highway Safety Plan serves to promote best practices and strategies that could have a substantial impact on reducing fatal and injury crashes. IDOT's main traffic safety goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2013 HSPP will continue to have a strong focus on sustained and high-visibility local and state enforcement grants, enforcement details during the 11 pm to 6 am timeframe, a new No-Refusal program, a state wide child passenger safety conference, 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 and collaboration with Illinois' highway safety partners.

In 2011, a total of 918 persons died in 835 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 FFY 2013 Highway Safety Performance 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.

Key Accomplishments

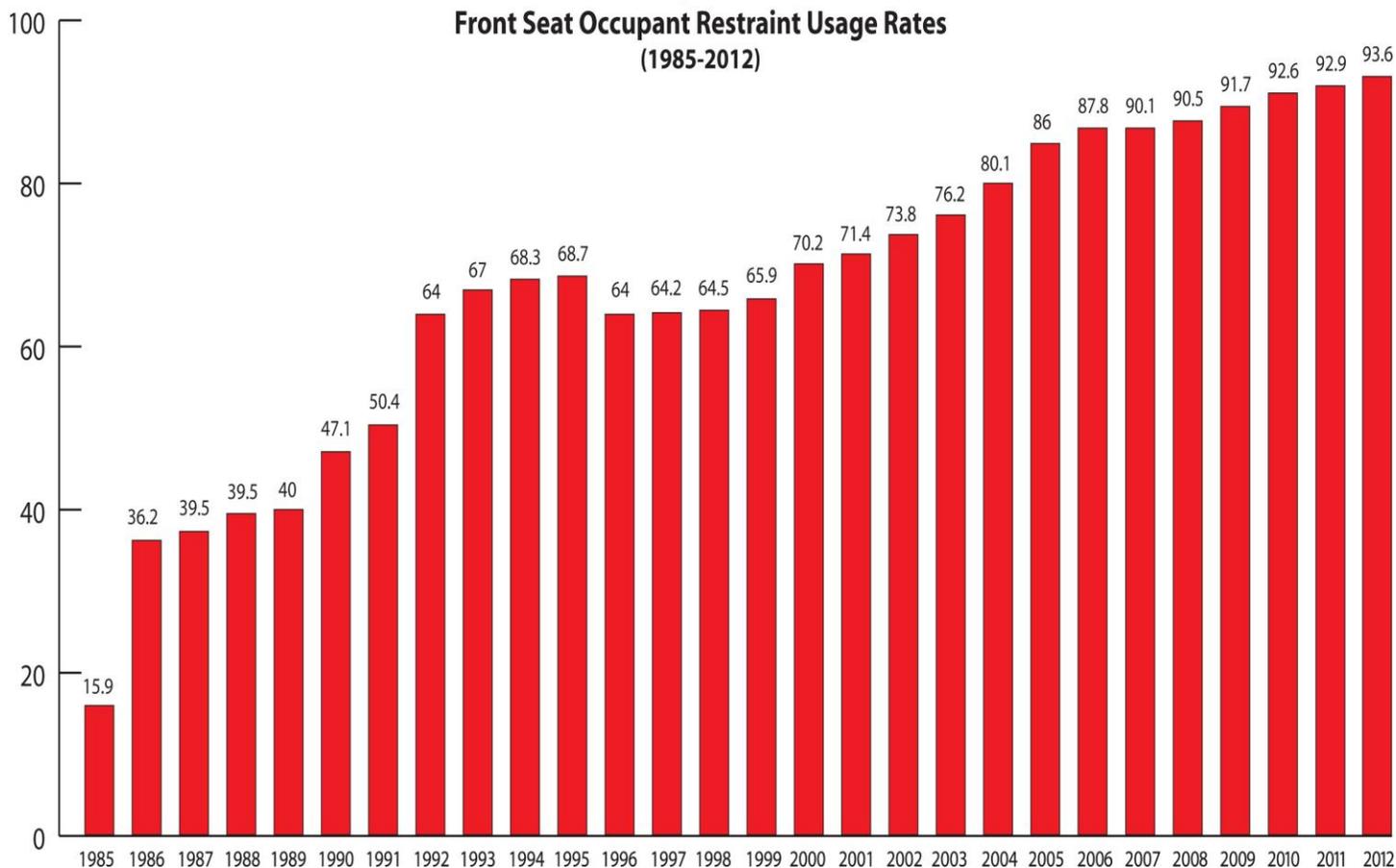
Figure 1
Motor Vehicle Fatality Rates Per 100 Million Vehicle Miles of Travel in Illinois
(1985-2011)



Data Source: FARS

Figure 1 shows the motor vehicle fatality rate per 100 million vehicle miles of travel since 1985. The fatality rate has decreased from 2.2 in 1985 to 0.89 in 2011. The 2009 fatality rate of 0.86 represents the lowest fatality rate. Illinois is below the national average of 1.16 per 100 million VMT. The main contributing factors to the reduction in the fatality rate continue to be effective campaigns against impaired driving and encouraging the use of safety belts.

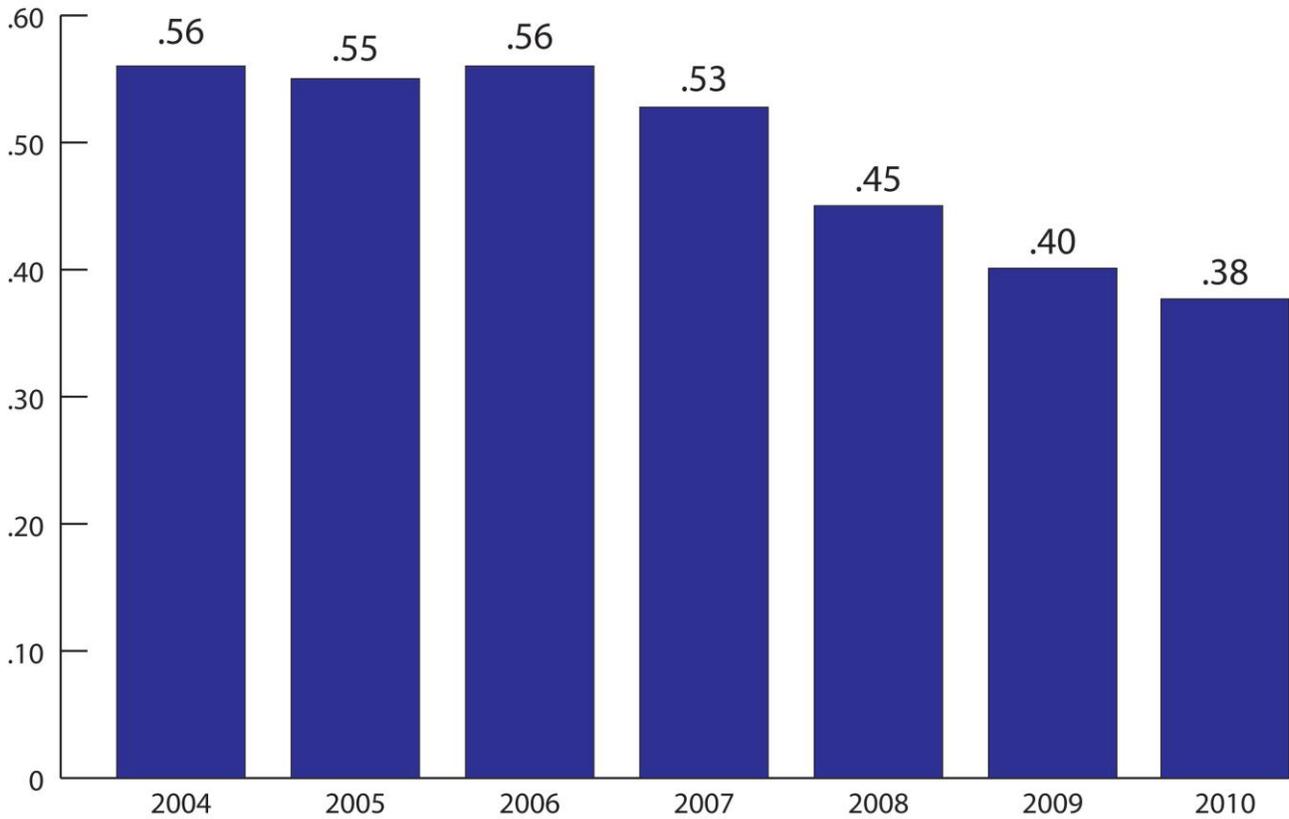
Figure 2
Front Seat Occupant Restraint Usage Rates
(1985-2012)



Data Source: Annual Observational Survey

Figure 2 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.

Figure 3
Motor Vehicle Alcohol Related Fatality Rate
(Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois
(2004-2010)

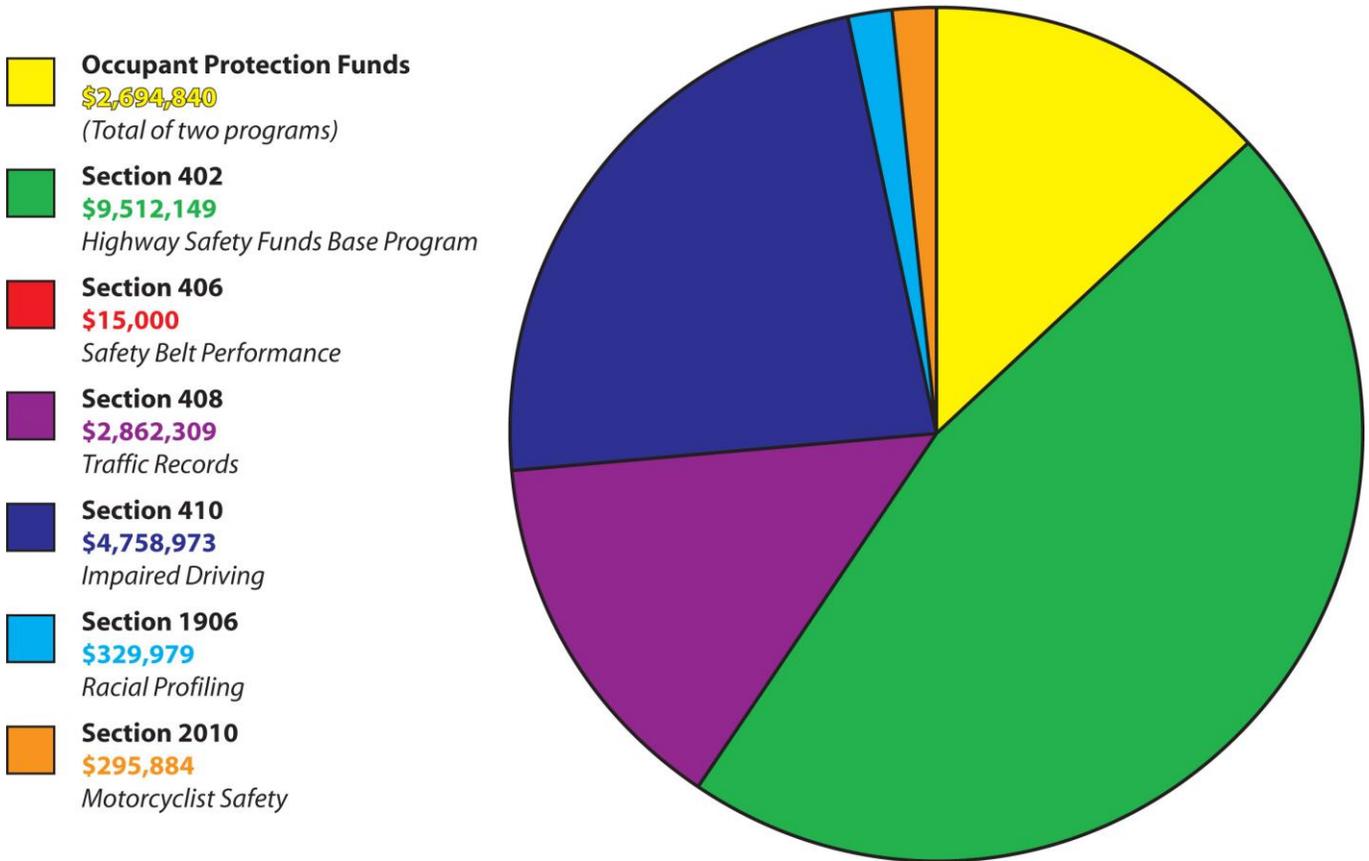


Data Source: FARS

Figure 3 shows the alcohol-related motor vehicle fatality rate since 2004. This rate is an imputed number due to the large number of fatal crashes for which driver BAC is unknown. Illinois' alcohol-related fatal crash rate has dropped from 0.56 in 2004 to 0.38 in 2010 with the biggest decrease between years occurring in 2007 and 2008 when the rate dropped from 0.53 to 0.45. These rate decreases are mainly due to lower overall alcohol-related fatalities.

FUNDING AREAS

FY 2013
Estimated Federal Funds



On July 6, 2006, 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). The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. 10 continuing resolutions were passed, with the last one ending on July 6, 2012. MAP-21 will go into effect on October 1, 2012. However, since MAP-21 was recently signed into law NHTSA has not had time to properly review the law. NHTSA Region 5 has advised Illinois to submit its FY 2013 Highway Safety Plan (HSP) with SAFETEA-LU funding categories including estimated new and carry forward funds. Once NHTSA has reviewed MAP-21, the agency will provide states with procedures on revising their FY 2013 HSP to meet the criteria set in the authorization. The estimated funding levels for the FY 2013 HSP are based on levels awarded to Illinois in FY 2009.

A general description of each program and estimated funding levels for FY 2013 are as follows:

Highway Safety Fund Base Program

Section 402: SAFETEA-LU reauthorized the state and community highway safety formula grant program (Section 402 of Chapter 4 of Title 23) to support state highway safety programs designed to reduce traffic crashes and resulting deaths and injuries, and property damage. A state may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be used to address local traffic safety problems. The balance of these grant funds are awarded to other state agencies and for program administration.

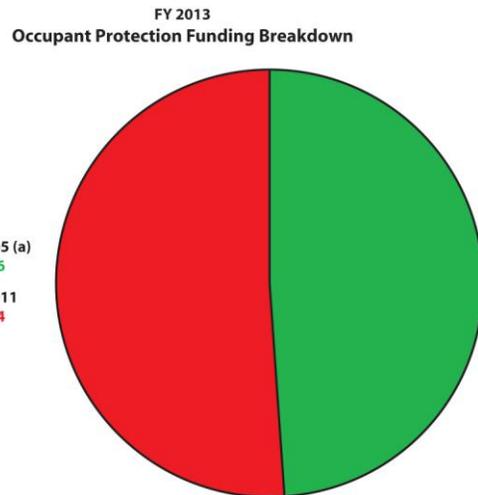
Impaired Driving Fund

Section 410: SAFETEA-LU amended the impaired driving countermeasures incentive grant program (under Section 410 of Chapter 4 of Title 23) to encourage states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving under the influence of alcohol.

Occupant Protection Funds

Section 405: SAFETEA-LU amended Section 405 of Chapter 4 of Title 23 to encourage states to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A state may only use these grant funds to implement and enforce occupant protection programs.

Section 2011: SAFETEA-LU established an incentive grant program to make grants available to states that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under Section 3 of Anton's law (49 USC 30127 note; 116 Statute 2772).



Safety Belt Performance Grant

Section 406: Section 2005 of SAFETEA-LU established a new program of incentive grants (under Section 406 of Chapter 4 of Title 23) to encourage the enactment of laws requiring the use of safety belts in passenger motor vehicles. A state may use these grant funds for any safety purpose under this title for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of the amount received by states must be obligated for behavioral highway safety activities.

Incentive Grant to Prohibit Racial Profiling

Section 1906: SAFETEA-LU established a new program of an incentive grant program to encourage states to enact and enforce laws that prohibit the use of racial profiling in the enforcement of traffic laws on federal-aid highways, and to maintain and allow public inspections of statistics on motor vehicle stops.

Motorcyclist Safety Grant

Section 2010: SAFETEA-LU established a new program of incentive grants to encourage states to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A state may use these grant funds only for motorcyclist safety training and motorcycle awareness programs, including improvement of training curriculum, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Traffic Safety Information System Improvement Grant

Section 408: SAFETEA-LU established a new program of incentive grants to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes and circumstances.

Crash Outcome Data Evaluation System (CODES)

In September 2009, NHTSA awarded IDOT another three year contract for \$135,000 to continue to develop a CODES program in Illinois. This project is based on collaboration between IDOT and the Illinois Department of Public Health. Under this grant, IDOT links existing traffic crash records with health care data sources from Emergency Medical Services, trauma registry, hospital discharges and vital records (death certificates).

HS 217 Form

Refer to Addendum 1 for the HS 217 form.

ESTIMATED FEDERAL FUNDING AVAILABLE

Section	New Allocation	Reprogrammed Funds	Total
402	\$ 8,512,149	\$ 1,000,000	\$ 9,512,149
405	\$ 1,194,426	\$ 125,000	\$ 1,319,426
406	\$ 0	\$ 15,000	\$ 15,000
408	\$ 962,309	\$ 1,900,000	\$ 2,862,309
410	\$ 4,658,973	\$ 100,000	\$ 4,758,973
1906	\$ 0	\$ 329,979	\$ 329,979
2010	\$ 220,884	\$ 75,000	\$ 295,884
2011	\$ 625,636	\$ 749,778	\$ 1,375,414
Total	\$ 16,174,377	\$ 4,294,757	\$ 20,469,134

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 2013 Highway Safety Performance 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 nine 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 11). 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 (2005-2010)
3. VMT data (2005-2011)
4. Census data (2010)
5. Observational seat belt and child safety seat surveys (1985-2011)
6. Telephone and Driver Facility surveys (2003-2011)

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).

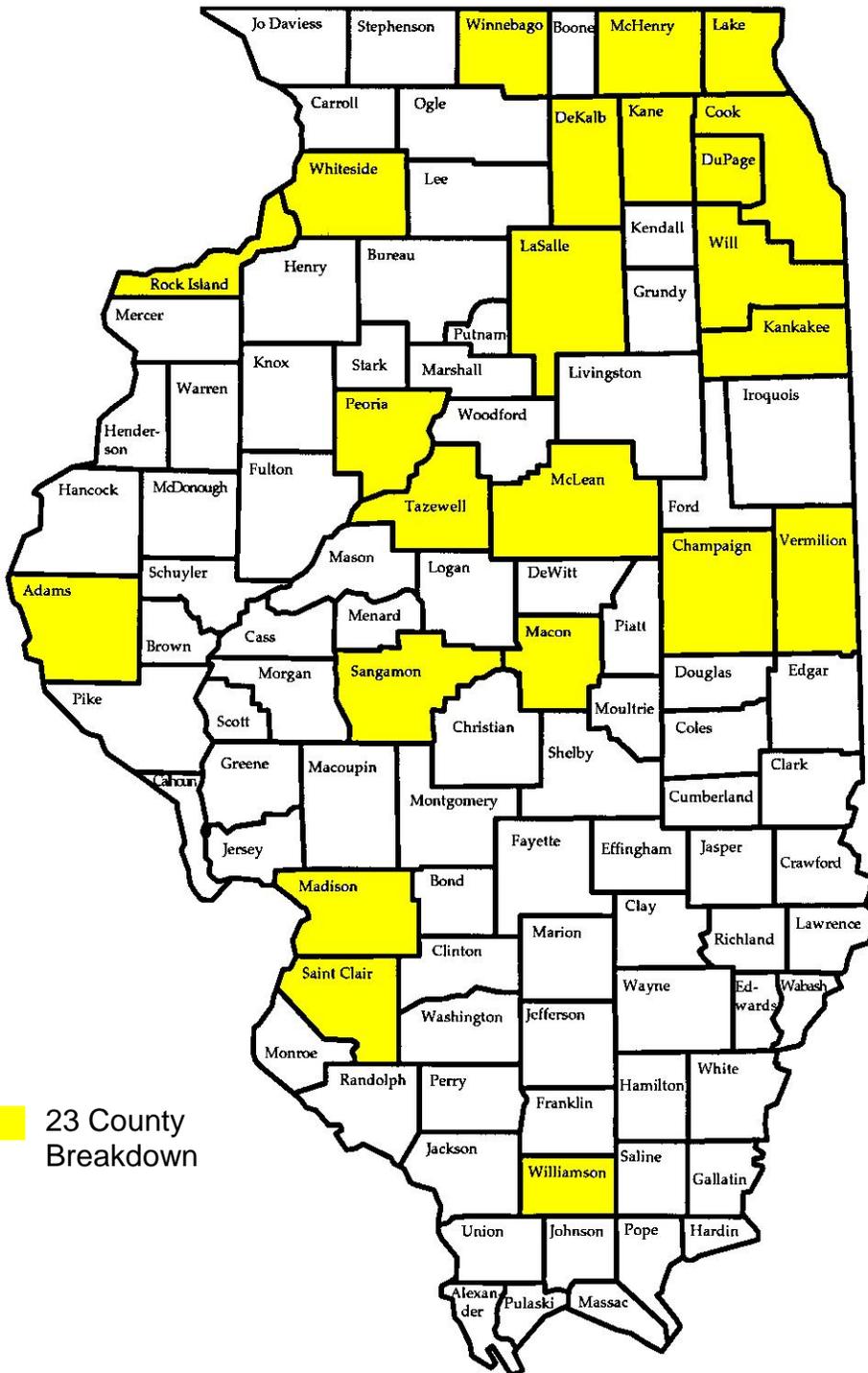
Process for Developing Goals

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 fourth largest roadway network overall in the nation with over 140,000 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 57 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 124,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 70 percent of Illinois' highway, street and road system, although this system handles less than 26 percent of Illinois' vehicle travel miles.



23 County Breakdown

Highway Safety Plan Process

Highway Safety Plan Committee

The HSP Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Director of Traffic Safety. Other committee representatives include: DTS Deputy Director, Deputy Director of Finance and Administration, a representative from the Office of the Secretary, Bureau Chief of Safety Programs and Administrative Services, Bureau Chief of Safety Data and Data Services, Staff Assistant, Assistant to the Deputy Director, Administrative Support Section Manager, Traffic Statistics Manager, State Agency Project Administrator, LEL Coordinator and Finance Unit Manager. In March and April 2012, the HSP Committee convened to review 312 local projects and 19 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 program 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?

The HSP committee members were also supplied updated program goals, revamped project specifications, 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, program assessment recommendations and annual survey results.

Each project request goes through three levels of reviews by DTS staff. The Project Request Review Forms (TS30) for each local agency application and a TS 33 form for 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 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 2013 HSPP, 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.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Action	Details
December – February	Problem Identification Project Spec Revisions Goal Development Focus Groups FY 2013 Project Request due.	Development of DTS's 23-county breakdown. Project Applications.
March – May	Local Project Selection for FY 2013. State Agency Selection for FY 2014.	Meetings (10–15), present projects to committee for inclusion in FY 2013 HSPP.
June - July	Internal DTS management/IDOT management review of HSP projects/goals	
August	Final Highway Safety Performance Plan review	Meetings (1-2) review and comment to finalize HSPP.
September 1	HSPP due to NHTSA	
September - October	Grant approval and implementation.	Approve and begin implementation of FY 2012 local grants. Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2012 Annual Report.
December	Complete AER including management review AER due to NHTSA.	
December 31	AER due to NHTSA	

Theoretical Model



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 2013 HSPP, 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.

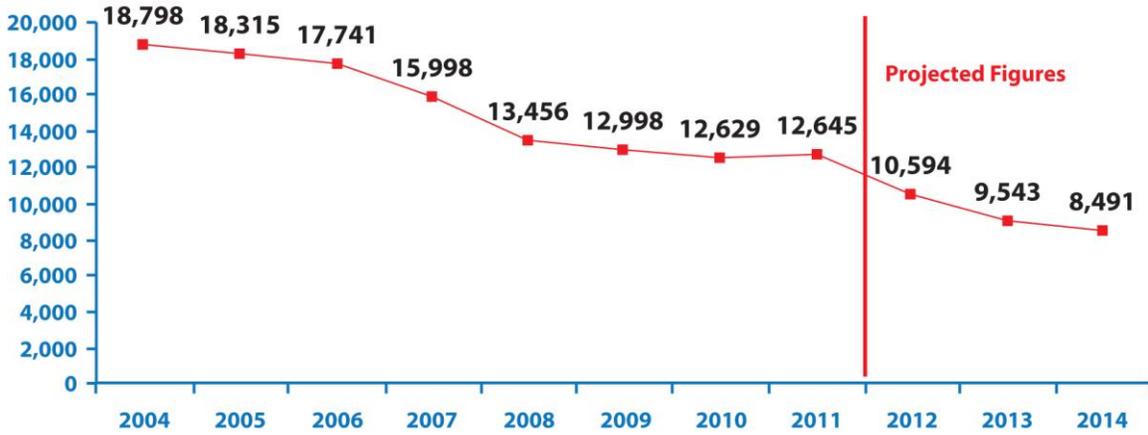
Listed below are the overall outcome goals for our highway safety program. The specific program goals (i.e. impaired driving, occupant protection, etc.) can be found in the remainder of this document.

Goal: To reduce the statewide traffic fatalities from the 2004 level of 1,355 to 625 by December 31, 2014.



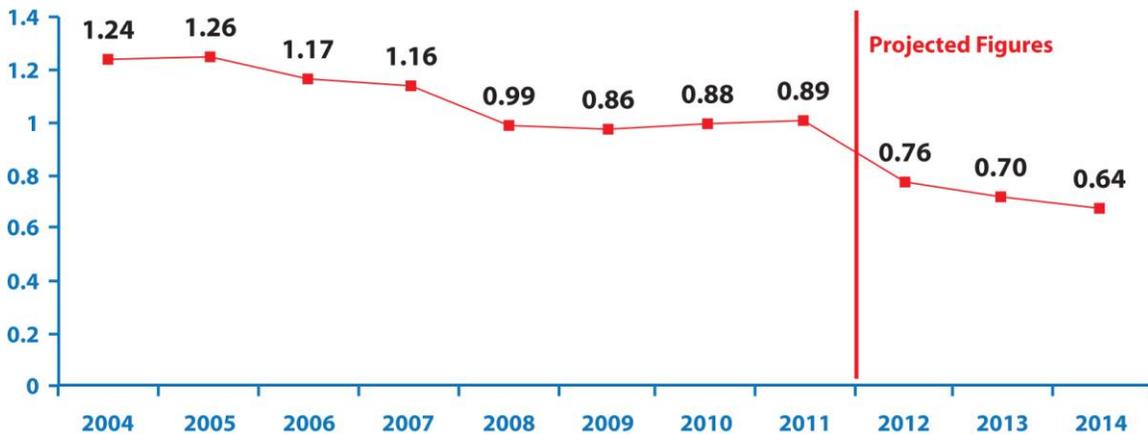
Goal: To reduce the statewide serious injuries in traffic crashes from the 2004 level of 18,798 to 8,491 by December 31, 2014.

Total Serious Injuries in Traffic Crashes



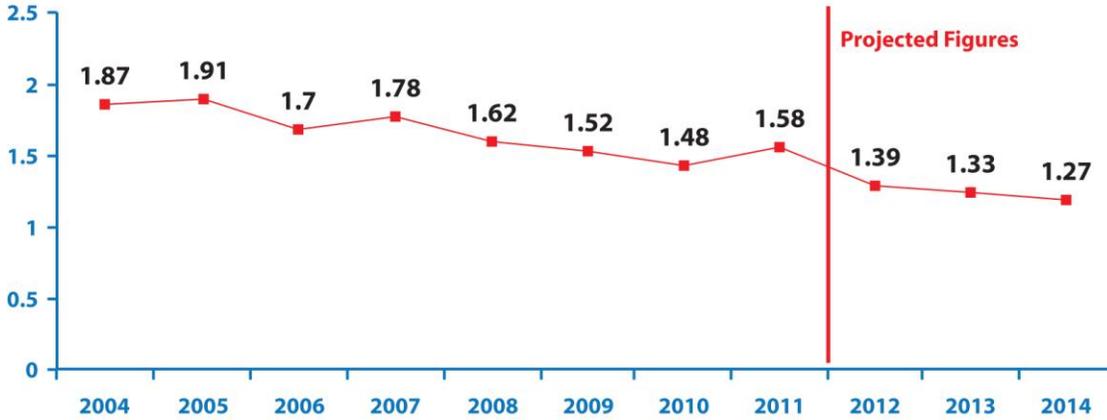
Goal: To reduce the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 1.24 to 0.64 by December 31, 2014.

Total Fatality Rate per 100M VMT



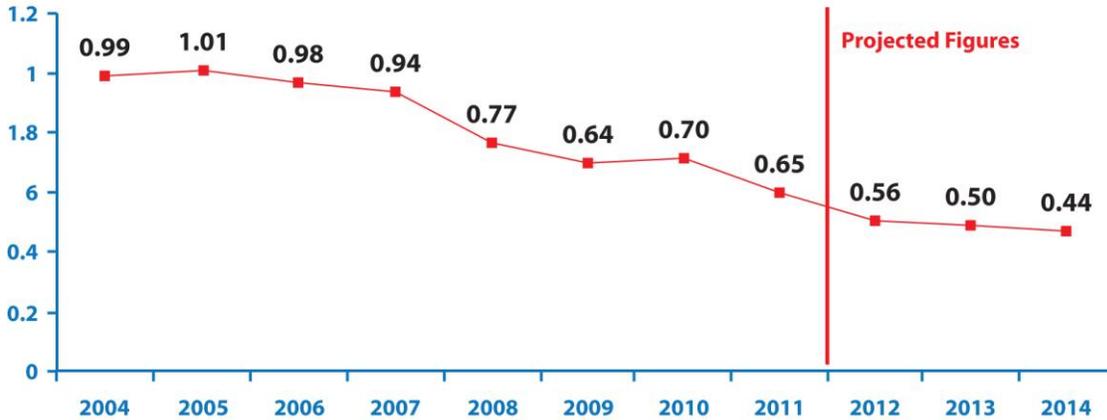
Goal: To reduce the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 1.87 to 1.27 by December 31, 2014.

Rural Fatality Rate per 100M VMT



Goal: To reduce the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 0.99 to 0.44 by December 31, 2014.

Urban Fatality Rate per 100M VMT



Fiscal Year 2013 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	\$160,000
OP	02-01	402	Sports Marketing Coord. (DTS)	\$120,000
OP	02-02	402	OP Resource Centers (Local)	\$953,458
OP	02-07	402	M & E	\$64,000
OP	02-08	402	Law Enforcement Liaison (Local)	\$721,478
OP	02-09	State	State Match (Local)	\$846,933
OP	02-10	402	Paid Media (DTS)	\$1,714,875
OP	02-11	402	Phone Surveys (Local)	\$93,438
AL	03-01	402	M & E	\$48,000
AL	03-02	402	DUIE (ISP)	\$891,800
AL	03-03	402	ADDEP (SOS Police)	\$70,200
AL	03-04	402	Law Enforcement Liaison (Local)	\$615,833
PT	04-01	402	Police Training (ILETSB)	\$40,000
PT	04-02	402	STEP (Local)	\$3,447,185
PT	04-03	State	ISP Match	\$1,055,515
PT	04-04	402	NITE Patrol (ISP)	\$817,800
PT	04-05	402	STEP (ISP)	\$373,850
PT	04-06	402	M & E	\$32,000
PT	04-07	402	Traffic Safety Challenge (Local)	\$89,645
PT	04-09	402	MC Patrol Unit (ISP)	\$247,800
PT	04-10	402	Mobilization Equipment (DTS)	\$50,000
PT	04-11	402	Mobilization Luncheons (DTS)	\$10,000
TR	05-03	402	UIS Evaluation (Local)	\$70,000
TR	05-05	402	M & E	\$9,600
EM	06-01	402	M & E	\$6,400
PS	12-02	402	Bike/Pedestrian Safety (Local)	\$150,000
K8	13-01	410	TSRP (DTS)	\$250,000
K8	13-02	410	Operation Straight I.D. (SOS)	\$61,300
K8	13-03	410	Breath Analysis (ISP)	\$105,400
K8	13-06	410	Alcohol Police Training (ILETSB)	\$140,000
K8	13-09	State	Probation Services (Match)	\$14,276,919
K8	13-11	410	ACE (ISP)	\$927,700
K8	13-12	410	Local Alcohol Project (Local)	\$2,029,584
K8	13-13	410	Judicial Training (AOIC)	\$40,000
K8	13-16	410	BASSET (ILCC)	\$15,000
K8	13-17	410	Paid Media (DTS)	\$999,375
K8	13-18	410	Labor Day Mini's (Local)	\$100,000

Fiscal Year 2013 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K9	18-01	408	408 Coordinator (DTS)	\$50,000
K9	18-03	408	Chicago-Data Integration (Local)	\$500,000
K9	18-04	408	Chicago-DOT (Local)	\$50,000
K9	18-06	408	Crash Reconstruction (ISP)	\$22,000
K9	18-07	408	CODES (DTS)	\$127,000
K9	18-08	State	ISP Match	\$715,604
K9	18-12	408	Imaging Enhancement (SOS)	\$29,000
K9	18-13	408	Data Analysis (IDPH)	\$115,400
K9	18-14	408	Data Dictionary (SOS)	\$90,000
K9	18-15	408	UIS Evaluation (Local)	\$133,544
K2	19-01	405	OREP (ISP)	\$597,800
K2	19-03	State	ISP Match	\$3,958,297
K2	19-04	405	Memorial Day Mini Mob. (Local)	\$150,000
K2	19-05	405	STAR (SOS Police)	\$70,200
K2	19-06	405	STEP (ISP)	\$373,850
K3	21-02	State	ISP Match	\$1,212,930
K3	21-03	2011	CPS (Local)	\$1,208,415
K3	21-04	2011	CPS Seats (DTS)	\$10,000
K3	21-05	2011	KISS (SOS)	\$34,500
K3	21-06	2011	CPS PI&E Materials (DTS)	\$50,000
K3	21-07	2011	CPS Re-Certification (DTS)	\$500
K3	21-08	State	State Match	\$162,500
K3	21-09	2011	CPS (IDHS)	\$13,000
K3	21-10	2011	CPS Conference (DTS)	\$5,000
K6	22-01	2010	PI&E Campaign (DTS)	\$80,884
K6	22-02	2010	Paid Media (DTS)	\$205,000
K6	22-04	2010	MC Winter Conference (DTS)	\$10,000
K10	23-01	1906	Racial Profiling (DTS)	\$120,000
K10	23-02	State	ISP (Match)	\$82,529
K10	23-04	1906	Racial Profiling Committee (DTS)	\$10,000

FY 2013 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

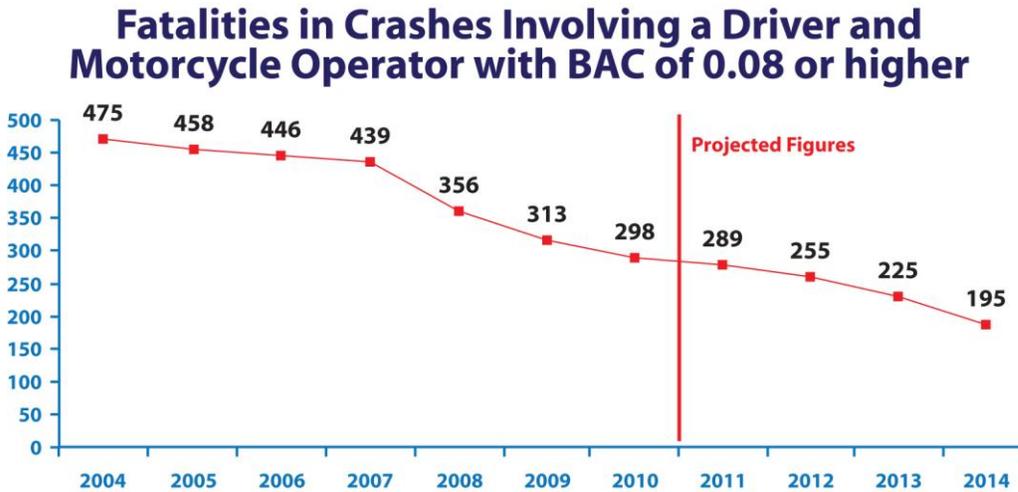
- In 2011, 38.1 percent of all fatally injured drivers who were tested had a positive BAC (BAC of 0.01 or greater).
- Total alcohol-related crash fatalities (based on driver BAC of .01 or greater) decreased from 317 in 2010 to 269 in 2011.
- More than 41,900 people of all ages are arrested each year 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 475 in 2004 to 195 by December 31, 2014.



Impaired Driving Program Overview

Under the new, national slogan of “Driver Sober or Get Pulled Over”, DTS will continue in 2013 its strong emphasis on high-visibility impaired-driving and late-night seat belt enforcement with local, county and state law enforcement agencies. Though big increases in participation were not seen in FY 2012, Illinois did sustain its all-time high in impaired driving crackdown law enforcement participation numbers obtained in FY 2011 at a time when many local law enforcement agencies are cutting back. DTS will continue its commitment to its holiday equipment incentive programs in order to continue to bolster crackdown participation numbers. In addition, DTS will continue to offer additional impaired driving enforcement grants exclusively for the two-week Labor Day period in FY 2013 in order to gain event greater participation for the national crackdown. Integration of nighttime belt enforcement and messaging into impaired driving periods will continue in FY 2013. Each year, nighttime seat belt enforcement is becoming more and more accepted by law enforcement throughout Illinois. FY 2013 is the third full year of the DTS local STEP grants program that allows for the integration of impaired driving and safety belt enforcement. The STEP program has gained wide acceptance thus far, and even though tough cuts had to be made in FY 2013, it remains a solid statewide program providing over \$3 million in stepped-up enforcement. The FY 2013 Local Alcohol Program (LAP) took many funding cuts however; most departments requesting LAP funding were still funded at levels high enough to provide effective stepped-up enforcement in their communities. As always, the enforcement during the impaired driving periods will be supported with comprehensive paid media and earned media efforts.

In FY 2013, DTS will also support the following impaired driving countermeasures: public information and education; an impaired driving coordinator; two traffic safety resource prosecutors; DUI Courts (including support of an additional court); court monitoring via advocacy groups; DUI prosecutors; Law Enforcement Training; Fraudulent ID programs; and underage drinking prevention.

As the leading alcohol countermeasure, DTS will maintain its strong emphasis on impaired driving and late-night belt enforcement and public relations efforts surrounding that enforcement. New and innovative countermeasures are always being considered, however, such as FY 2013 grant in Adams county assisting with funding of a No-Refusal” initiative.

Impaired Driving Coordinator

DTS 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 Division of Traffic Safety. In FY 2013, 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. Specifically, the TSRP may conduct the following trainings in FY 2013:

- 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 2013 impaired driving program will continue its commitment to three comprehensive holiday crackdowns (mobilizations) showcasing high-visibility, impaired driving 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 2013 impaired driving crackdown enforcement periods will include seat belt patrols from 11 pm to 6 am in addition to impaired driving enforcement. Equipment incentive programs will continue in FY 2013 encouraging more law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment.

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 DTS grantee officers working impaired driving enforcement grants are required to have had SFST training within two years of the current grant year.

Judicial

DTS will continue its annual funding of the Administrative Office of the Illinois Courts (AOIC) to provide for the annual 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 to 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.

DTS will continue to assist Macon County Illinois with establishment of its first DUI Court. DTS has assisted with funding a DUI Court in Peoria County for four years and will continue to do so in FY 2013.

Also in FY 2013, DTS 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 DTS-sponsored DUI projects. DTS will continue to fund the University of Illinois at Springfield, Institute for Legal Studies project training judges, states attorneys and prosecutors on DUI-related issues and laws.

No-Refusal Program

New for FY 2013, DTS will fund 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 to a manual allowing for the sharing of a model No-Refusal program.

Productivity Incentive Program

DTS annual impaired driving enforcement program relies heavily on voluntary (non-grant-funded) support from local and state law enforcement agencies. The more voluntary enforcement (impaired driving and nighttime safety belt) conducted by non-grant-funded agencies, the more overall impaired driving enforcement and the greater its deterrent effect throughout Illinois. DTS 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 handheld radars, portable breath testers, lidar and moving radar. This program has helped Illinois surpass 350 law enforcement agencies participating in the Labor Day crackdown in FY 2012 as well as greatly increase participation in the Christmas/New Years and Independence Day holiday crackdowns.

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 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" tagline in all PI&E 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 DTS's Traffic Safety Partners (i.e., TOP Cops, 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 DTS.
- 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 implement new Illinois law requiring Ignition Interlocks for all DUI offenders.
- 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 and law enforcement incentive programs 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 paid media efforts.

Impaired Driving Project Tasks

Project Number: 13-13-01 (K8) (410)

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: \$250,000

Project Number: 13-13-02 (K8) (410)
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: \$61,300

Project Number: 13-13-03 (K8) (410)
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: \$105,400

Project Number: 13-13-13 (K8) (410)
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: 13-13-16 (K8) (410)
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

Project Number: 13-13-17 (K8) (410)

Project Title: Paid Media (DTS)

Project Description

This task provides funds for paid media in support of the July 4th Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2013. This task also helps support the media buyer for these three campaigns.

Budget: \$999,375

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-13-01	Traffic Safety Resource Prosecutor (DTS)	\$ 250,000	410
13-13-02	Operation Straight ID (SOS)	\$ 61,300	410
13-13-03	Breath Analysis (ISP)	\$ 105,400	410
13-13-13	Judicial Training (AOIC)	\$ 40,000	410
13-13-16	BASSET (ILCC)	\$ 15,000	410
13-13-17	Paid Media (DTS)	\$ 999,375	410
410 Total		\$ 1,471,075	
Total		\$ 1,471,075	

MATCH TASKS

Match Task Overview

The state matching amounts are calculated as a percentage of the total (federal and state) program costs.

Match Project Tasks

Project Number: 13-02-09 (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. Illinois will not seek federal reimbursement for this task during FY 2013.

Budget: \$846,933

Project Number: 13-04-03 (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 23,482 hours of regular traffic patrol will be conducted in FY 2013.

Budget: \$1,055,515

Project Number: 13-13-09 (State Funds) (410 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 16,176 DUI defendants supervised by Illinois probation departments in 2011, at an average cost per case of \$1,297 per DUI Offender and \$3,243 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2011 was \$25,512,506. For this program DTS only needs a state match of \$14,276,919.

Budget: \$14,276,919

Project Number: 13-18-08 (State Funds) (408 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 15,920 hours of regular traffic patrol will be conducted in FY 2013.

Budget: \$715,604

Project Number: 13-19-03 (State Funds) (405 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 88,060 hours of regular traffic patrol will be conducted in FY 2013.

Budget: \$3,958,297

Project Number: 13-21-02 (State Funds) (2011 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 26,984 hours of regular traffic patrol will be conducted in FY 2013.

Budget: \$1,212,930

Project Number: 13-21-08 (State Funds) (2011 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 2013.

Budget: \$162,500

Project Number: 13-23-02 (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 1,836 hours of regular traffic patrol will be conducted in FY 2013.

Budget: \$82,529

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-02-09	State Match (Local)	\$ 846,933	State Match
13-04-03	ISP Match	\$ 1,055,515	State Match
13-13-09	Probation Services (Match)	\$ 14,276,919	State Match
13-18-08	ISP Match	\$ 715,604	State Match
13-19-03	ISP Match	\$ 3,958,297	State Match
13-21-02	ISP Match	\$ 1,212,930	State Match
13-21-08	State Match (Local)	\$ 162,500	State Match
13-23-02	ISP Match	\$ 82,529	State Match
Total Match Funds		\$ 22,311,227	

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)

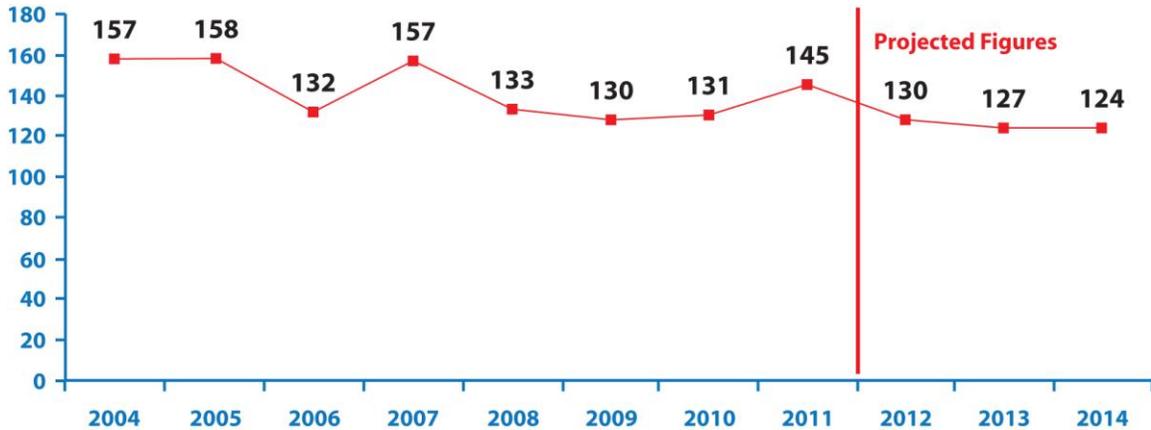
Table 2: Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use

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

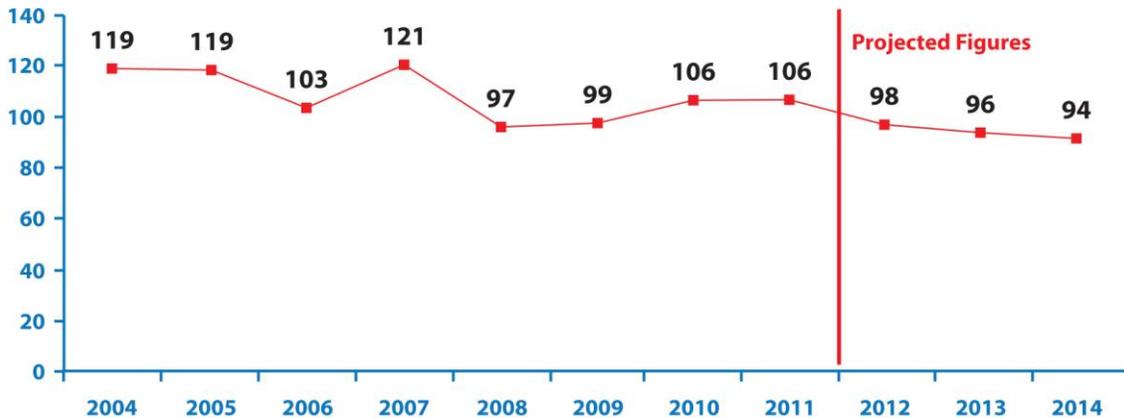
Goal: To reduce the statewide motorcycle fatalities from the 2004 level of 157 to 124 by December 31, 2014.

Motorcyclist Fatalities



Goal: To reduce the number of unhelmeted motorcycle fatalities from the 2004 level of 119 to 94 by December 31, 2014.

Unhelmeted Motorcyclist Fatalities



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 2013 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 during the 2013 riding season to increase awareness of motorcyclists to other drivers.

The Start Seeing Motorcycles campaign and Motorcycle Safety Program is an important DTS program. The program focuses 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". 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*** and ***Start Seeing Motorcycles*** during motorcycle awareness month in April and through the summer and early fall. DTS will develop brochures, banners and billboard messaging focusing on driver's awareness of motorcyclists on our roadways. DTS is proposing to purchase ***Gear Up*** and ***Start Seeing Motorcycles*** banners, bandanas, clings, motorcycle dealership tags, lapel pins, yard signs and bumper stickers.

Illinois Motorcycle Winter Conference

In FY 2013, DTS will hold its third 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

The motorcycle helmet usage survey was conducted in June 2012. 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: 13-22-01 (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.

Budget: \$80,884

Project Number: 13-22-02 (K6PM) (2010)

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 radio time to air motorcycle awareness messages. This task also helps support the media buyer for the motorcycle campaign.

Budget: \$205,000

Project Number: 13-22-04 (K6) (2010)

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: \$10,000

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-22-01	PI&E Campaign	\$ 80,884	2010
13-22-02	Paid Media Campaign	\$ 205,000	2010
13-22-04	MC Winter Conference	\$ 10,000	2010
2010 Total		\$ 295,884	
Total All Funds		\$ 295,884	

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)

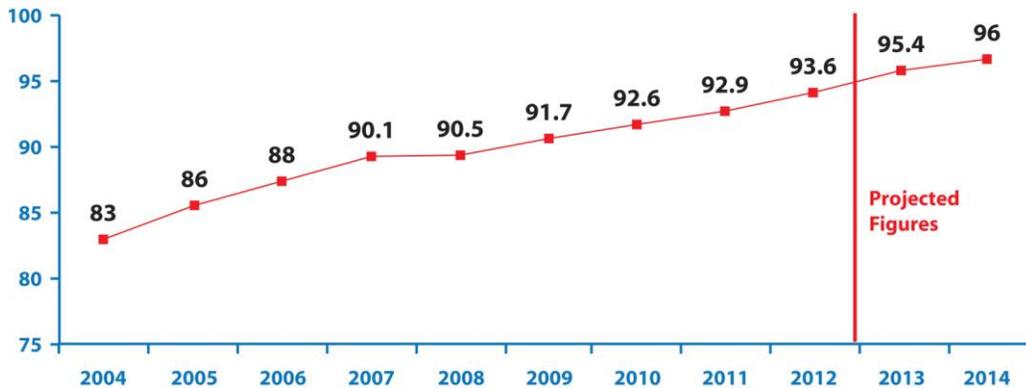
Table 3: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group

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

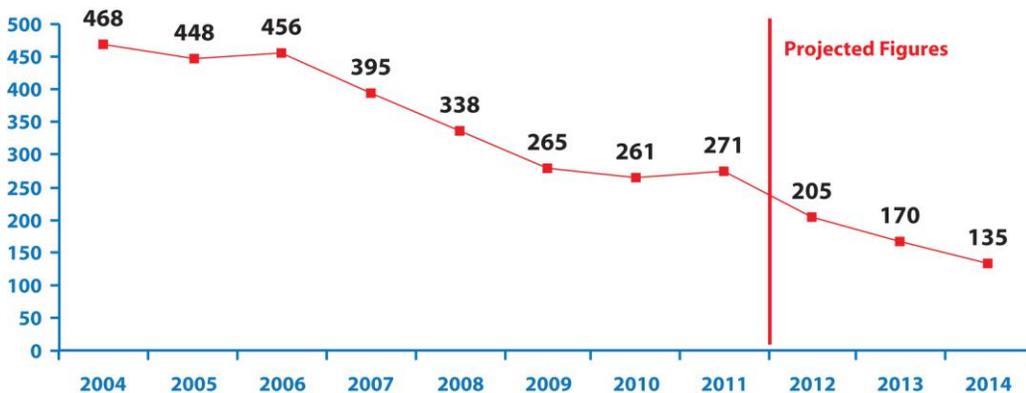
Goal: Increase the statewide safety belt usage rate from the 2004 level of 83 percent to 96.0 percent by December 31, 2014.

Observed Safety Belt Use for Passenger Vehicle Front Seat Outboard Occupants



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 468 in 2004 to 135 by December 31, 2014.

Total Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



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 safety belt compliance to 93.6 percent throughout Illinois. In FY 2013, DTS will continue to direct resources to increase law enforcement in rural areas as well as nighttime safety belt enforcement zones. Teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, and a determination to increase safety belt compliance within the city of Chicago will also continue. DTS will also strongly encourage law enforcement to begin enforcing the new seat belt legislation, which took effect on January 1, 2012 requiring that everyone in the vehicle be belted.

Click It or Ticket

To continue the downward fatality trend and increase the upward momentum of seat belt compliance, 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 intensive paid and earned media campaigns that strategically market increased seat belt and child safety seat usage to, at minimum, 85 percent of Illinois' population.

During CIOT, DTS will compliment increased law enforcement and strategic paid media with earned outreach. 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. 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.

DTS will continue to foster more 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 pop, 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 campaign and will continue these partnerships in 2013. Some of the partnerships were with: 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 2012 campaign. Articles were placed in Illinois Country Living magazine, Farm Weekly and various Illinois Cooperative newsletters. The TSL team worked diligently to place articles in newspapers across the state. The goal of future campaigns is to continue these partnerships and develop others that will enable DTS to reach the hard core non-belt users.

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 2012 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 2012 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 safety 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 90.2 percent. DTS will continue to focus on four key areas to increase child vehicle restraint systems 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 a statewide CPS Conference in November 2012 as well as hold more than 20 Skills Enhancements/Update Courses throughout the year. DTS staff will work with local CPS grantees to ensure they are maximizing resources and serving as many families as possible during FY 2013. DTS will conduct the annual Child Passenger Safety Observational Survey in July 2013 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 child safety seats.

National data observes child safety 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.

In order to aid local communities in reducing the death and injury rate to children age birth to eight years, in FY 2013 DTS will fund 59 local child safety seat education and distribution projects. The program is designed to conduct public information and education campaigns targeting parents and caregivers and to aid agencies in the distribution of child safety seats to under-served populations.

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 child safety seat education and distribution 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 2011, Illinois lead the nation in car seat check events by conducting 83 checkpoints with over 500 certified child passenger seat technicians volunteering statewide. During Seat Check Saturday 2012, more than 80 checkpoints will be held with over 700 certified child passenger safety technicians assisting. Seat Check Saturday 2012 will be co-sponsored by AAA and the Illinois Office of the Secretary of State. The participating checkpoints will receive replacement child safety seats, flyers, posters, a Spanish/English translation flip book, and t-shirts to support their national events. During Child Passenger Safety Awareness Week 2011, DTS will once again aim to hold the most checkpoints in the nation on Seat Check Saturday and support local efforts with Child Passenger Safety grants. In 2011, an additional outreach component will be added to the Child Passenger Safety Week campaign. Educational materials will be offered to orchards, libraries, zoos and children's museums through an order form similar to the one used during CIOT campaigns.

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 one of its top priorities retention of certified child passenger safety technicians. National data shows that the average state has a technician recertification rate of 56.4 percent in 2011. Illinois had a technician recertification rate of 59.4 percent in 2011, a five percent increase from 2010. 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 1,823 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 2013, CPS continuing education units (CEUs) will be offered during a statewide traffic safety conference. Additionally, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement sessions so that those in need of CEUs prior to the conference will have ample opportunities. 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.

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 and FY 2012 and more will be added to the list in FY 2013.

Traffic Safety Task Force

In FY 2013, Illinois will continue to work towards establishing a task force that will encompass working groups from businesses, law enforcement, social services organizations, schools, healthcare, etc. Minority outreach will also be a strong emphasis area.

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 Safety 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.
- Implement a Traffic Safety Task Force.

Occupant Protection Project Tasks

Project Number: 13-02-01 (OP) (402)

Project Title: Sports Marketing Coordinator (DTS)

Project Description

This task provides funds for DTS to fund a Sports Marketing Coordinator. This coordinator will be responsible for implementing DTS's Click It or Ticket message and program at sporting events statewide.

Budget: \$120,000

Project Number: 13-02-02 (CR) (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 safety belt use, teen safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

Budget: \$953,458

Project Number: 13-02-10 (OP) (402)
Project Title: Paid Media (DTS)

Project Description

This task provides funds for paid media in support of the Click It or Ticket Thanksgiving Mobilization in November 2012, Holiday Mobilization in December 2012 and the National Enforcement Click It or Ticket Mobilization during May 2013. 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: \$1,714,875

Project Number: 13-02-11 (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 safety belt initiatives that involve both media and enforcement-related activities.

Budget: \$93,438

Project Number: 13-21-03 (K3) (2011)
Project Title: Child Passenger Safety Seat Project (CPS) (Local)

Project Description

This task provides funds for 50 local agencies to implement a child passenger safety seat project in their communities. The goals of the programs are to make CPS seats available to families in need, demonstrate correct use of safety seats available to families in need and to instruct parents that safety seats must be on each trip in a vehicle to be effective.

Budget: \$1,208,415

Project Number: 13-21-04 (K3) (2011)
Project Title: CPS Seats (DTS)

Project Description

This task provides funds for DTS to purchase Child Passenger Safety seats in FY 2013.

Budget: \$10,000

Project Number: 13-21-05 (K3) (2011)
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: \$34,500

Project Number: 13-21-06 (K3) (2011)
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 2012.

Budget: \$50,000

Project Number: 13-21-07 (K3) (2011)
Project Title: CPS Re-Certification (DTS)

Project Description

This task provides funds to pay for DTS staff who are Child Passenger Safety technician re-certification fees in FY 2012.

Budget: \$500

Project Number: 13-21-09 (K3) (2011)
Project Title: Child Passenger Safety Project (IDHS)

Project Description

This task provides funds for the Illinois Department of Human Services to operate a child safety seat distribution program. The objective is to increase awareness of proper child safety seat installation and use by distributing and installing child car safety seats and providing safety seats installation certification classes.

Budget: \$13,000

Project Number: 13-21-10 (K3) (2011)

Project Title: Child Passenger Safety Conference (DTS)

Project Description

This task provides funds for the Illinois Department of Transportation, Division of Traffic Safety to hold a child passenger safety conference in Springfield, Illinois on November 13-15, 2012.

Budget: \$5,000

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-02-01	Sports Marketing Coordinator (DTS)	\$ 120,000	402
13-02-02	OPRC (Local)	\$ 953,458	402
13-02-10	Paid Media (DTS)	\$ 1,714,875	402
13-02-11	Phone Surveys (Local)	\$ 93,438	402
13-21-03	CPS Projects (Local)	\$ 1,208,415	2011
13-21-04	CPS Seats (DTS)	\$ 10,000	2011
13-21-05	KISS (SOS)	\$ 34,500	2011
13-21-06	CPS PI&E (DTS)	\$ 50,000	2011
13-21-07	CPS Re-Certification (DTS)	\$ 500	2011
13-21-09	CPS (IDHS)	\$ 13,000	2011
13-21-10	CPS Conference (DTS)	\$ 5,000	2011
402 Total		\$ 2,881,771	
2011 Total		\$ 1,321,415	
Total All Funds		\$ 4,203,186	

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 reduce the statewide number of pedestrian fatalities from the 2004 level of 156 to 101 by December 31, 2014.



Pedestrian and Pedalcycle Program Overview

The goal of the pedestrian and bicycle safety program is to reduce the incidence of crashes involving pedestrian and bicyclists and the resulting fatalities and injuries. The program aims to accomplish this through support of research, education, encouragement, enforcement and marketing activities. Descriptions and examples of these activities are listed below:

- Research and Training Efforts – analyzing data to determine why and where crashes are occurring.
- Enforcement Efforts – ensuring traffic laws are obeyed and initiating community enforcement activities.
- Creating Safe Behaviors – informing the public about bicycling and walking safely, the health effects of walking and biking, the broad range of transportation choices and events and activities that promote walking and biking safely.

With these activities in mind the HSP Committee approved one local project with the Chicago Department of Transportation (CDOT) to implement pedestrian and bicycle safety programs. DTS will continue to be involved with the Chicago Mayor’s Bicycle Advisory Committee and the Chicago Mayor’s Pedestrian Advisory Committee. These advisory committees consist of advocacy groups, various state agencies, design engineers and special interest organizations. DTS is also a member of IDOT’s Inter-Agency Bikeway Council Work Group that includes member from local municipalities, park districts, Illinois Department of Natural Resources, Illinois State Board of Education and the Cook County Forest Preserve District to help implement the Bikeway Act.

The Chicago Department of Transportation’s (CDOT) goal is to reduce the incidence of crashes involving cyclists and pedestrians, the Chicago Bicycle Safety Initiative will reach out to bicyclists, motorists and pedestrians and partner with other organizations to pilot projects in the following three categories:

Research and Training Efforts:

- Analyzing Crash Data –analysis and reliable crash data from the city’s bicycle and pedestrian crash reporting. This crash data identifies potential crash trends, high-crash areas and populations experiencing high rates of bicycle/pedestrian crashes.
- Assessment and Evaluation – conduct surveys of youth and adult programs along with determining the effectiveness of the enforcement and publicity efforts generated by these programs.

Creating Safe Behaviors:

- The Bicycling Ambassadors program will educate more bicyclists and motorists about safe and responsible road use. This program will continue to offer youth pedestrian safety services to elementary schools in Chicago.
- Expand the Junior Ambassadors program, in partnership with the Chicago Park District.
- Train drivers of commercial vehicles (e.g., taxis, CTA buses, trucks) to share the road with bicyclists and pedestrians through institutionalizing a training program with new taxi drivers.

CDOT's goal is to conduct trainings to businesses that employ professional drivers, including taxi associations and charter bus companies.

- The Safe Routes for Seniors project aims to help seniors identify ways to improve and take control of their safety as pedestrians. The program includes a workshop that addresses specific types of high-risk situations, so that seniors can make informed and careful choices when walking.
- The Safe Routes Ambassadors will provide in-class pedestrian and bicycle safety lesson to Chicago public school students.
- Presentations will be offered to driver's education classes that will address laws relating to pedestrian and bicycle safety. The goal of these presentations will be to encourage new drivers to develop habits that allow for safer transportation across all modes.
- In coordination with CDOT, the CPD Pedestrian Safety Enforcement Initiative will coordinate outreach to media including both television and print. Outreach will take place immediately prior to the spring and summer enforcements.

CDOT will continue to conduct a pedestrian and bicycle safety initiative in Chicago. CDOT's Bicycle Safety Initiative will partner with organizations to reach out to bicyclists, motorists and pedestrians. CDOT will target high crash areas of Chicago utilizing ongoing crash data analyses and direct traffic safety education and outreach resources to those areas of Chicago with the greatest need. The Pedestrian Safety Initiative will continue to research and develop strategies to ensure that traffic safety curriculum and workshops emphasize behaviors that address the most common types of pedestrian crashes. The Pedestrian Safety Initiative will continue with a senior pedestrian safety project—Safe Routes for Seniors. This project seeks to improve safety and opportunity for walking within the city of Chicago for elderly residents. Through analyzing senior pedestrian crash data and census demographic data, barriers to safety will be identified.

Pedestrian and Pedalcycle Program Strategies

- Fund the Chicago Department of Transportation project dealing with proper bicycle-motor vehicle interaction and pedal cycle initiatives.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.
- Provide technical assistance with the Safe Routes to School Initiative.
- Continued involvement with the Chicago Mayors Pedestrian and Bicycle Safety Advisory Committees.

Pedestrian and Pedalcycle Project Task

Project Number: 13-12-02 (PS) (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: \$150,000

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-12-02	Bicycle/Pedestrian Safety (Local)	\$ 150,000	402
402 Total		\$ 150,000	
Total All Funds		\$ 150,000	

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: 13-01-01 (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:

Administrative Support Section Manager – 80%

State Agency Project Administrator – 100%

Finance Unit Manager – 50%

Budget: \$160,000

Project Number: 13-02-07 (OP) (402)

Project Title: Project Management and Evaluation (Occupant Protection)

Project Description

This task provides funds to support 20 percent of the costs of three DTS staff who will develop, monitor and evaluate the projects to be initiated in response to the occupant protection safety problem.

Budget: \$64,000

Project Number: 13-03-01 (AL) (402)

Project Title: Project Management and Evaluation (Alcohol) (DTS)

Project Description

This task provides funds to support 15 percent of the costs of three DTS staff who will develop, monitor and evaluate the projects to be initiated in response to the impaired driving/traffic safety problem.

Budget: \$48,000

Project Number: 13-04-06 (PT) (402)

Project Title: Project Management and Evaluation (Police Traffic Services)

Project Description

This task provides funds to support 10 percent of the costs of three DTS staff who will develop, monitor and evaluate the projects which are classified in the Police Traffic Services emphasis area problem.

Budget: \$32,000

Project Number: 13-05-05 (TR) (402)

Project Title: Project Management and Evaluation (Traffic Records) (DTS)

Project Description

This task provides funds to support 3 percent of the costs of three DTS staff who will develop, monitor and evaluate the projects which are classified in the Traffic Records emphasis area problem.

Budget: \$9,600

Project Number: 13-06-01 (EM) (402)

Project Title: Project Management and Evaluation (EMS) (DTS)

Project Description

This task provides funds to support 2 percent of the costs of three DTS staff who will develop, monitor and evaluate the projects which are classified in the Emergency Medical Services (EMS) emphasis area problem.

Budget: \$6,400

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

Project Number	Project Title	Budget	Budget Source
13-01-01	Planning & Administration (DTS)	\$ 160,000	402
13-02-07	Management & Evaluation (DTS)	\$ 64,000	402
13-03-01	Management & Evaluation (DTS)	\$ 48,000	402
13-04-06	Management & Evaluation	\$ 32,000	402
13-05-05	Management & Evaluation (DTS)	\$ 9,600	402
13-06-01	Management & Evaluation (DTS)	\$ 6,400	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)

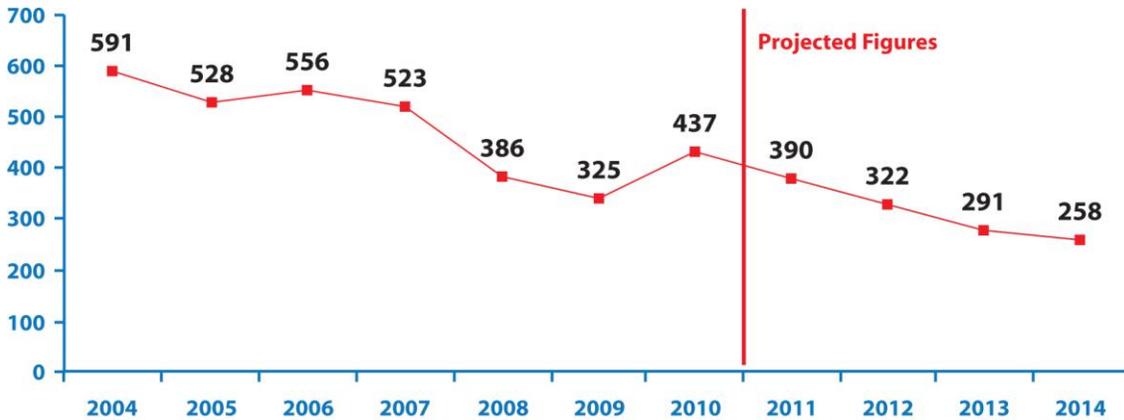
Table 6: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities

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 reduce the statewide speed-related fatalities from the 2004 level of 591 to 258 by December 31, 2014.

Speed-Related Fatalities



Police Traffic Services Program Overview

During FY 2013, 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 2013 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 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. All impaired driving enforcement projects are required to conduct a minimum of four nights of enforcement (RSCs, Flexible RSCs or Saturation Patrols) on four separate dates for the Labor Day Crackdown campaign. 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 2013 impaired driving crackdown enforcement periods will include seat belt patrols from 11 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 Anti-Drunk Driving Enforcement Project (ADDEP) 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 through 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 Labor Day campaign.

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 strong 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 2013, DTS will fund the following occupant protection state agency enforcement projects:

1. Special Traffic Enforcement Project (sSTEP) – 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. Speed Traffic Accident Reduction (STAR) – 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 apprehend traffic law violators committing offenses with particular emphasis being placed on speed and occupant protection.
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 2012. 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 2013, additional NHTSA approved training classes have been added to the section 402 and 410 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) and Local Alcohol Program (LAP), Anti-Drunk Driving Enforcement Program (ADDEP).
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 12–25, 2012 and May 10–27, 2013)
- Continue to fund eight Law Enforcement Liaisons.
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sSTEP), Occupant Restraint Enforcement Project (OREP), Office of the Illinois Secretary of State Speed Traffic Accident Reduction (STAR) 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 Anti-Drunk Driving Enforcement Project (ADDEP).
- 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 11 pm-6 am timeframe.
- DTS will hold two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2012 and the May 2013 Click It or Ticket mobilization.

Police Traffic Services Project Tasks

Project Number: 13-02-08 (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.

Budget: \$721,478

Project Number: 13-03-02 (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: \$891,800

Project Number: 13-03-03 (AL) (402)

Project Title: Anti Drunk Driving Enforcement Project (ADDEP) (SOS)

Project Description

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

Budget: \$70,200

Project Number: 13-03-04 (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.

Budget: \$615,833

Project Number: 13-04-01 (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 2013, 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: \$40,000

Project Number: 13-04-02 (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.

Budget: \$3,447,185

Project Number: 13-04-04 (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 11:00pm 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: \$817,800

Project Number: 13-04-05 (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: \$373,850

Project Number: 13-04-07 (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, safety belt/child passenger safety and speeding.

Budget: \$89,645

Project Number: 13-04-09 (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: \$247,800

Project Number: 13-04-10 (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 2013 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: \$50,000

Project Number: 13-04-11 (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 2012, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2013 Click It or Ticket National Enforcement mobilization.

Budget: \$10,000

Project Number: 13-13-06 (K8) (410)

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 2013, 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: \$140,000

Project Number: 13-13-11 (K8) (410)

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: \$927,700

Project Number: 13-13-12 (K8) (410)

Project Title: Local Alcohol Project (LAP) (Local)

Project Description

This task provides funds for 17 local law enforcement agencies to conduct comprehensive DUI enforcement countermeasure activities and seven 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.

Budget: \$2,029,584

Project Number: 13-13-18 (AL) (402)

Project Title: Labor Day Mini Mobilization Projects (Local)

Project Description

This task provides funds for local law enforcement agencies to conduct enforcement details during the 2013 Labor Day Campaign.

Budget: \$100,000

Project Number: 13-19-01 (K2) (405)

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: \$597,800

Project Number: 13-19-04 (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 2013 Click It or Ticket Memorial Day Campaign.

Budget: \$150,000

Project Number: 13-19-05 (405)

Project Title: Speed Traffic Accident Reduction (STAR) (SOS)

Project Description

This task provides funds for the Illinois 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 primary emphasis of the STAR project is to increase occupant restraint usage and to change driver behavior on the roadway. Additional attention will be on child restraint violations.

Budget: \$70,200

Project Number: 13-19-06 (405)

Project Title: Special Traffic Enforcement Program (sSTEP) (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 occupant restraint laws during the 2013 May Click It or Ticket 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 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: \$373,850

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
13-02-08	LEL (Local)	\$ 721,478	402
13-03-02	DUIE (ISP)	\$ 891,800	402
13-03-03	ADDEP (SOS Police)	\$ 70,200	402
13-03-04	DUI LEL (Local)	\$ 615,833	402
13-04-01	Police Traffic Training (ILETSB)	\$ 40,000	402
13-04-02	STEP (Local)	\$ 3,447,185	402
13-04-04	NITE Patrol (ISP)	\$ 817,800	402
13-04-05	STEP (ISP)	\$ 373,850	402
13-04-07	Awards (Local)	\$ 89,645	402
13-04-09	MC Patrol Unit (ISP)	\$ 247,800	402
13-04-10	Mobilization Equipment (Local)	\$ 50,000	402
13-04-11	Mobilization Luncheons (DTS)	\$ 10,000	402
13-13-06	Alcohol-PTT (ILETSB)	\$ 140,000	410
13-13-11	ACE (ISP)	\$ 927,700	410
13-13-12	LAP (Local)	\$ 2,029,584	410
13-13-18	Labor Day Mini's (Local)	\$ 100,000	410
13-19-01	OREP (ISP)	\$ 597,800	405
13-19-04	Memorial Day Mini Mobilization (Local)	\$ 150,000	405
13-19-05	STAR (SOS Police)	\$ 70,200	405
13-19-06	STEP (ISP)	\$ 373,850	405
402 Total		\$ 7,375,591	
405 Total		\$ 1,191,850	
410 Total		\$ 3,197,284	
Total All Funds		\$11,764,725	

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 who are involved in fatal crashes from the 2004 level of 239 to 50 by December 31, 2014.



Teen Initiative Overview

Program Tasks

Program tasks for the teen initiative are covered by numerous tasks covered throughout the FY 2013 HSPP. These tasks incorporate other areas of interest for DTS, i.e. occupant protection, impaired driving, outreach, education, etc. The following tasks are:

- Occupant Protection Resource Centers - #13-02-02
- Paid Media - #13-02-10 and #13-13-17
- Operation Straight ID #13-13-02
- Local Alcohol Program - #13-13-12
- Operation Teen Safe Driving - #13-21-08

Operation Teen Safe Driving

IDOT/DTS will continue to fund the Operation Teen Safe Driving (OTSD) peer-led initiative statewide. 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 4 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 Sangamon County Regional Office of Education (REO) will facilitate the DUI Task Force Education Committee.

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.

2011 Traffic Records Assessment

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) to conduct statewide traffic records assessment in April, 2011. 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/>.

The following projects are the main, existing and future traffic records projects in Illinois:

1. CODES Grant at DTS

The National Highway Safety Administration (NHTSA) awarded DTS \$281,000 to develop a CODES (Crash Outcome Data Evaluation System) program in Illinois. This project is based on collaboration between DTS and the Illinois Department of Public Health (IDPH). Under this grant, DTS will link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharges and vital records (death certificates). The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries (e.g., head, neck, upper extremity and lower extremity) and health care costs resulting from motor vehicle crashes. Individual databases are not always adequate for certain analyses (e.g., race and ethnicity, socio-economic status). Two sources, law enforcement and public health track victims separately. None of the health-related data are linked back to crash data. For information on the CODES project visit our website at <http://www.dot.il.gov/trafficsafety/IRTCC.html>

2. Data Analysis/Data Reporting of Statewide Databases--This project aims to enhance crash injury surveillance within the state of Illinois through the following objectives:

- Build upon the current web-based reporting system by adding subsequent years of data from five statewide databases.
- Update 12 “Quick Facts” reports containing crash-related information.
- Provide support to the current CODES project at DTS.
- Promote web-based data reporting system and traffic safety reports to other state agencies.

3. Section 408 Coordinator--The part-time 408 Coordinator will develop the annual 408 grant application for submission and ensure benchmarks are being met. The Coordinator will also facilitate the Traffic Records Coordinating Committee (TRCC). The Coordinator will also work with the MCR program within DTS. The Coordinator will also work on implementing the recommendations from the Traffic Records Assessment and the 408 Strategic Plan.

4. Local Crash Location Program--This project is designed to locate crashes involving fatalities, “A” injuries on the county, municipal and township highways from 2005-2009 using coordinates in order to spatially locate the crashes. This project will provide complete, accurate and uniform crash data in GIS for local agencies in order to evaluate safety issues involving their highways. Once the data is collected by the local agencies or municipal planning organizations, the data will be integrated into the Safety Data Mart.

The data will be made available through the web-based tool being developed in the Local Safety Services project. A pilot program was done with Tri-County Regional Planning Organization which covers Peoria, Tazewell and Woodford counties. The web-based location tool has been implemented in 70.5 percent of the crashes involving fatalities and A injuries have been entered into the system.

5. **IDOT (Bureau of Information Processing) Current Safety Data Mart Project--**
The Safety Data Mart has successfully blended data from the old GAI mainframe system with the data from the new CIS database into one centralized location complete with analysis tools. Ad hoc reporting, standardized reports and pivot table queries are a few of the tasks that can be utilized in the Safety Data Mart. The user also has the choice to select crash locations on a map and then do queries based on the map selection. The Safety Data Mart has been available for the IDOT employees as well as the public.
6. **GIS Applications--The GIS Data Verification Project** was created in 1998 to assist the planning personnel in the District and Central Office who had responsibilities for updating data in the Illinois Highway Information Systems (IRIS, ISIS, IRRIS and HPMS). The Data Verification Project allows users to review the Roadway, Bridge, Railroad and HPMS inventory and characteristic data from the mainframe system in a graphical view in order to improve the accuracy and completeness of the IHIS data. The IHIS data is linked with the geometry from IDOT's link-node system generating the GIS files that serve as the basis for the GIS road data used throughout the department's GIS applications.
7. **Safety Analyst Package--**is a software package that provides state-of-the-art analytical tools for use in the decision-making process to identify and manage a highway safety program of site-specific improvements to enhance highway safety by cost-effective means. This software is available to all states that participated in this study as of July 2009.

Since the state of Illinois participated in this pooled-fund study five years ago, it will be one of the states where the Safety Analyst research team will conduct beta testing using state-specific crash and roadway data. The Bureau of Information Processing (BIP) has completed the data conversion of the last four years of the linked crash and roadway data to develop site-based data and test the first three modules of the Safety Analyst package using a sample of a few counties. For more information on this project, refer to the following site <http://www.safetyanalyst.org>.

8. **City of Chicago Crash Data Quality Improvement Project--** The objective of the project is to enhance the quality of the crash data recorded and reported for the city of Chicago. Enhanced training to Chicago Police Department (CPD) and others involved in crash report preparation and procedures will significantly improve crash data quality. Analysis conducted by Office of Emergency Management and Communication, Traffic Management Authority (OEMC-TMA) and the Chicago Department of Transportation (CDOT) has identified incomplete, inconsistent and inaccurate entries during report preparation as one of the primary obstacle in obtaining an accurate understanding of crash data in Chicago. Crash reports are prepared by Chicago Police Officers either at the crash scene or at the police station. With over 140,000 crashes yearly, Chicago crashes represent about one third of all the crashes in the state. Illinois Crash Report SR1050 has more than 100 data fields. The city of Chicago has identified 10 of those fields as the most relevant fields for understanding and analyzing Chicago crashes.

9. Our initial study has shown that over 70 percent of the Chicago crash reports have missing data and about 30 percent of the reports have incorrect information in one of the 10 key fields. Additionally, there is significant inconsistency in reporting intersection related crashes and in street names. Sixteen different variations are used to name one of the major streets: Lake Shore Drive. In an effort to reconcile some of the identified issues, OEMC, CDOT and CPD would like to develop a training program for Chicago Police Officers that specifically focuses on the importance of crash data and opportunities to improve current reporting practices. The city of Chicago proposes to develop a collaborative training program to take place at the Police Academy and within police districts. The following activities are proposed:

- Use professional help to develop the training plan in coordination with Chicago Police Academy and Illinois Department of Transportation.
- Develop a short video(s) for current and future training.
- Develop printed materials to be distributed among police officers.
- Conduct in person training at the police districts and the academy.
- Set benchmarks for data completeness, accuracy and consistency and do periodic review of the performance measures.

10. **City of Chicago – Illinois Department of Transportation (IDOT) Data Integration Project**--The purpose of the project is to coordinate and integrate the crash databases maintained by the city of Chicago and Illinois Department of Transportation (IDOT).

The principal product is the development, testing and deployment of data source interface software and procedures to share database content which is currently stored and maintained independently and in different format. An XML or CORBA-based data feed will be established for this purpose. Incremental Chicago crash data will be transferred from IDOT to Chicago on set intervals without manual intervention. In order to leverage the existing Chicago infrastructure, the data from IDOT will be formatted to match the Chicago crash database and reporting system.

11. **Illinois Secretary of State Data Dictionary and Flow Process Diagram**--The Illinois Office of the Secretary of State will document data dictionaries and data flow diagrams for the existing databases supporting SOS Driver Services and Vehicle Services processes.

12. **Illinois State Police Traffic Crash Reconstruction Program**--The Illinois State Police Traffic Crash Reconstruction Unit currently has 60 certified Traffic Crash Reconstruction Officers (TCROs) who respond to traffic crashes involving serious injury or death. The goal of this project is two-fold:

- Reconstruction training is needed each year to keep the TCROs current on reconstruction techniques. To accurately calculate speed and impact information, TCROs need to understand new vault formulas and spin analysis equations. Math used in the reconstruction formulas and equations needs to be practiced and tested.
- Provide specialized equipment to the TCROs to improve crash data recovery. The information that can be recovered during crash reconstruction using the equipment can include seat belt status on the driver and front seat passenger, seat position, longitudinal and lateral delta V, principle direction of force and timing of airbag deployment.

The modules provide pre-crash data to include speed prior to impact, braking, throttle position and engine rpm's. Commercial vehicle modules can contain a wealth of information for months prior to the crash. Power train control modules, located in passenger vehicles, can house a variety of information pertaining to vehicle operations prior to the crash.

Racial Profiling

On June 29, 2012 DTS released the 8th annual Racial Profiling Study report. DTS collected data from 984 law enforcement agencies throughout Illinois. These agencies submitted 2,167,550 stops which were then analyzed by Alexander Weiss Consulting, LLC. This report was released to the Governor and General Assembly June 2011 and made available to the public June 29, 2012. The 2011 annual report is available on the following website: <http://www.dot.il.gov/trafficstop/results11.html>.

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 collection form for this study was altered to accommodate these changes and law enforcement agencies began collecting the new data elements on January 1, 2012. Likewise, the new data elements will be reflected in the 2012 Annual report.

In FY 2013, DTS will assist in implementing the Racial Profiling Prevention and Data Oversight Board, consisting of 15 members. The duties of the Oversight Board are to coordinate the development, adoption and implementation of plans and strategies to eliminate racial profiling in Illinois. The Board will create public awareness programs in minority communities, designed to educate individuals regarding racial profiling and their civil rights. The Board will meet quarterly.

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.

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 implementation of the Mobile Capture and Reporting (MCR) System with Illinois law enforcement agencies.
- Continue to fund the Office of the Secretary of State's Imaging Enhancement and Illinois Department of Public Health's Data Analysis 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 part-time 408 Coordinator.
- Implement 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 Section 408 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.

Traffic Records Project Tasks

Project Number: 13-05-03 (TR) (402)
Project Title: Evaluation Project (Local)

Project Description

This task provides funds for the University of Illinois at Springfield (UIS) to fund a Research Data Analyst. The purpose of this position is to provide quantitative and qualitative research design services, field research for data acquisition purposes, data analysis of quantitative, qualitative data involving the evaluating and analyzing and auditing transportation safety-related data for traffic safety projects.

Budget: \$70,000

Project Number: 13-18-01 (K9) (408)
Project Title: 408 Coordinator (DTS)

Project Description

This task provides funds for a 408 Coordinator to oversee the implementation of the 408 plan and the Illinois Traffic Records Coordinating Committee. This half time position will implement the recommendations as laid out in the 408 Assessment and Strategic Plan.

Budget: \$50,000

Project Number: 13-18-03 (K9) (408)
Project Title: Data Integration (Local)

Project Description

This task provides funds for the Chicago Department of Transportation to coordinate and integrate the crash databases maintained by the city of Chicago and IDOT. The principal product is the development, testing and deployment of data source interface software and procedures to share database content which is currently stored and maintained independently and in a different format.

Budget: \$500,000

Project Number: 13-18-04 (K9) (408)
Project Title: Crash Data Quality Improvement Project (Local)

Project Description

This task provides funds for the Chicago Department of Transportation (CDOT) to enhance the quality of the crash data recorded and reported for the city of Chicago. Enhanced training to Chicago Police Department and others involved in crash report preparation and procedures will significantly improve crash data quality.

Budget: \$50,000

Project Number: 13-18-06 (K9) (408)
Project Title: Crash Reconstruction (ISP)

Project Description

This task provides funds for the Illinois State Police to provide training to their 41 certified Traffic Crash Reconstruction Officers (TCROs) who respond to traffic crashes involving serious injury or death. Specialized training and equipment provided to the 41 TCROs will increase the crash data available and improve the accuracy of the SR1050 report.

Budget: \$22,000

Project Number: 13-18-07 (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).

Budget: \$127,000

Project Number: 13-18-12 (408) (K9)
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.

Budget: \$29,000

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

Project Description

This task provides funds to the Illinois Department of Public Health to continue to develop an effective Injury Surveillance System (ISS) by building upon previous efforts in the area of data linkage and analysis. Injury information and trends will be made available through a newly developed interactive web-based system.

Budget: \$115,400

Project Number: 13-18-14 (408) (K9)
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.

Budget: \$90,000

Project Number: 13-18-15 (K9) (408)
Project Title: Evaluation Project (Local)

Project Description

This task provides funds for the University of Illinois at Springfield (UIS) to create analytical databases, combine data and information, perform analyses and develop reports for DTS. The goal of the project is to improve the effectiveness of the highway safety projects conducted by DTS through expanded program evaluation.

Budget: \$133,544

Project Number: 13-23-01 (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: 13-23-04 (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
13-05-03	UIS Evaluation (Local)	\$ 70,000	402
13-18-01	408 Coordinator (DTS)	\$ 50,000	408
13-18-03	Crash Data Quality (Local)	\$ 500,000	408
13-18-04	Data Integration (Local)	\$ 50,000	408
13-18-06	Crash Reconstruction (ISP)	\$ 22,000	408
13-18-07	CODES (DTS)	\$ 127,000	408
13-18-12	Imaging Enhancement (SOS)	\$ 29,000	408
13-18-13	Data Analysis (IDPH)	\$ 115,400	408
13-18-14	Data Dictionary (SOS)	\$ 90,000	408
13-18-15	UIS Evaluation (Local)	\$ 133,544	408
13-23-01	Racial Profiling RFP (DTS)	\$ 120,000	1906
13-23-04	Racial Profiling Committee (DTS)	\$ 10,000	1906
402 Total		\$ 70,000	
408 Total		\$1,116,944	
1906 Total		\$ 130,000	
Total All Funds		\$1,316,944	

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 one week before paid media, two weeks before enforcement, and continues throughout other phases of the program. An earned media event, like a media event or media release, typically is used to announce the ensuing enforcement program.

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 2013, DTS will utilize \$2.8 million in Section 402, 410 and 2010 federal highway safety funds on paid advertising for the CIOT, impaired driving and motorcycle safety 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 six, paid media periods in FY 2013—Thanksgiving (state mobilization), 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 2013:

1. Thanksgiving – November 12–25, 2012

- 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. 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 use and decrease speeding.

2. Holiday Season – December 17, 2012–January 1, 2013

- 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.

3. Memorial Day, CIOT National Mobilization May 10–27, 2013

- 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.

4. Motorcycle Awareness Campaign – April 1–September 30, 2013

- 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.

5. Fourth of July – June 28–July 7, 2013

- 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.

6. Labor Day National Impaired Driving Campaign – August 16–September 2, 2013

- 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

Both basic and rural 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 2013 Click It or Ticket mobilization:

Proposed Evaluation Activities During the May 2013 Mobilization				
Survey Type	CIOT Pre-Surveys	CIOT Paid Media	CIOT Enforcement	CIOT Post Surveys
Seat Belt Observational	April 22-May 5, 2013 N= 50 sites	May 12-26, 2013	May 11-27, 2013	June 3-16, 2013 N=285 sites
Telephone	April 29-May 5, 2013 N=500/600			May 28-June 10, 2013 N=500/600

Proposed Activities for the Labor Day 2013 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 2013 impaired driving crackdown enforcement periods will include seat belt patrols from 11pm 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 one week before paid media, two weeks before enforcement and continues throughout other phases of the program. An earned media event, such as a news conference or news release, typically is used to announce the ensuing enforcement program. For the FY 2013 National Enforcement Crackdown, DTS proposes 4-6 media events statewide that will occur the week prior to 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 articles to their local media outlets regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local print media.

Paid Media

The impaired driving campaign also includes paid media in addition to earned media. Paid media allows the impaired driving enforcement messages to be repeated during the entire campaign 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 to ensure maximum reach and frequency of the message.

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 11 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 2013 Labor Day Enforcement Crackdown:

Proposed Evaluation Activities During the Labor Day 2013 Mobilization				
Survey Type	Alcohol Pre-Surveys	Paid Media	Enforcement	Post Surveys
Telephone	July 19- August 4, 2013 N=500/600	August 1-16, 2013	August 16- September 2, 2013	September 3-9, 2013 N=500/600

ENFORCEMENT/PAID MEDIA SCHEDULE

Month	Illinois	National
October 2012	Local – STEP and LAP. ISP – DUIE, OREP, NITE and ACE. SOS Police – Straight ID.	
November 2012	State Click It or Ticket Mobilization. Paid and Earned Media. Mobilization Enforcement Plus. ISP - STEP, DUIE, OREP, NITE and ACE. SOS Police – Straight ID, ADDEP and STAR. Local – STEP.	Thanksgiving Weekend Travel – Occupant Protection Enforcement
December 2012	Local – STEP and LAP. ISP – DUIE, OREP, NITE and ACE. SOS Police – Straight ID, ADDEP and STAR.	Holiday Season – Impaired Driving Enforcement
January 2013	Local – STEP and LAP. ISP – DUIE, OREP, NITE and ACE. SOS Police – Straight ID, ADDEP and STAR.	Holiday Season – Impaired Driving Enforcement
February 2013	Local – STEP and LAP. ISP – DUIE, OREP, NITE and ACE. SOS Police – Straight ID, ADDEP and STAR.	Super Bowl Sunday – Impaired Driving

Month	Illinois	National
March 2013	Local – STEP and LAP. ISP - STEP, DUIE, OREP, NITE and ACE. SOS Police – Straight ID, ADDEP and STAR.	St. Patrick’s Day – Impaired Driving.
April 2013	Local – STEP and LAP. ISP – DUIE, OREP, NITE and ACE. SOS Police – Straight ID.	
May 2013	National Click It or Ticket Mobilization begins. Earned and Paid Media. Local – STEP and LAP. ISP – STEP, DUIE, OREP, NITE and ACE. SOS Police – ADDEP and STAR.	Click It or Ticket National Enforcement Mobilization
June 2013	State Drive Sober or Get Pulled Over Mobilization begins. Earned and Paid Media. Mobilization Enforcement. Telephone and DMV Surveys. Safety Belt Observations. Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID, ADDEP and STAR.	Fourth of July – Impaired Driving.

Month	Illinois	National
July 2013	<p>State Drive Sober or Get Pulled Over Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Local – STEP and LAP.</p> <p>ISP - STEP, DUIE, OREP, NITE and ACE.</p> <p>SOS Police – Straight ID, ADDEP and STAR.</p>	Fourth of July – Impaired Driving.
August 2013	<p>Impaired Driving National Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Labor Day Mobilization Enforcement.</p> <p>Local – STEP and LAP.</p> <p>ISP – DUIE, OREP, NITE and ACE.</p> <p>SOS Police – Straight ID, ADDEP and STAR.</p>	Impaired Driving National Enforcement Crackdown.
September 2013	<p>Impaired Driving National Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Labor Day Mini-Mobilization Enforcement.</p> <p>Local – STEP and LAP.</p> <p>ISP - STEP, DUIE, OREP, NITE and ACE.</p> <p>SOS Police – Straight ID, ADDEP and STAR.</p>	Impaired Driving National Enforcement Crackdown.

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 2005 to FY 2011. 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 (2005-2011)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2005	134,320.4	207,871 100.0%	10,218 4.9%	100,037 48.1%	38,862 18.7%	58,754 28.3%
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%	113,674 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%

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

Performance Measures on Safety Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2006-2011)						
Safety Belt	2006	2007	2008	2009	2010	2011
When driving, how do you wear your seat belt (composite of shoulder & lap)? (Percent Always)	88%	86%	91%	91.6%	91%	94%
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)	41%	44%	46%	38%	45%	46.7%
When was the last time you did not wear seat belt when driving? (Percent more than a year ago-Always Wear)	74%	76%	79%	78%	80%	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)	46%	47%	33%	34%	32%	24.9%
Alcohol						
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	65%	74.5%	71%	74%	69.3%	NA
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)	37.8%	38.8%	40.5%	48%	40%	NA
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)	28%	27%	32%	31%	31.5%	NA
Percent of responders who had alcoholic beverages in the last 30 days.	55%	53%	46%	47%	53.4%	NA
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)	36%	27%	23%	33%	24.7%	NA

Speed	2006	2007	2008	2009	2010	2011
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	NA	31.4%	NA
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	NA	14.2%	NA
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	NA	21.3%	NA
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? (Percent Yes)	NA	NA	NA	NA	38.6%	NA

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 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 Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

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:

- **National law enforcement mobilizations and 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 safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b) (1) (F));

The State shall 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 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

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 (P.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 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient

records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. 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).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. 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 -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. 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.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The 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

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

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 TO BAN 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:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Illinois
State or Commonwealth

2013
For Fiscal Year

Date