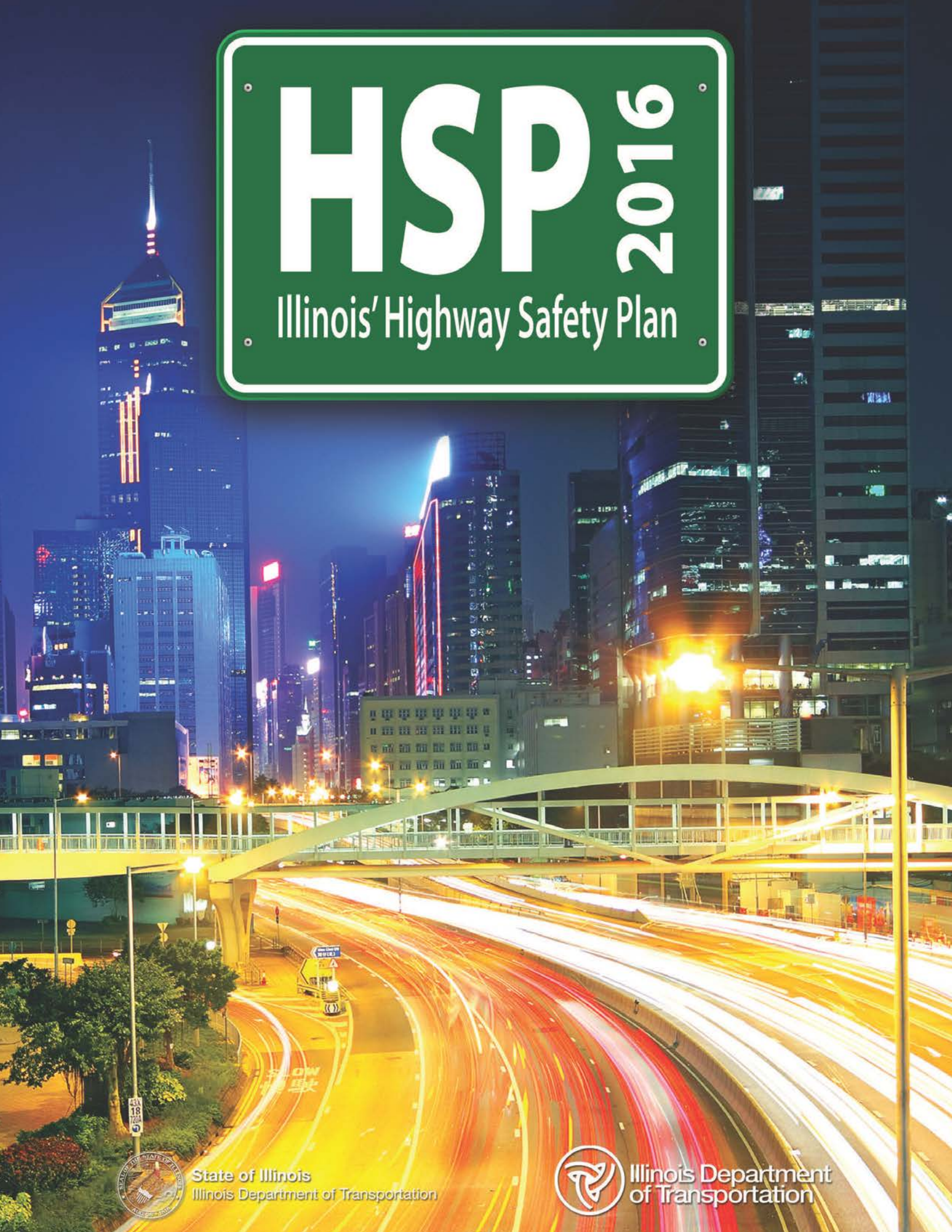
HSP 2016

Illinois' Highway Safety Plan



State of Illinois
Illinois Department of Transportation

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Executive Summary

In accordance with 23 CFR 1200, Uniform Procedures for State Highway Safety Grant Programs, Illinois is submitting our annual consolidated Highway Safety Plan (HSP) for FY 2016. The HSP includes: 1) Illinois' response to the Section 405, National Priority Safety Program Grants qualification criteria; and 2) Illinois' planned highway safety program for all federal funding sources for FY 2016.

As the state's highway safety office, the Illinois Department of Transportation's Division of Traffic Safety (IDOT/DTS) is responsible for producing an annual Highway Safety Plan (HSP) which serves as Illinois' guide for the implementation of highway safety initiatives and an application for grant funding from the National Highway Traffic Safety Administration (NHTSA). This document plans Illinois' highway safety activities for federal fiscal year (FFY) 2016. State crash data along with the seat belt usage rates, telephone surveys and project evaluations are used to ensure that the planned projects are focused on the guidelines of Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 2016 Illinois Highway Safety Plan is guided by the Division of Transportation Safety's mission…

> ***As part of the Illinois Department of Transportation (IDOT), the Division of Transportation 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 across all modes of transportation to improve 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 2016 HSP will fund a Traffic Records Assessment, the Enforcement Local Alcohol Program (eLAP) utilizing Roadside Safety Checks, enforcement details during the 9 pm to 6 am timeframe, Drug Recognition Expert (DRE)/Standard Field Sobriety Testing (SFST) Coordinator for Illinois, an increase in the number of local Sustained Traffic Enforcement Program (STEP) projects, support for national safety campaigns, including "Drive Sober or Get Pulled Over" and "Click It or Ticket", updated performance measures and develop an educational program to reach the "tween" population, ages 8-12.

Final figures for 2013 show a total of 991 persons died in 895 crashes in Illinois. Illinois is experiencing an increase in fatalities during the past three years. With that in mind, the FY 2016 Highway Safety Plan will continue with aggressive and proven highway safety programs based on a continuing goal to reduce fatalities and injuries.

Highway Safety Plan Process

Highway Safety Plan Committee

The Highway Safety Plan (HSP) Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Interim Director of Transportation Safety. Other committee representatives include: Bureau Chief of Safety Data and Data Services, Interim Bureau Chief of Safety Programs and Administrative Services, Bureau Chief of Safety Engineering, Assistant Occupant Protection Coordinator, Evaluation Unit Manager, State Agency Project Administrator, LEL Coordinator and the Impaired Driving Coordinator. In May 2015, the HSP Committee convened to review 217 local projects and 21 state agency project requests. When reviewing the project requests, the committee members followed specific guidelines:

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

Before the HSP committee members began reviewing project requests, they were supplied updated program goals, a new five-year study of crash data within counties making up 85 percent of Illinois' population, other vehicle fatality and crash data from various sources and annual survey results. Presentations were made to the HSP Committee members by the DTS impaired driving and occupant protection coordinators on their proposed strategies and goals for FY 2016.

DTS developed a new Project Evaluation Form for Enforcement and Non-Enforcement Grantees. The Project Evaluation Form for Enforcement and Non-Enforcement grantees is completed for each level of review on every local and state agency application. This form is weighted by the selection factors: located within 23 counties (20); affected population (10); adequate staff experience and qualification to implement the proposed objectives (10); have successful previous work experience based on the annual evaluation (15); address a safety problem adequately? (10), have measurable and reasonable goals? (5), methods of resolving specific safety problems? (5); reasonable budget? (5); have an evaluation component? (5). 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 either a member of the HSP Committee or an executive staff member. DTS's Evaluation Unit then gathers all the scores and ranks the project applications by their average score of the three reviews. Based on the overall average and any discussion, the HSP committee votes on for either approval or denial.

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

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

Local project specifications were revised in December 2014 to include new objectives, new strategies and performance-directed measures to keep the projects focused on reducing injuries and fatalities on Illinois roadways and meeting the MAP-21 guidelines. 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 2016 HSP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Evaluation Unit

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

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

Program Feedback

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

DTS continues to format its highway safety programs based on program assessments conducted by NHTSA, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas. In FY 2016 NHTSA will conduct a management review of DTS's programs from FY 2014 - FY 2016.

Illinois' Strategic Highway Safety Plan

For the FY 2016 planning process of the Highway Safety Plan (HSP) DTS invited Priscilla Tobias, IDOT's Bureau Chief of Safety Engineering (BSE), who also oversees Illinois' Strategic Highway Safety Plan (SHSP) as a member of the HSP Committee. Ms. Tobias' role on the committee was to discuss the SHSP and provide information on the engineering side of highway safety. In 2005, the Illinois Department of Transportation developed the Strategic Highway Safety Plan (SHSP). DTS staff was involved with the development of the SHSP through providing crash data, goal development and identified strategies to meet these goals. DTS also participated in the 2008 Safety Summit where the goal of "zero fatalities" was introduced. DTS continues to assist with updating specific strategies and providing the most current crash data for the SHSP.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Action	Details
December – February	Problem Identification Project Spec Revisions Goal Development FY 2016 Project Request due.	Development of DTS's 23-county breakdown. Project Applications.
March – May	Local Project Selection for FY 2016. State Agency Selection for FY 2017.	Meetings (8–12), present projects to committee for inclusion in FY 2016 HSP.
May	Internal DTS management/IDOT management review of HSP projects/goals	
June	Final Highway Safety Plan review	Meetings (1-2) review and comment to finalize HSP.
July 1	HSP due to NHTSA	
August - October	Grant approval and implementation.	Approve and begin implementation of FY 2016 local grants. Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2015 Annual Evaluation Report.
December	Complete AER including management review AER due to NHTSA.	
December 31	AER due to NHTSA	

Theoretical Model

Problem Identification

Each year, the Division of Traffic Safety (DTS) identifies traffic safety problems using several existing databases, such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data; vehicle miles traveled (VMT) data, survey data, results of telephone and observational seat 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 2016 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. Over the last 12 years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 9). These 23 counties account for 87.0 percent of the total crashes, 87.3 percent of the injury crashes, 77.8 percent of the A-injury crashes and 70.1 percent of the fatal crashes in 2013. 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 (2006-2013)
2. FARS data (2006-2013)
3. VMT data (2006-2013)
4. Census data (2012)
5. Observational seat belt and car seat surveys (1985-2014)
6. Telephone surveys (2007-2014)

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 the last five recent crash reports (2009-2013).

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 (nine years for the fatality-related goals and nine years for the injury-related goals), 2004 – 2013 FARS and Police Reports were also used. Starting in 2010, DTS has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using SAS. Performance measures of selected goals include rate, ratio and percent. The main exposure data item that was used in this process is VMT.

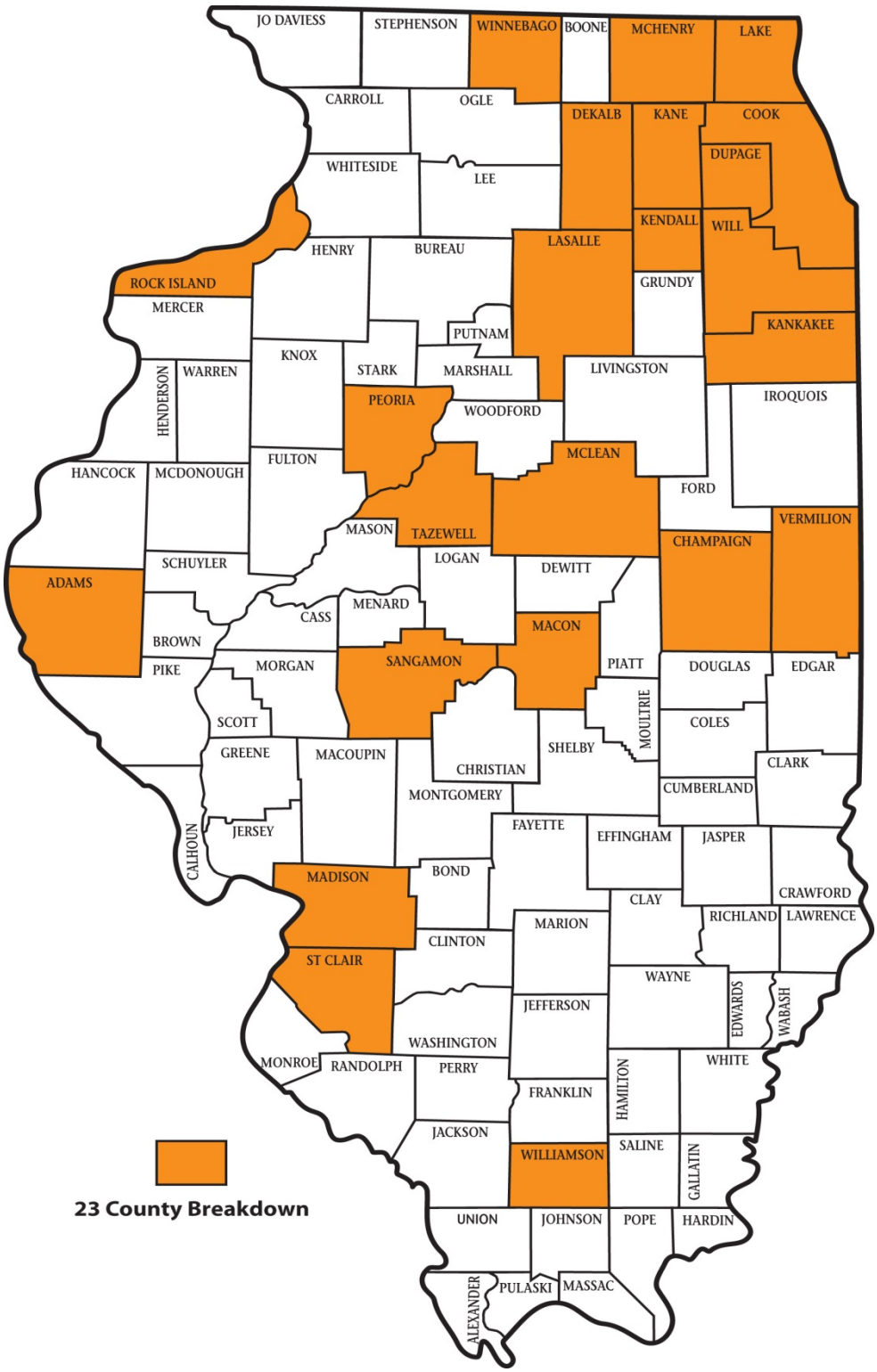
Illinois' Highway System

Illinois has the third largest roadway network overall in the nation with over 146,000 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 105 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 2,185-mile interstate highway network. The state highway system totals just over 16,000 miles of roads, including 294 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 63 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 130,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 65 percent of Illinois' highway, street and road system, although this system handles less than 24 percent of Illinois' vehicle travel miles.

Illinois Census

Based on the United State Census Bureau estimates for 2014, Illinois has an estimated population of 12,880,580 compared to the United States population of 318,857,056. Illinois remains the fifth largest state in the nation and Cook County remains the second largest county in the nation while Chicago remains the third largest city in the nation. According to the estimated 2014 census, the top five counties in Illinois based on population are: Cook, DuPage, Lake, Will and Kane.


JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
MCHENRY
LAKE
CARROLL
OGLE
DEKALB
KANE
COOK
DUPAGE
WHITESIDE
LEE
KENDALL
WILL
LASALLE
HENRY
BUREAU
GRUNDY
ROCK ISLAND
MERCER
KANKAKEE
PUTNAM
KNOX
STARK
MARSHALL
LIVINGSTON
WARREN
HENDERSON
PEORIA
WOODFORD
IROQUOIS
FULTON
MCLEAN
HANCOCK
MCDONOUGH
FORD
VERMILION
MASON
TAZEWELL
CHAMPAIGN
SCHUYLER
LOGAN
DEWITT
ADAMS
CASS
MENARD
MACON
BROWN
PIKE
MORGAN
SANGAMON
PIATT
DOUGLAS
EDGAR
MOULTRIE
SCOTT
COLES
GREENE
MACOUPIN
SHELBY
CLARK
CHRISTIAN
CUMBERLAND
MONTGOMERY
CALHOUN
JERSEY
FAYETTE
EFFINGHAM
JASPER
MADISON
BOND
CRAWFORD
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
ST CLAIR
WAYNE
EDWARDS
WABASH
JEFFERSON
WASHINGTON
MONROE
RANDOLPH
PERRY
WHITE
HAMILTON
FRANKLIN
JACKSON
SALINE
WILLIAMSON
GALLATIN
23 County Breakdown
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC

23-County Breakdown Facts

- There were 85,031 persons injured in motor vehicles crashes in 2013, of these 87.7 percent occurred within the 23 counties.
- 12,299 persons had “A” type injuries occurring from these crashes, with 78.5 percent of these “A” injuries in the 23 counties.
- 991 persons were fatally injured in crashes in 2013, 68.0 percent of these within the 23 counties.
- There were 630 drivers fatally injured in motor vehicle crashes in 2013. 65.2 percent of these drivers were fatally injured in the 23 counties.
- 204 passengers of a motor vehicle were killed in 2013. 61.8 percent of these passengers were within the 23 counties.
- 88.8 percent of the fatally injured pedestrians occurred in these 23 counties.
- 22 of the 30 pedalcyclists were fatally injured within these 23 counties.
- 96 of the 152 fatally injured motorcyclists, 63.2 percent, were killed within these 23 counties.
- There were 895 fatal crashes in 2013, 33.3 percent of these crashes involved alcohol, with 70.8 percent of those crashes occurring within these 23 counties.
- 991 persons were killed in motor vehicle crashes in 2013. 32.7 percent of these fatalities were alcohol-related, 70.4 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.7 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 96.1 percent of the total statewide pedestrian crashes, 89.5 percent of the total statewide pedestrian fatal crashes and 96.3 percent of the statewide pedestrian injury crashes in 2013.
- Crashes involving pedalcyclists account for 1.3 percent of the overall crashes statewide. 95.5 percent of the total pedalcyclist crashes, 80.0 percent of the fatal pedalcyclist crashes and 95.6 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 31.2 percent of the overall crashes, 35.0 percent of the fatal crashes and 35.7 percent of the injury crashes in 2013. Crashes involving speed within these 23 counties account for 90.6 percent of these total statewide speed-related crashes, 68.7 percent of the fatal speed-related crashes and 88.1 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 1.2 percent of the total crashes, 15.8 percent of the fatal crashes and 4.1 percent of the injury crashes statewide. 80.1 percent of these total crashes, 64.5 percent of the fatal crashes and 78.7 percent of the injury crashes occurred within these 23 counties.

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 2016 HSP, Illinois continues with the goals on the 15 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. For additional information on the performance measures refer to Addendum 6 entitled: Methodology Used to Set Targets for 2014-2016 for Core Traffic Safety Performance Measures in Illinois.

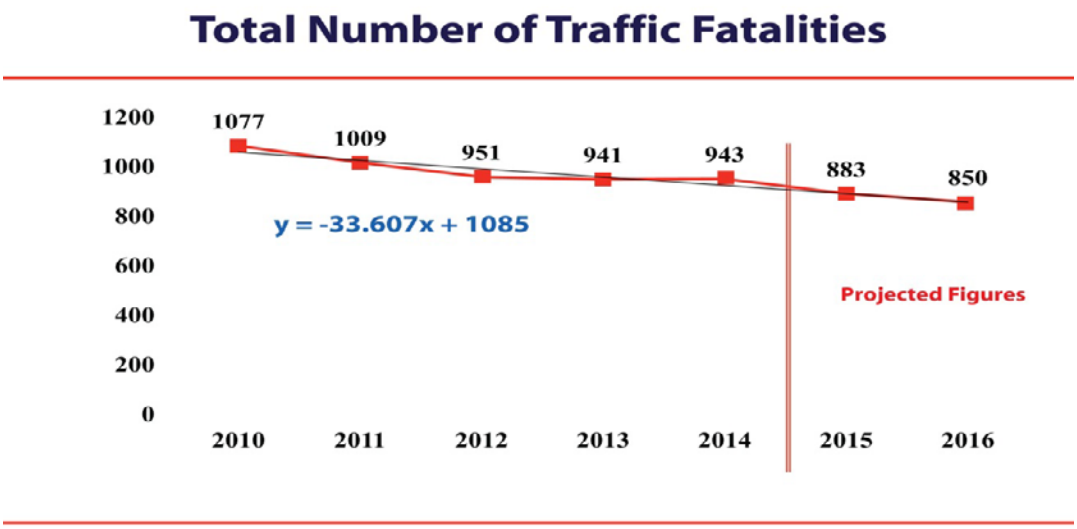
Core Highway Safety Performance Measures

Selected Measures	2009	2010	2011	2012	2013	AVG	2014 Projected Figures		AVG	2015 Projected Figures		AVG	2016 Projected Figures	
							Prediction Limits*			Prediction Limits*			Prediction Limits*	
							L 70%	U 70%		L 70%	U 70%		L 70%	U 70%
Total Fatalities	1,164	1,077	1,009	951	940.6	924 (Actual)			883	839	927	850	799	900
Total Severe Injuries	15607	14488	13379	12686	12455	11292	10767	11816	10481	9876	11087	9671	8975	10367
Total Fatality Rate	1.088	1.01	0.954	0.904	0.896	0.8	0.8	0.9	0.8	0.7	0.8	0.7	0.7	0.8
Rural Fatality Rate	1.682	1.58	1.542	1.486	1.49	1.4	1.4	1.5	1.4	1.3	1.4	1.3	1.3	1.4
Urban Fatality Rate	0.874	0.812	0.752	0.708	0.7	0.6	0.6	0.7	0.6	0.6	0.6	0.5	0.5	0.6
Total Severe Injury Rate	12.29	11.95	11.55	11.87	11.66	10.9	10.4	11.3	10.2	9.6	10.7	9.4	8.8	10.1
Unrestrianed Occupants	380.4	343	305.4	282.2	269.8	231.6	216.2	246.9	203.4	185.6	221.1	175.2	154.8	195.5
Impaired	402.4	369.2	335.6	312.2	305.4	269.7	254.3	285.0	244.6	226.9	262.3	219.5	199.1	239.8
Speed	463.6	445.6	422.6	395.4	402.4	374.1	358.5	389.7	356.9	338.9	374.9	339.6	318.9	360.3
Motorcyclist Fatalities	142.4	137	139.6	137.8	141.2	139.1	135.2	143.0	139.0	134.5	143.5	138.8	133.6	144.0
Unhelmeted	107.8	105.2	106.2	105	108.2	106.7	104.1	109.2	106.7	103.8	109.7	106.8	103.4	110.2
Young Driver	201.8	181.2	159.2	132	128.6	101.9	91.6	112.1	82.3	70.5	94.2	62.8	49.2	76.4
Pedestrian	144.4	134.4	133.4	126.8	124.8	118.7	115.0	122.4	114.0	109.7	118.3	109.4	104.4	114.3
Pedalcycle	21.8	22.4	23	25.2	25.8	26.9	26.1	27.6	28.0	27.1	28.8	29.0	28.0	30.0
Belt Usage Rate		90.58	91.56	92.26	92.9	94.1 (Actual)			94.9	94.4	95.3	95.8	95.3	96.3

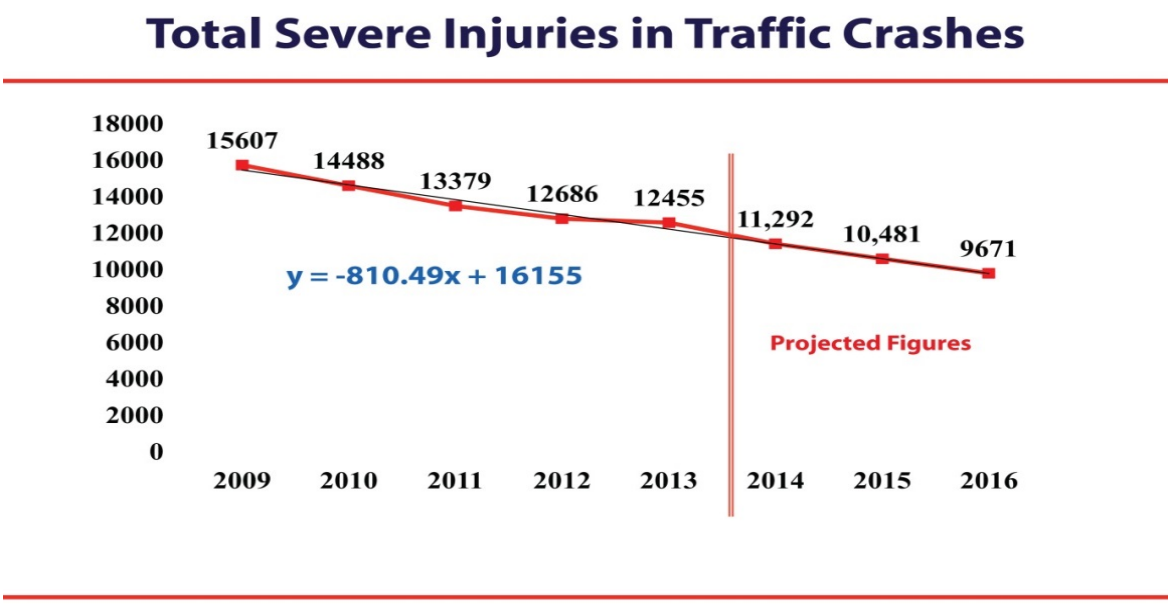
*Prediction Limits include Lower 70%(L) and Upper 70% (U)

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

Goal: To keep the statewide traffic fatalities under the projected figure of 850 by December 31, 2016.

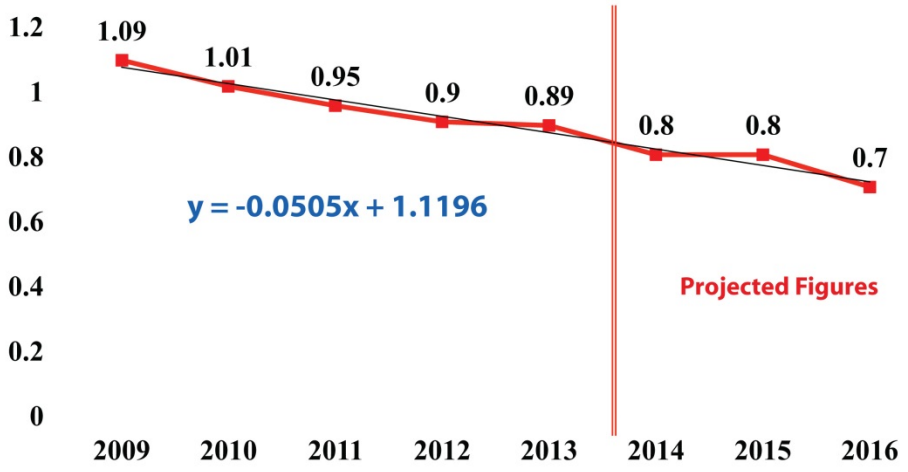


Goal: To reduce the statewide severe injuries in traffic crashes from the 2009 level of 15,607 to 9,671 by December 31, 2016.



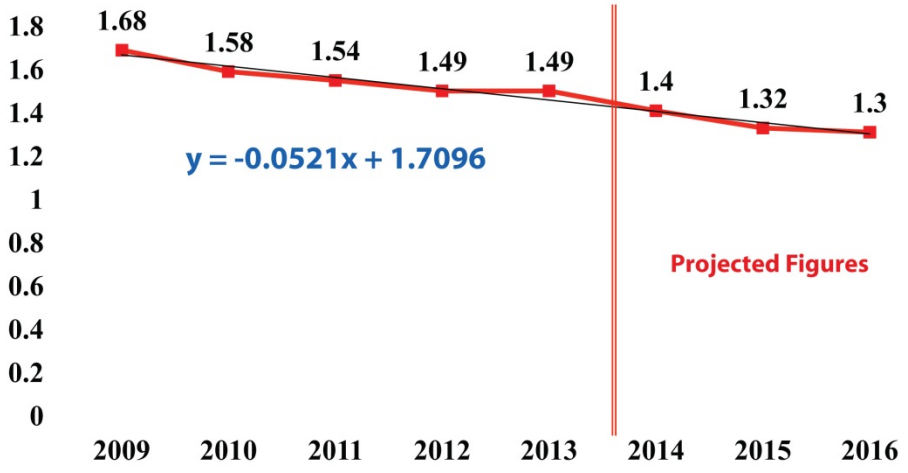
Goal: To keep the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 0.7 by December 31, 2016.

Total Number of Traffic Fatality Rate



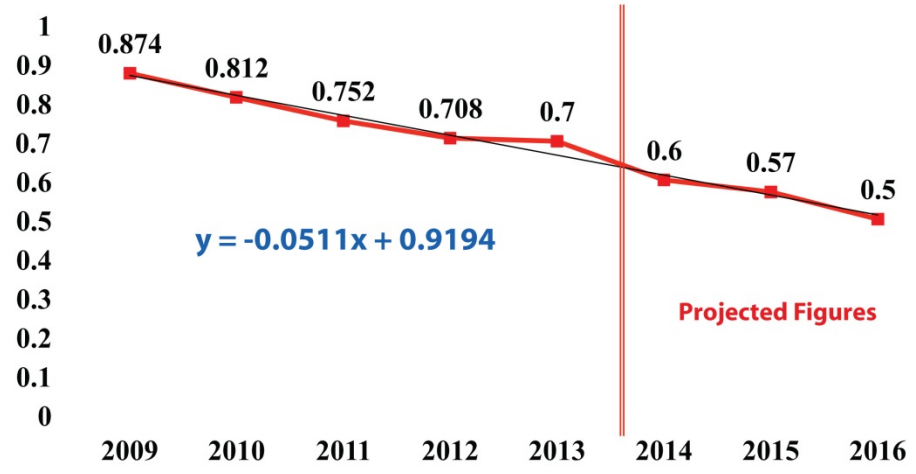
Goal: To keep the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 1.3 by December 31, 2016.

Total Number of Rural Fatality Rate



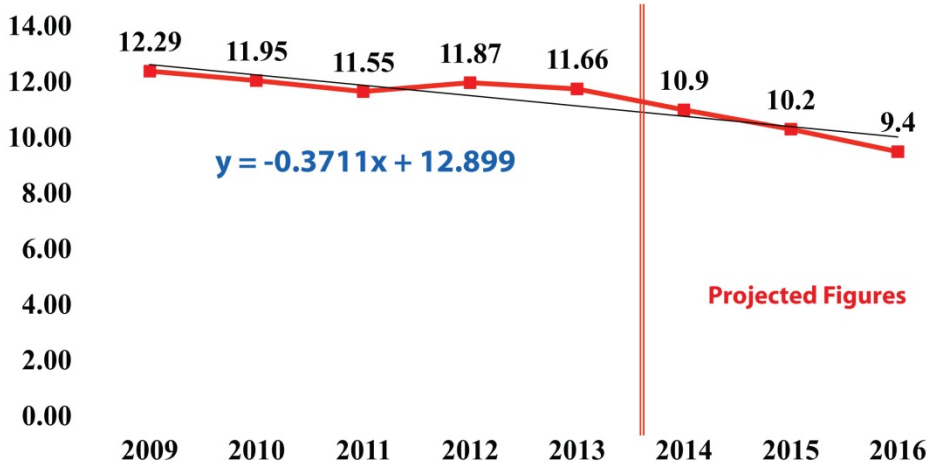
Goal: To keep the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) under 0.5 by December 31, 2016.

Total Number of Urban Fatality Rate



Goal: To keep the total severe injury rate per 100 million vehicle miles of travel (VMT) under the projected figure of 9.4 by December 31, 2016.

Total Severe Injury Rate per 100M VMT



Fiscal Year 2016 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	$40,000
OP	02-02	402	RTS Resource Centers (Local)	$1,074,863
OP	02-03	402	Paid Media (DTS)	$300,000
OP	02-04	402	Phone Surveys (Local)	$51,615
OP	02-08	402	Evaluation (Local)	$447,511
OP	**02-09**	**State**	**State Match (Local)**	**$637,526**
AL	03-03	402	Drive Smart (SOS Police)	$193,800
AL	03-04	402	Law Enforcement Liaison (Local)	$874,781
PT	04-01	402	Police Training (ILETSB)	$50,000
PT	04-02	402	STEP (Local)	$2,581,537
PT	**04-03**	**State**	**ISP Match**	**$1,512,510**
PT	04-04	402	NITE Patrol (ISP)	$1,021,600
PT	04-05	402	STEP (ISP)	$939,800
PT	04-09	402	MC Patrol Unit (ISP)	$81,500
PT	04-10	402	Mobilization Equipment (DTS)	$50,000
PT	04-11	402	Mobilization Luncheons (DTS)	$10,000
TSP	05-01	402	Parent/Teen Handbook (SOS)	$84,100
TSP	05-02	402	Teen Pilot Program (Local)	$125,000
PS	12-02	402	Bike/Pedestrian Safety (Local)	$315,600
M6OT	13-01	405d	DUIE (ISP)	$992,500
M6OT	13-02	405d	Operation Straight I.D. (SOS)	$52,200
M6OT	13-03	405d	Breath Analysis (ISP)	$191,100
M6OT	13-04	405d	Mini Mobilizations (Local)	$235,000
M6OT	13-05	405d	DRE/SFST Coordinator (Local)	$89,000
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	$175,000
M6OT	13-07	405d	STEP (Local)	$1,287,684
M6OT	13-08	405d	Alcohol Enforcement (IDNR)	$94,000
M6OT	**13-09**	**State**	**Probation Services (Match)**	**$1,870,818**
M6OT	13-11	405d	ACE (ISP)	$1,031,400
M6OT	13-12	405d	Local Alcohol Project (Local)	$1,250,198
M6OT	13-13	405d	Judicial Training (AOIC)	$65,000
M6OT	13-14	405d	Paid Media (DTS)	$2,000,000

Fiscal Year 2016 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K9	18-01	408	408 Coordinator (DTS)	$100,000
K9	18-02	408	EMS Data Access (IDPH)	$150,000
K9	18-03	408	CDOT Crash Data (Local)	$200,000
K9	18-04	408	Traffic Records Assess. (DTS)	$25,000
K9	18-06	408	Crash Reconstruction (ISP)	$50,000
K9	18-07	408	CODES (DTS)	$155,000
K9	**18-08**	**State**	**ISP Match**	**$2,210,503**
K9	18-10	408	FARS Analyst (DTS)	$75,000
K9	18-12	408	Imaging Enhancement (SOS)	$30,500
K9	18-13	408	Data Analysis (Local)	$120,000
K9	18-14	408	Data Warehouse (SOS)	$967,000
M1HVE	19-01	405b	OREP (ISP)	$812,600
M1CPS	19-02	405b	KISS (SOS)	$32,200
M1HVE	**19-03**	**State**	**ISP Match**	**$1,042,814**
M1HVE	19-04	405b	Memorial Day Mini Mob. (Local)	$150,000
M1HVE	19-06	405b	STEP (Local)	$1,506,982
M1CSS	19-07	405b	CPS Seats (DTS)	$10,000
M1TR	19-09	405b	CPS Re-Certification (DTS)	$500
M1*PM	19-11	405b	Paid Media (DTS)	$650,000
M9MT	22-03	405f	MC Winter Conference (DTS)	$10,000

FY 2016 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

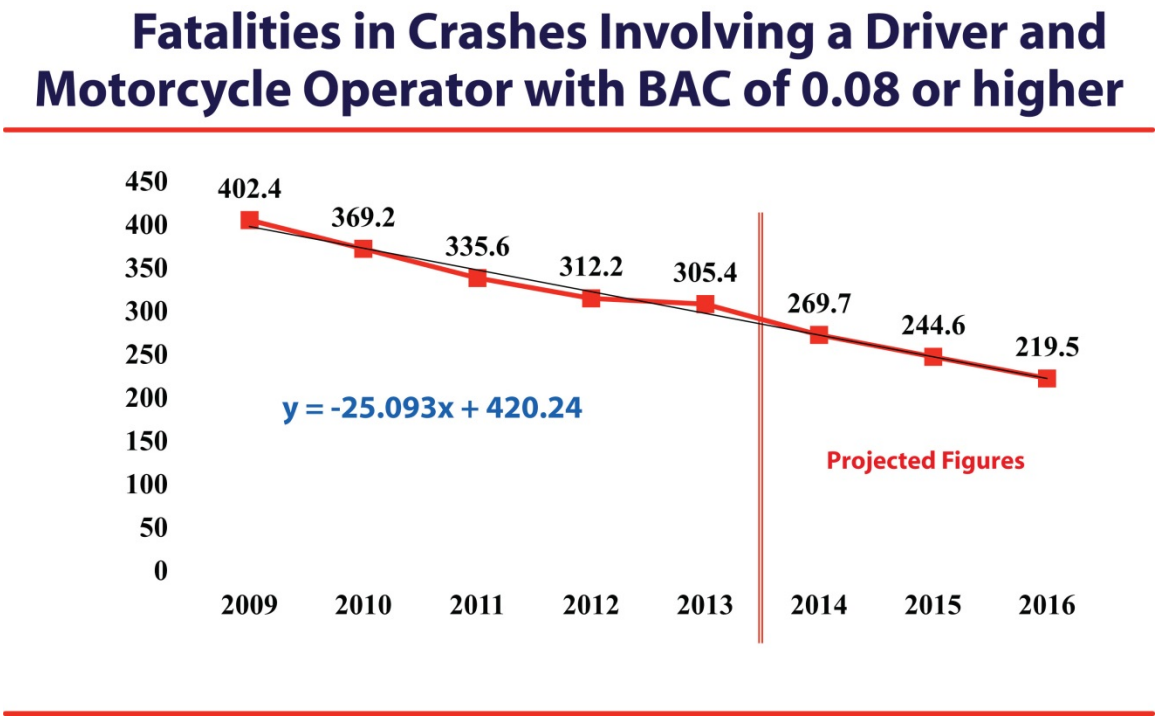
- There were 895 fatal crashes in 2013, 33.2 percent of these crashes involved alcohol.
- 991 persons were killed in motor vehicle crashes in 2013. 32.7 percent of these fatalities were alcohol-related.
- There were 630 drivers killed in motor vehicle crashes in 2013. 547 of these drivers were tested, 41.3 percent tested positive with a BAC of 0.01 or greater.
- Motorcycle operators accounted for 13.7 percent of the fatalities in 2013. 115 of these operators were tested and 41.7 percent tested positive with a BAC of 0.01 or greater.
- 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 (2009-2013)

Gender	Age Group	Total A-Injuries & Fatalities	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	1,044	72	6.9%
	9 to 15	1,463	102	7.0%
	16 to 20	4,449	745	16.7%
	21 to 34	10,810	3,027	28.0%
	35 to 64	15,069	2,547	16.9%
	65+	3,219	164	5.1%
Female	0 to 8	820	75	9.1%
	9 to 15	1,350	110	8.1%
	16 to 20	4,379	457	10.4%
	21 to 34	8,342	1,299	15.6%
	35 to 64	11,977	1,071	8.9%
	65+	3,338	97	2.9%
Total		66,260	9,766	14.7%

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 402.4 in 2009 to 219.5 by December 31, 2016.



Impaired Driving Program Overview

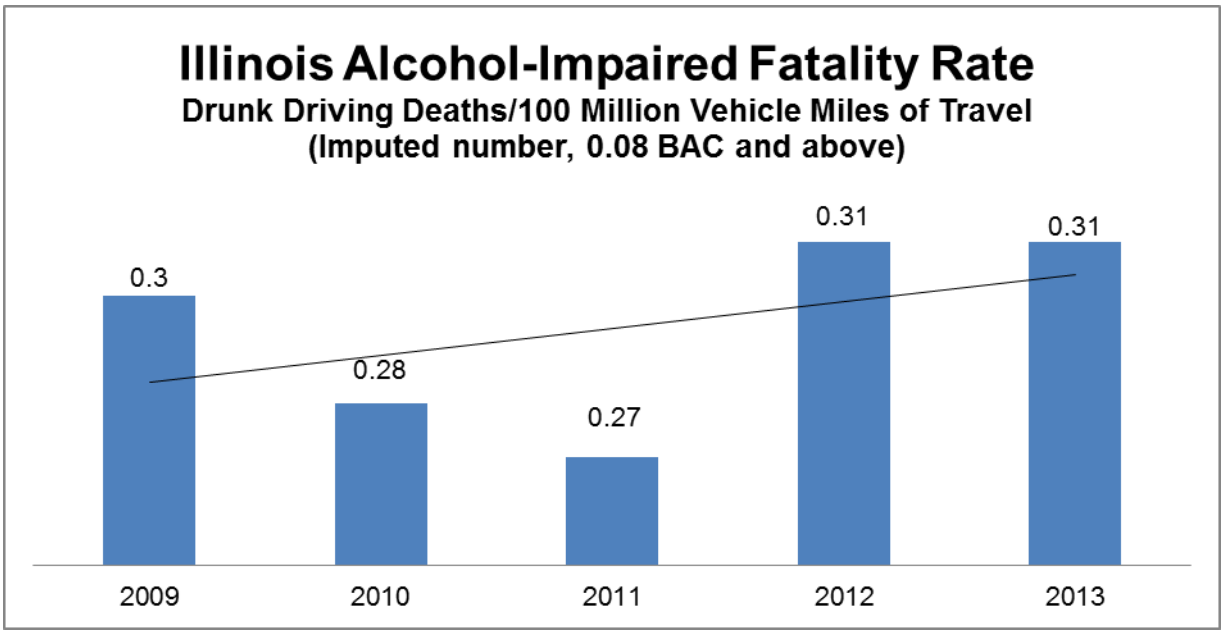
DUI enforcement is an absolute necessity, and IDOT remains the state's only provider of hire-back traffic enforcement grants as the FY 2016 Impaired Driving Program fights to uphold its fundamental core of high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies. This is very difficult as state and local law enforcement agency resources are increasingly tasked to do more with less and as officers' wages rise each year. These issues have led DUI arrests to drop steadily in recent years in Illinois, yet the overall raw numbers of alcohol-impaired fatalities and the alcohol-impaired fatality rates have decreased significantly over the same timeframe. While decreased alcohol-impaired fatalities are encouraging and show efficacy for the Illinois Impaired Driving Program, the above factors bring to light the necessity to maximize the deterrent effect of each and every enforcement hour funded with federal highway safety dollars. This is done through continued funding of high-visibility enforcement details in key counties and cities and through a comprehensive media strategy.

In FY 2016, IDOT's paid media commitment will increase and be re-tooled to ensure the messaging and target demos are as effective as possible. In addition, the eLAP program, started in FY15, will continue funding additional, highly-visible roadside safety checks on non-holiday period weekends throughout the year and only within the most populous counties of the state. As the eLAP program evolves, IDOT plans to work closer with participating agencies to incorporate more social media and other digital mediums to better advertise roadside safety checks within their communities. IDOT will continue its effort to restore the local STEP grant program to more robust funding levels in an effort to get grant-funded productivity closer to the level it was at five or more years ago. Like always, STEP grants integrate impaired driving and seat belt enforcement during six and up to eight major campaigns throughout the year (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day and Labor Day). And finally, the holiday equipment incentive programs and additional impaired driving holiday mini-grants are still an important part of the impaired driving program.

Illinois' well-established practice of integrating nighttime seat belt law enforcement into the impaired driving crackdowns remains a key tactic in IDOT's enforcement grant programs and should gain even greater emphasis with the addition of a solid, dual-message paid media effort combining an impaired driving and belt message.

The Illinois State Police (ISP) are a crucial piece of the impaired driving program, conducting the majority of roadside safety checks during holiday campaigns and also adding significant saturation and nighttime patrols with their various grant programs – DUI-E, OREP, STEP, ACE and NITE. ISP grant enforcement provides vital statewide coverage including the all-important rural roads of Illinois.

In FY 2016, IDOT will also utilize federal impaired driving funds to support the following countermeasures: an impaired driving coordinator; SFST/DRE Program; a Traffic Safety Resource Prosecutor, a Judicial Outreach Liaison; DUI Courts; court monitoring via advocacy groups; DUI prosecutors; Law Enforcement Training; Judicial Training; Fraudulent ID programs; No-refusal, search-warrant programs and underage drinking prevention (enforcement and education).



The graph above shows the Illinois alcohol-impaired motor vehicle fatality rate over the previous five years (most recent NHTSA estimates available). As shown here, Illinois' alcohol-impaired fatality rate dropped significantly in 2010 and 2011 and rebounded to 0.31 in 2012 and 2013. Illinois' rate remains below the national average of 0.34. This rate is based on crashes in which at least one driver was at 0.08 BAC or higher (legally drunk). The rate is estimated by NHTSA because of the large number of fatal crashes for which driver BAC is unknown.

Impaired Driving Crackdowns

The FY 2016 impaired driving program keeps its strong commitment to three comprehensive impaired driving crackdowns showcasing high-visibility, impaired driving and seat belt law enforcement taking place around Labor Day, Christmas/New Years and Independence Day. The Illinois "Big 3" impaired driving campaigns each have relatively equal grant-funded enforcement hours and each have a large paid and earned media effort. In addition, Illinois has additional campaigns during Super Bowl Weekend and St. Patrick's Day with St. Patrick's Day showcasing similar amounts of grant-funded enforcement as the Big 3 minus the paid media.

All FY 2016 impaired driving crackdowns have enforcement details from 9 pm to 6 am including seat belt law enforcement funded with occupant protection funds (seat belt enforcement zones and saturation patrols) and, of course, impaired driving enforcement (roadside safety checks and saturation patrols).

A goal of every enforcement crackdown is encouraging increased participation by non-grantee law enforcement agencies. As such, equipment incentive programs are used to encourage law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment.

Impaired Driving Program Coordinator

IDOT funds an Impaired Driving Program Coordinator to provide technical expertise as a specialist for IDOT in the administration of the impaired driving program. 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 is responsible for the development and administration of a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

Law Enforcement / Prosecution / Judiciary

Strong and wide-reaching enforcement of tough DUI laws are clearly the cornerstone of Illinois' Impaired Driving Program. However, a well-rounded program must also incorporate other vital components of the criminal justice system in order to maximize general and specific deterrence to driving under the influence of alcohol or other drugs. The following three programs – SFST/DRE Training for law enforcement, Traffic Safety Resource Prosecutor and Judicial Outreach Liaison – currently lacking in Illinois can help provide the most comprehensive program possible.

Standardized Field Sobriety Testing / Drug Recognition Expert Program

Beginning in mid-FY 2014, IDOT initiated a full-time Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) Statewide Coordinator Position through the Illinois Association of Chiefs of Police. In FY15, the coordinator position transitioned and is currently being filled on an interim basis by the Illinois Law Enforcement Training and Standards Board enabling Illinois to conduct its first DRE training in over two years in April 2015. For FY 2016, with the onset of medical marijuana and the possibility of increased drug per se levels, drugged driving issues are becoming even more prominent. Likewise, Illinois' SFST and DRE programs must also become more prominent and will do so with its mission of improving the overall coordination of law enforcement SFST and DRE training and moving ahead with development of a full-fledged Drug Recognition Expert Program.

Prosecution / No-Refusal-Search Warrant Programs

For many years, Illinois had a Traffic Safety Resource Prosecutor Program but the program was discontinued in FY 2014. For FY 2016, IDOT will consider bringing back a Traffic Safety Resource Prosecutor (TSRP), a former prosecutor with extensive experience in the prosecution of impaired driving cases. The first and foremost priority of an Illinois TSRP would be to further promote the use of "No-Refusal" search warrant programs in state's attorney's offices and their respective law enforcement agencies.

Another high priority of a TSRP would be to work closely with the SFST/DRE Coordinator and Judicial Outreach Liaison to help ensure synergy between law enforcement, prosecutors and the judiciary regarding blood/breath testing rules and laws in Illinois. This is in anticipation of changing laws governing the use of cannabis and the increased THC per se level for drivers in Illinois.

In FY 2016, IDOT is funding the Adams County State's Attorney's office for a fourth year to continue the training effort it has undertaken in counties throughout Illinois. This training presentation has been directly responsible for counties starting No-refusal policies and programs by assisting law enforcement and prosecution undergo the initial steps to implementing the program in their communities.

Judicial / DUI Courts

New in FY 2016, IDOT will consider the addition of a Judicial Outreach Liaison (JOL), a retired Illinois judge with extensive experience in traffic safety issues and DUI law. IDOT envisions the number one priority of an Illinois JOL to be promotion of the use of DUI Courts throughout Illinois. In addition, a JOL in Illinois would identify issues of concern to judges and other court officials regarding impaired driving or other traffic issues and bring them to the attention of appropriate criminal justice and IDOT highway safety officials; develop a network of contacts with judges and judicial educators to promote judicial education-related to sentencing and supervision of DWI offenders, court trial issues; and alcohol/drug testing and monitoring technology; and promoting other evidence-based and promising court, sentencing and supervision practices.

IDOT will again provide funding to the Administrative Office of the Illinois Courts (AOIC) to conduct a two-day seminar addressing the legal, scientific and clinical issues involved in Illinois DUI cases. The onset of Illinois' new Medical Marijuana law, potential de-criminalization of marijuana and the possible increase of THC per se levels makes this type of training even more vital for Illinois' judiciary.

IDOT continues in FY 2016 assisting Macon and Peoria Counties with the operation of their DUI Courts. IDOT has assisted with funding these courts for a few years and both jurisdictions are moving into the evaluation stage of their respective programs. These courts are great models to look at when promoting the proliferation of DUI courts throughout the state.

IDOT continues its commitment to assist both Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists with those organizations' court-monitoring efforts.

Productivity Incentive Program

IDOT recognizes that limited federal resources can only fund a small portion of the impaired driving and belt enforcement in Illinois. Though immeasurable, it's obvious that Illinois' successes in combatting impaired driving are due in large part to non-grant-funded enforcement from local and state law enforcement agencies conducted throughout the year. Obviously, the more enforcement (impaired driving and nighttime seat belt) conducted by non-grant-funded agencies, the more overall impaired driving enforcement and the greater its deterrent effect throughout Illinois.

IDOT offers 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 Fourth of July). During each major holiday mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued by their officers are placed in a drawing to win portable/preliminary breath testers, lidar, moving radar and handheld radar units. This program has helped Illinois surpass and sustain over 350 law enforcement agencies participating in the Labor Day crackdown the last three years as well as greatly increase participation in the Christmas/New Years and Fourth of July holiday crackdowns.

Law enforcement agencies who are committed to traffic enforcement often find necessary equipment scarce. This program augments in a small way that need while benefiting the crackdown effort.

Impaired Driving Program Strategies

- Fund an Illinois Impaired Driving Program Coordinator.
- Fund an Illinois SFST/DRE Coordinator to improve the overall coordination of law enforcement SFST training and continue development of an Illinois Drug Recognition Expert Program.
- Consider re-establishment of a Traffic Safety Resource Prosecutor Program and establishment of a Judicial Outreach Liaison in order to create a better-rounded impaired driving program incorporating all the vital components of the criminal justice system.
- Retain the fundamental core of high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies by maximizing support and funding of high-visibility enforcement details in key counties and cities.
- To establish target for enforcement grants, identify and analyze alcohol-related crash fatalities 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).
- Maintain grant-funded enforcement priorities of high-visibility impaired driving and nighttime seat belt (funded with occupant protection funds) details.
- Utilize eLAP program to fund roadside safety check details on non-holiday period weekends throughout the year within the most populous counties of the state.
- Maintain strong commitment to high-visibility enforcement and comprehensive media efforts during five major holiday campaigns as well as Halloween, Super Bowl weekend and St. Patrick's Day.

- Promote “Drive Sober or Get Pulled Over” and “Click It or Ticket” in all earned media materials and media buys during major impaired driving crackdown periods.
- Re-tool paid media plan insuring the messaging and target demographics are as effective as possible.
- Integration of nighttime seat belt law enforcement message into the impaired driving paid messaging to better support the two-tiered grant (alcohol and belts) enforcement.
- More innovative use of social media, particularly in the area of promoting enforcement efforts.
- Via SFST/DRE Program, encourage more officers to keep up-to-date with their SFST training to foster new generation of DUI officers.
- Recognize accomplishments of IDOT’s Traffic Safety Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program, Impaired Driving Incentive Program and LEL Banquet).
- Provide DUI/Traffic Safety judicial training courses through the Administrative Office of the Illinois Courts (AOIC).
- Partially fund DUI Courts in Peoria and Macon Counties.
- Partially fund a dedicated DUI prosecutor/assistant prosecutor in Macon County.
- Partially fund No-Refusal, search warrant training effort via Adams County.
- Fund and support the use of courtroom monitoring projects, particularly in high-priority jurisdictions.
- Encourage through LEL’s law enforcement agencies throughout the state to participate in holiday impaired driving crackdowns as well as sustained year-long enforcement efforts.
- Pursue ways to improve reporting of activity by funded/non-grant-funded law enforcement agencies (possibly via the Internet).
- Promote DUI courts and No-Refusal activities.
- Administer statewide productivity incentive program to encourage more law enforcement agencies to participate in impaired driving crackdowns.

Impaired Driving Project Tasks

Project Number: 16-13-02 (M6OT) (405d)
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: $52,200

Project Number: **16-13-03 (M6OT) (405d)**
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: **$191,100**

Project Number: **16-13-05 (M6OT) (405d)**
Project Title: **DRE/SFST Coordinator (Local)**

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

Budget: **$89,000**

Project Number: **16-13-13 (M6OT) (405d)**
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: **$65,000**

Project Number: 16-13-14 (M6OT) (405d)
Project Title: Paid Media (DTS)

Project Description

This task provides funds for paid media in support of the Holiday Season Mobilization, Fourth of July Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2016. This task also helps support the media buyer for these three campaigns.

Budget: $2,000,000

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-13-02	Operation Straight ID (SOS)	$ 52,200	405d
16-13-03	Breath Analysis (ISP)	$ 191,100	405d
16-13-05	DRE/SFST Coordinator (Local)	$ 89,000	405d
16-13-13	Judicial Training (AOIC)	$ 65,000	405d
16-13-14	Paid Media (DTS)	$ 2,000,000	405d
405d Total		$ 2,397,300	
Total		$ 2,397,300	

MATCH TASKS

Match Task Overview

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

Match Project Tasks

Project Number: 16-02-09 (State Funds) (402 Match)
Project Title: State Match (Local)

Project Description
This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. A total of five injury prevention projects will be funded in FY 2016, see addendum 3 for a list of individual projects. Illinois will not seek federal reimbursement for this task during FY 2016.

Budget: $637,526

Project Number: 16-04-03 (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 32,788 hours of regular traffic patrol will be conducted in FY 2016.

Budget: $1,512,510

Project Number: 16-13-09 (State Funds) (405d Impaired Driving Match)
Project Title: Probation Services (AOIC)

Project Description
The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 12,710 DUI defendants supervised by Illinois probation departments in 2014, at an average cost per case of $1,695 per DUI Offender and $4,237 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2014 was $25,097,166. For this program DTS only needs a state match of $1,870,818.

Budget: $1,870,818

Project Number: 16-18-08 (State Funds) (405c Data Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 47,919 hours of regular traffic patrol will be conducted in FY 2016.

Budget: $2,210,503

Project Number: 16-19-03 (State Funds) (405b Occupant Protection Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 22,606 hours of regular traffic patrol will be conducted in FY 2016.

Budget: $1,042,814

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-02-09	State Match (Local)	$ 637,526	State Match
16-04-03	ISP Match	$ 1,512,510	State Match
16-13-09	Probation Services (Match)	$ 1,870,818	State Match
16-18-08	ISP Match	$ 2,210,503	State Match
16-19-03	ISP Match	$ 1,042,814	State Match
Total Match Funds		$ 7,274,171	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

In 2013, Illinois experienced a total of 141 fatal crashes involving motorcycles, resulting in the death of 152 motorcycle operators and passengers. Motorcyclist fatalities continued to increase in 2013, up over 3 percent from 2012, almost 17 percent from 2010, and over 22 percent from 2009. Other significant factors include:

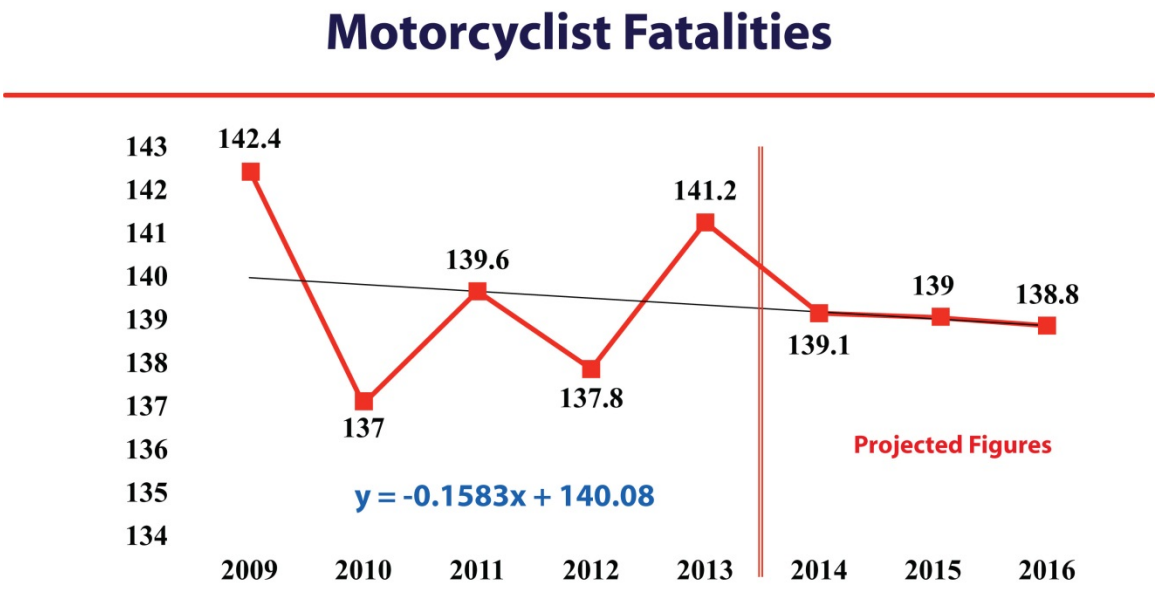
- The 152 motorcyclists killed account for over 16 percent of all motor vehicle fatalities that occurred in 2013. In comparison, motorcycle registrations comprise 4 percent of all motor vehicle registrations.
- In 2013, approximately 45 percent of motorcyclists killed were the 30-49 age group.
- 113 (74%) of the 152 motorcyclists killed in 2013 were not wearing a helmet.
- Of the 136 motorcycle operators killed, those aged 25044 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 (2009-2013)

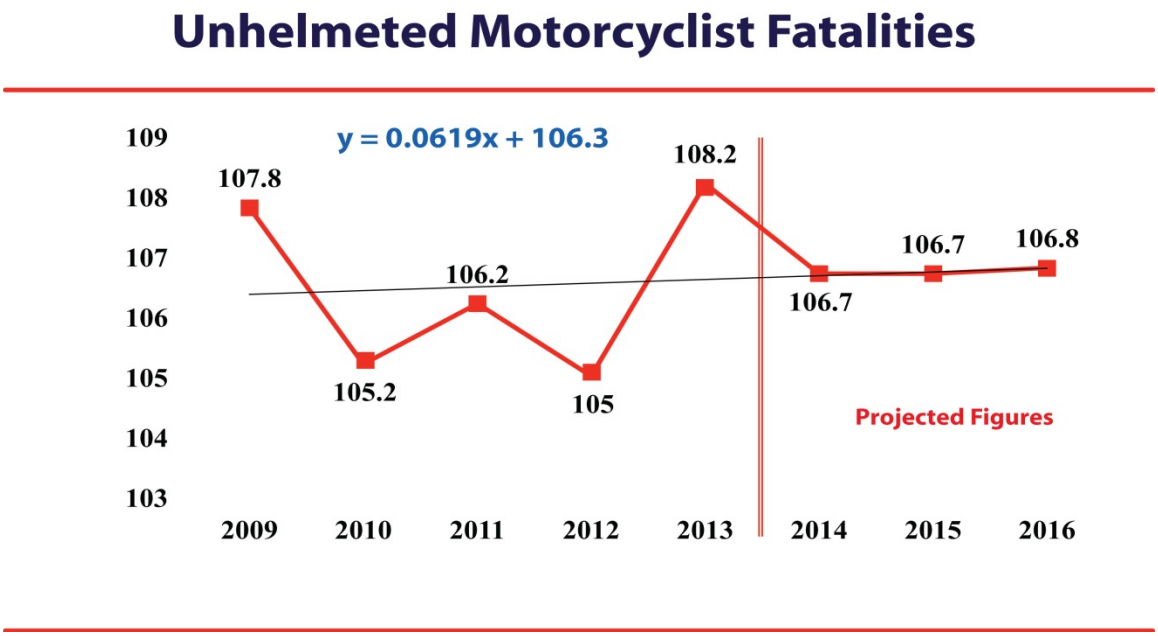
Gender	Age Group	Total A-Injuries & Fatalities	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	1,044	4	2	50.0%	0.4%
	9 to 15	1,463	33	9	27.3%	2.3%
	16 to 20	4,449	276	120	43.5%	6.2%
	21 to 34	10,810	1,517	435	28.7%	14.0%
	35 to 64	15,069	3,010	706	23.5%	20.0%
	65+	3,219	248	96	38.7%	7.7%
Female	0 to 8	820	6	2	33.3%	0.7%
	9 to 15	1,350	9	3	33.3%	0.7%
	16 to 20	4,379	66	12	18.2%	1.5%
	21 to 34	8,342	267	63	23.6%	3.2%
	35 to 64	11,977	677	175	25.8%	5.7%
	65+	3,338	22	10	45.5%	0.7%
Total		66,260	6,135	1,633	26.6%	9.3%

Program Goals

Goal: To keep the statewide motorcycle fatalities under the projected figure of 138.8 by December 31, 2016.



Goal: To keep the number of unhelmeted motorcycle fatalities under the projected figure of 106.8 by December 31, 2016.



Motorcycle Safety Program Overview

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

Illinois Motorcycle Winter Conference

In FY 2016, DTS will hold its sixth annual Illinois Motorcycle Winter Conference. The conference will bring the four motorcycle training university staff members together to discuss the Cycle Rider Safety Training Program (CRSTP) and administration of the program.

Motorcycle Survey

A motorcycle helmet usage survey was conducted in June 2015, helmet usage rates will not be known until August 2015. In June 2014 a motorcycle helmet survey was conducted. A total of 1,488 motorcycle riders were observed. Of those, 44 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on Interstate highways at 50.1 percent. Helmet use on U.S./Illinois highways was at 43.7 percent, while helmet use on residential roads was at 31.6 percent. The helmet usage rate was 49.8 percent on the weekdays and 40.7 percent on weekends.

Motorcycle Safety Program Strategies

- 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.

Motorcycle Safety Project Tasks

Project Number: **16-22-03 (405f MC)**
Project Title: **Motorcycle Winter Conference (DTS)**

Project Description
This task identifies funding for DTS to conduct an annual motorcycle safety conference.

Budget: **$10,000**

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-22-03	MC Winter Conference	$ 10,000	405f
405f Total		$ 10,000	
Total All Funds		$ 10,000	

OCCUPANT PROTECTION

Problem Statement

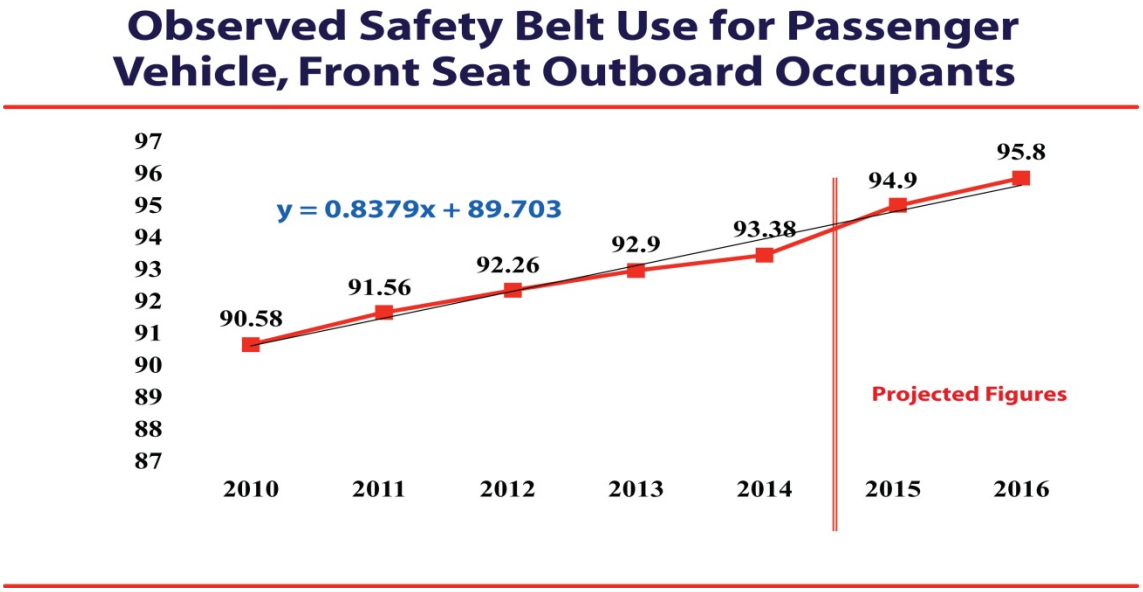
- 991 persons were killed in 895 crashes in 2013.
- Drivers killed amount to 63.6 percent of all fatalities in 2013.
- Drivers injured amount to 63.9 percent of all injuries for 2013.
- Passengers represent 20.6 percent of the total number of fatalities in 2013.
- Passengers represent 26.6 percent of the total number of injuries in 2013.
- There were 285,477 crashes involved motor vehicles in Illinois in 2013.
- Crashes involving "A" injury account for 15.7 percent of the injury crashes statewide in 2013.
- There were 3,277 injuries to children age 9 and younger in motor vehicles in 2013, which accounts for 14.6 percent of all passenger injuries.
- In 2013, there were 15 fatalities to children age 9 and younger in motor vehicles.
- In 2013, there were 71 fatalities to teenagers aged 16 to 19 that were drivers and passengers.
- The observed car seat usage rate for 2013 was 86.5 percent. When the car seat was used properly, the usage rate dropped to 50.2 percent.
- 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 (2009-2013)

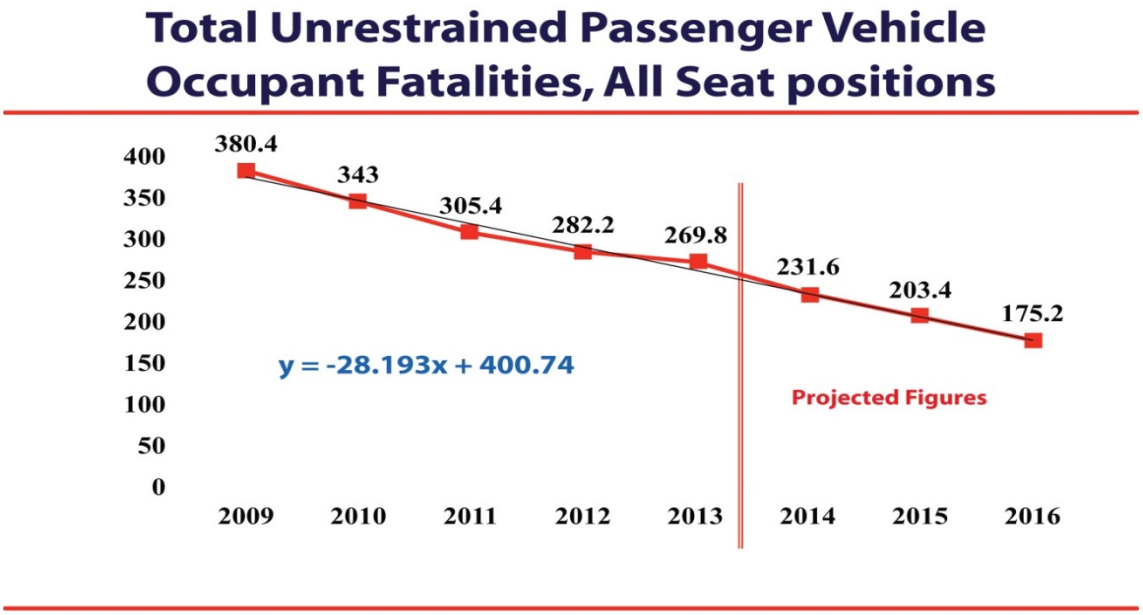
Gender	Age Group	Total A-Injuries & Fatalities	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	1,044	761	574	75.4%
	9 to 15	1,463	869	588	67.7%
	16 to 20	4,449	3,970	2,394	60.3%
	21 to 34	10,810	9,735	4,998	51.3%
	35 to 64	15,069	13,204	7,321	55.4%
	65+	3,219	2,838	2,032	71.6%
Female	0 to 8	820	689	508	73.7%
	9 to 15	1,350	1,034	763	73.8%
	16 to 20	4,379	4,016	3,029	75.4%
	21 to 34	8,342	7,732	5,744	74.3%
	35 to 64	11,977	11,004	8,751	79.5%
	65+	3,338	3,019	2,643	87.5%
Total		66,260	58,871	39,345	66.8%

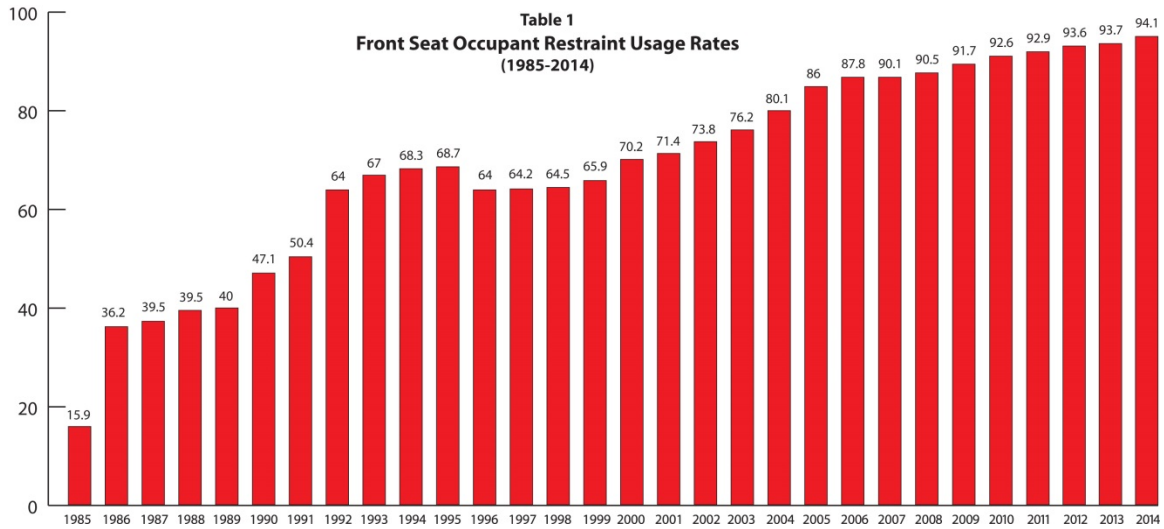
Program Goals

Goal: To increase the statewide seat belt usage rate from the 2010 level of 90.58 percent to 95.8 percent by December 31, 2016.



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 380.4 in 2009 to 175.2 by December 31, 2016.





Data Source: Annual Observational Survey

The chart above shows the occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the seat belt law came into effect in the mid-1980s, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase. After the implementation of the primary seat belt law in 2003, usage rates increased from 76.2 percent to an all-time high of 94.7 percent in June 2014.

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 occupant fatalities from 380 in 2009 to 175 by December 31, 2016. In FY 2016, the Occupant Protection Program will continue to contribute significantly to the achievement of the statewide goals by maintaining the STEP grant program, conducting paid and earned media campaigns and researching new ways to reach those motorists who choose to travel unbelted. The Seat Belt Observational Survey, conducted in June of 2014, showed a slight increase in daytime, front seat belt usage in Illinois with an increase from 93.7 to 94.1 percent. DTS will continue to focus efforts designed to maintain its high front seat belt use and implement new strategies to reach those who ride unrestrained in both the front seat and back. In FY 2016, DTS will continue to direct resources to increase enforcement of the belt law in Illinois with a focus on counties within the 23-county model and nighttime seat belt enforcement zones. Teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians and a determination to increase seat belt compliance within the city of Chicago will also continue.

DTS will also strongly encourage law enforcement to continue enforcing seat belt legislation, which took effect on January 1, 2012, requiring that everyone in the vehicle ride restrained.

Click It or Ticket

With a daytime front seat belt compliance rate slightly above 94 percent, DTS will focus on maintaining the rate among current users and seek new ways to reach the final 5.9 percent of non-users. DTS will focus efforts to increase overall compliance with the seat belt law by educating about the importance of wearing a seat belt as a back seat passenger, thusly reducing overall injuries and fatalities on Illinois roadways. DTS plans to continue support of occupant protection mobilizations that correspond with national seat belt campaigns. The STEP program will continue with grantees required to participate in both the Memorial Day and Thanksgiving mobilizations. At least 50 percent of the patrol hours during these campaigns must be conducted between the hours of 9 pm and 6 am, the time when data reflects the number of unbelted fatalities is the highest.

These mobilizations will be complimented with paid and earned media campaigns that strategically market increased seat belt and car seat usage to, at minimum, 85 percent of Illinois' population. DTS will be continue to utilize NHTSA's paid media during the campaigns and focus more efforts on social marketing and online advertising in an effort to more effectively reach those who are not regular belt users - primarily 18-34 year old males, truck drivers and minorities. Earned media messaging will focus on the importance of buckling up in the back seat.

DTS plans to support local law enforcement initiatives with on-line CIOT materials. The online materials will include media advisories and press releases to announce that local law enforcement activities will be held during nighttime hours. The online kit will also include 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, sunglass wipes and magnetic clips for use at parades and health fairs will be offered until current supplies are depleted.

Based on the May 2014 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 (91.4 percent versus 94.1 percent). The seat belt usage rate for Chicago decreased from 91.7 percent to 91.4 percent after the 2014 survey. DTS will continue to focus on partnerships in the Chicago area during mobilizations and throughout the year to increase the seat belt usage in the city of Chicago.

Illinois' overall daytime seat belt usage rate increased by 0.4 percent points from 93.7 percent in 2013 to 94.1 percent after the May CIOT campaign in 2014. The usage rate for the Collar Counties increased from 93.6 percent in 2013 to 94.0 percent in 2014, the usage rate for Cook County increased from 94.9 percent in 2013 to 95.5 percent in 2014 and the usage rate for Downstate increased from 95.1 percent in 2013 to 96.5 percent in 2014. DTS will continue to foster business partnerships for the CIOT campaigns in FY 2016.

DTS will continue searching for rural partnerships to help spread this message on rural communities. During previous campaigns some rural partnerships have included: local farm stores such as Farm and Fleet, Big R and Rural King. 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.

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 2015 CIOT National Enforcement mobilization. DTS will also offer incentives of enforcement equipment during the CIOT campaign. DTS plans on notifying local law enforcement agencies in October 2015 in order to generate momentum. DTS continues to believe this incentive program is one way to generate excitement throughout the law enforcement community in Illinois and it proves to be a key component in our strategic plan for raising the seat belt compliance rate in Illinois and energizes our partners to push Illinois seat belt compliance to another all-time high.

Child Passenger Safety

Illinois has a current child vehicle restraint system usage rate of 89.2 percent. DTS will continue to focus on four key areas to increase car seat and booster seat usage (1) expansion of our public education program; (2) increasing the technician base through certification training; (3) retention of at minimum 60 percent of recertifying child passenger safety technicians and (4) support of our car seat inspection station network at state and local agencies. In an effort to meet these goals, DTS will hold close to 30 Skills Enhancements/Update Courses throughout the year and maintain our website with education information for parents and technical information for technicians (www.buckleupillinois.org). DTS will conduct the annual Child Passenger Safety Observational Survey in July 2016 in an effort to evaluate the progress of the CPS program.

DTS CPS Local Programs

Traffic crashes are a leading cause of death among children. Six out of ten children who die in crashes are unbuckled. In Illinois for the year 2013, 15 children, from birth through nine years of age, were killed and 3,277 were injured as a result of motor vehicle crashes.

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

During FY2015, DTS completed a booster seat curriculum. This curriculum was developed to aid local communities in reducing the death and injury rate to booster seat age children. The main focus of the program will be increasing awareness among children and parents/caregivers in regards to the dangers of graduating to the adult seat belt too soon. This program will be made available to all CPS Technicians in Illinois to use while giving presentations in their communities.

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

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

During Child Passenger Safety Awareness Week, DTS will once again host National Seat Check Saturday events. During Seat Check Saturday 2014, Illinois was a national leader by conducting approximately 80 checkpoints with more than 400 certified child passenger safety seat technicians volunteering statewide. Seat Check Saturday 2015 will be co-sponsored by AAA and the Illinois Office of the Secretary of State. The participating checkpoints will receive replacement car seats, flyers, posters and t-shirts to support their events. Educational materials will be distributed to the general public by offering CPS Week printed materials to local libraries, schools, children’s museums and the CPS technician network. DTS anticipates that it will follow a similar format for Child Passenger Safety Awareness Week 2016.

Public Information and Education

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers.

Certified CPS Technicians

Illinois has made technician retention one of its top priorities. National data shows that the average state had a technician recertification rate of 56.4 percent in FFY2014. Illinois had a technician recertification rate of 53.9 percent.

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 actively support this system by scheduling update courses and skills enhancement sessions throughout the state, enabling technicians to attend continuing education courses locally.

Illinois has more than 1,650 certified child passenger safety technicians and instructors. The Traffic Safety Liaisons (TSLs) have been tasked with retaining 60 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 2016, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement/Update sessions providing CEUs towards recertification. CEU opportunities outside of Illinois, such as those offered by Safe Kids Worldwide, will be promoted to all technicians and instructors in Illinois.

Occupant Protection Coordinator

DTS plans to fund an Occupant Protection (OP) Coordinator. Currently the OP Coordinator is vacant and Megan Eairheart who is Illinois' Assistant OP Coordinator is assuming the role as a specialist for DTS in the administration of occupant protection and child passenger safety (CPS) programs. The Assistant OP Coordinator will work to increase seat belt and CPS usage rates throughout the state. One of the responsibilities of the Assistant OP Coordinator is to oversee the TSL's. The Assistant 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. DTS's goal is to hire an Occupant Protection Coordinator in FY 2016.

Occupant Protection Program Strategies

- 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).
- Develop a plan to increase back seat belt use.
- Identify and analyze unbelted/belted crash related fatalities and "A" injuries for a three-year period in counties comprising 85 percent of the statewide population (23 target counties).
- Support occupant restraint and child passenger safety educational efforts (traffic safety

partners, statewide and regional child passenger safety coordinators).

- Utilize network of child passenger safety advocates.
- Support state and national child passenger safety observances.
- Continue to strengthen the awareness of enforcement of the Primary Seat Belt Law through paid and earned media.
- Continue with seven Regional Traffic Safety Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.
- Promote the new Booster Seat Curriculum to Illinois CPS Technicians to use in their communities.

Occupant Protection Project Tasks

Project Number: 16-02-02 (OP) (402)
Project Title: Regional Traffic Safety Resource Centers (Local)

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

Budget: $1,074,863

Project Number: 16-02-03 (OP) (402)
Project Title: Paid Media (DTS)

Project Description
This task provides funds for the creative advertising agency for DTS's paid media spots to run during the enforcement campaigns.

Budget: $300,000

Project Number: 16-02-04 (OP) (402)
Project Title: Phone Surveys (Local)

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

Budget: $51,615

Project Number: **16-19-02 (M1CPS) (405b)**
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: **$32,200**

Project Number: **16-19-07 (M1CSS) (405b)**
Project Title: **CPS Seats (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety seats in FY 2016.

Budget: **$10,000**

Project Number: **16-19-09 (M1TR) (405b)**
Project Title: **CPS Re-Certification (DTS)**

Project Description
This task provides funds to pay for DTS staff that is Child Passenger Safety technician re-certification fees in FY 2016.

Budget: **$500**

Project Number: **16-19-11 (M1*PM) (405b)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for DTS to conduct a paid media campaign for the 2016 Memorial Day Click It or Ticket campaign.

Budget: **$650,000**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-02-02	RTSRC (Local)	$ 1,074,863	402
16-02-03	Paid Media (DTS)	$ 300,000	402
16-02-04	Phone Surveys (Local)	$ 51,615	402
16-19-02	KISS (SOS)	$ 32,200	405b
16-19-07	CPS Seats (DTS)	$ 10,000	405b
16-19-09	CPS Re-Certification (DTS)	$ 500	405b
16-19-11	Paid Media	$ 650,000	405b
402 Total		$ 1,426,478	
405b Total		$ 692,700	
Total All Funds		$ 2,119,178	

PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

Problem Statement

- Crashes involving pedestrians account for 1.7 percent of the overall crashes statewide in 2013.
- Crashes involving pedalcyclists account for 1.3 percent of the overall crashes in statewide in 2013.
- In 2013, there were 125 pedestrian fatalities and of the 4,686 injured, 878 suffered “A” injuries statewide.
- In 2013, there were 30 pedalcyclist fatalities and of the 3,372 injured, 402 suffered “A” injuries statewide.
- In 2013, there were 27 pedestrian fatalities and of the 2,699 injured, 397 suffered “A” injuries in the city of Chicago.
- In 2013, there were 3 pedalcyclist fatalities and of the 1,576 injured, 147 suffered “A” injuries in the city of Chicago

Overview

Between 2009 and 2013, 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 (2008-2012)	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	1,044	206	19.7%
	9 to 15	1,463	304	20.8%
	16 to 20	4,449	275	6.2%
	21 to 34	10,810	709	6.6%
	35 to 64	15,069	1,252	8.3%
	65+	3,219	291	9.0%
Female	0 to 8	820	112	13.7%
	9 to 15	1,350	220	16.3%
	16 to 20	4,379	284	6.5%
	21 to 34	8,342	449	5.4%
	35 to 64	11,977	816	6.8%
	65+	3,338	303	9.1%
Total		66,260	5,221	7.9%

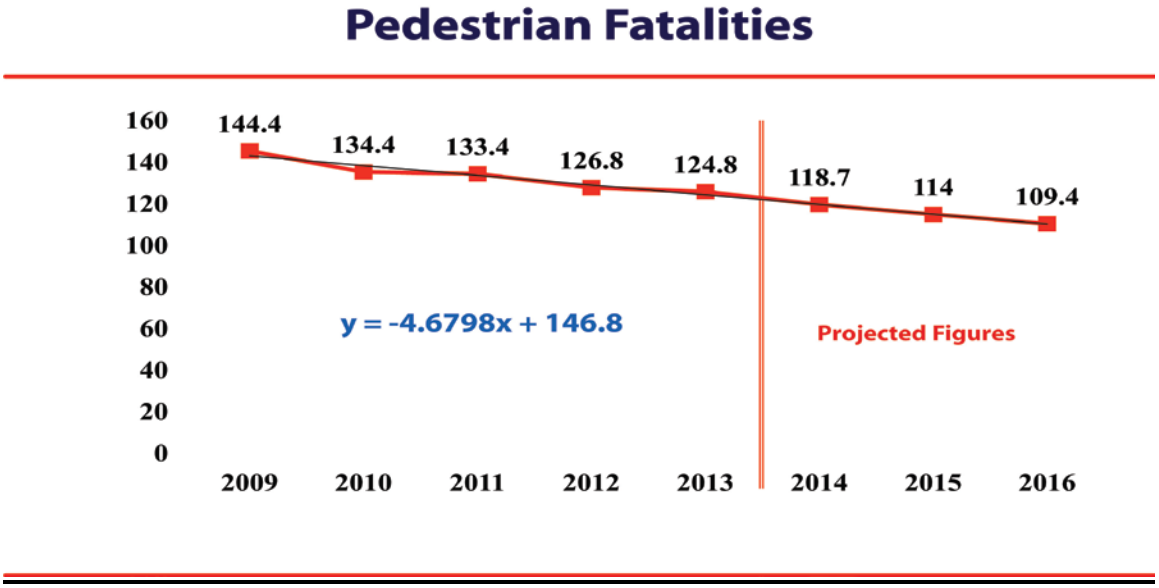
- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. Young males typically ride bicycles more than young females. (Refer to Table 5)

Table 5: Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2009-2013)

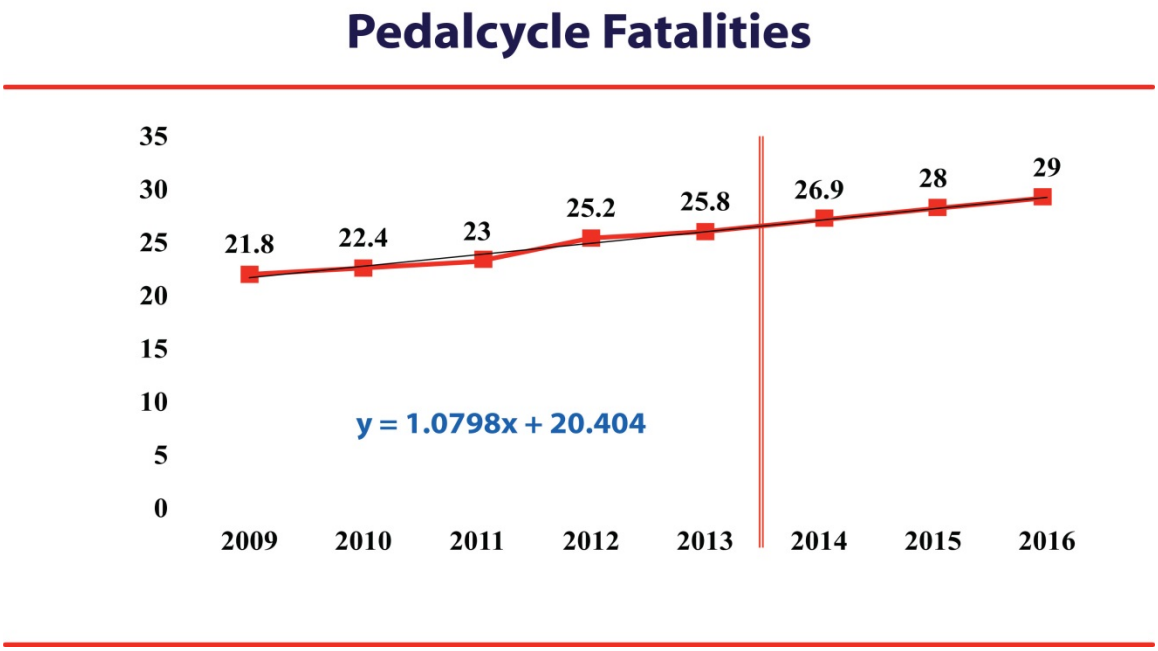
Gender	Age Group	Total A-Injuries & Fatalities	Pedal-cycle A-Injuries & Fatalities	% Pedal-cycle-related A-Injuries & Fatalities
Male	0 to 8	1,044	75	7.2%
	9 to 15	1,463	289	19.8%
	16 to 20	4,449	204	4.6%
	21 to 34	10,810	364	3.4%
	35 to 64	15,069	605	4.0%
	65+	3,219	82	2.5%
Female	0 to 8	820	18	2.2%
	9 to 15	1,350	94	7.0%
	16 to 20	4,379	78	1.8%
	21 to 34	8,342	161	1.9%
	35 to 64	11,977	151	1.3%
	65+	3,338	14	0.4%
Total		66,260	2,135	3.2%

Program Goals

Goal: To keep the number of statewide pedestrian fatalities under the projected figure of 109.4 by December 31, 2016.



Goal: To keep the statewide number of pedalcycle fatalities under the projected figure of 29 by December 31, 2016.



Pedestrian and Pedalcycle Program Overview

In FY 2016 DTS will continue to fund two projects with the Chicago Department of Transportation (CDOT) and the Chicago Police Department (CPD) to reduce the number of crashes and fatalities among pedestrians and bicyclists in Chicago.

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

CDOT's goal is to eliminate traffic fatalities in Chicago in ten years (2022), in keeping with the Illinois Strategic Highway Safety Plan's goal of zero fatalities in Illinois, and to reduce pedestrian and bicycle crash injuries by 50 percent in five years.

To meet these goals, CDOT will focus on enforcement and proven education strategies, these strategies fall under Enforcement and Creating Safe behaviors, all strategies are in NHTSA's *Countermeasures That Work* and are listed below:

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

Pedestrian and Pedalcycle Program Strategies

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

Pedestrian and Pedalcycle Project Task

Project Number: 16-12-02 (PM) (402)
Project Title: Bicycle/Pedestrian Safety (Local)

Project Description
This task provides funds for the Chicago Department of Transportation (CDOT) and the Chicago Police Department 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: $315,600

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-12-02	Bicycle/Pedestrian Safety (Local)	$ 315,600	402
402 Total		$ 315,600	
Total All Funds		$ 315,600	

PLANNING AND ADMINISTRATION PROGRAM AREA

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 Illinois' Highway Safety Plan. P&A costs include: the Governors Highway Association annual fee, travel, equipment, equipment supplies, rent and utility expenses necessary to carry out the functions of Illinois' Highway Safety Office. Refer to Addendum 2 for DTS's organizational chart.

Planning and Administration, Management and Evaluation Project Tasks

Project Number: 16-01-01 (PA)
Project Title: Planning and Administration (DTS)

Project Description
Housed under the Illinois Department of Transportation (IDOT) the Division of Transportation 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 the Governors Highway Safety Association annual fee, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of DTS.

Budget: $40,000

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

Project Number	Project Title	Budget	Budget Source
16-01-01	Planning & Administration (DTS)	$ 40,000	402
402 Total		$ 40,000	
Total All Funds		$ 40,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

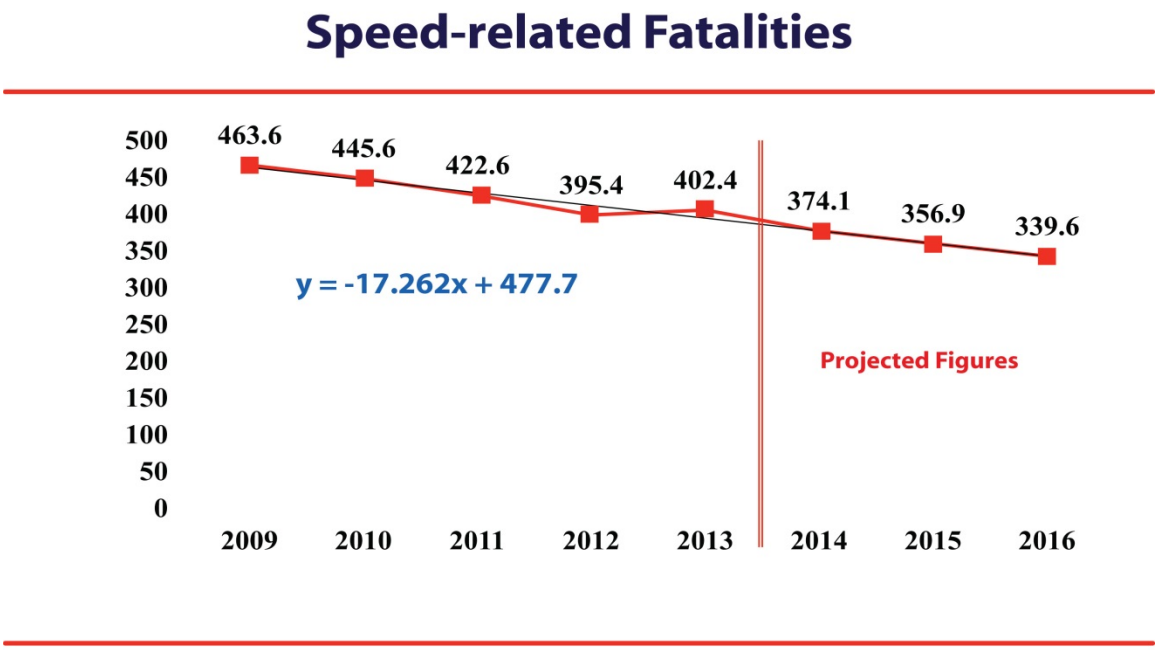
- In 2013, a total of 347 fatalities were a result of speed-related crashes, 35.0 percent of the total fatalities in Illinois.
- Crashes involving speed account for 31.6 percent of the fatal crashes and 35.7 percent of the injury crashes in 2013.
- In 2013, 317 people were killed in alcohol-related crashes, which was 32 percent of the 991 total crash fatalities.
- Males ages 21-24 had the highest DUI arrest rate.
- 86 percent of all drivers arrested for DUI are first time offenders.
- In 2013, a total of 282 fatalities occurred when drivers and passengers were not using a seat belt.
- 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 (2009-2013)

Gender	Age Group	Total A-Injuries & Fatalities	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	1,044	293	28.1%
	9 to 15	1,463	366	25.0%
	16 to 20	4,449	1,652	37.1%
	21 to 34	10,810	3,799	35.1%
	35 to 64	15,069	4,715	31.3%
	65+	3,219	805	25.0%
Female	0 to 8	820	253	30.9%
	9 to 15	1,350	433	32.1%
	16 to 20	4,379	1,545	35.3%
	21 to 34	8,342	2,894	34.7%
	35 to 64	11,977	3,976	33.2%
	65+	3,338	841	25.2%
Total		66,260	21,572	32.6%

Program Goal

Goal: To keep the statewide speed-related fatalities under the projected figure of 339.6 by December 31, 2016.



Police Traffic Services Program Overview

DTS will continue to direct significant resources toward enforcement of occupant protection and impaired driving laws in Illinois. DTS will focus on eight mobilizations throughout the year with increased focus during the national Click It or Ticket and the Labor Day Drive Sober or Get Pulled Over campaigns. Each mobilization will increase seat belt usage among identified populations that have lower seat belt usage rates and reduce impaired driving. Please refer to addendum 5 for DTS's Evidence Based Enforcement Plan for FY 2016.

Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP), Drive Smart and mini-mobilization enforcement projects.
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 16–29, 2015 and May 16–30, 2016)
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sTEP), Occupant Restraint Enforcement Project (OREP), Office of the Illinois Secretary of State Drive Smart projects.

- 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 Drive Smart Project.
- To continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July).
- Continue to provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) 16 mobile training units.
- DTS will hold two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2014 and the May 2015 Click It or Ticket mobilization.

Police Traffic Services Project Tasks

Project Number: 16-02-08 (OP) (402)
Project Title: Evaluation (Local)

Project Description
This task provides funds to contract for the services to assist DTS staff with program evaluation and fund an impaired driving coordinator for Illinois. Develop an in-depth analysis of motor vehicle related fatalities and injuries in Illinois using several crash related databases; link crash data to other health care databases through the Crash Outcome Data Evaluation Systems (CODES); assist in evaluating each highway safety project with an enforcement component; design and conduct annual observational seat belt and child safety surveys. The Impaired Driving coordinator will oversee DTS's impaired driving programs in Illinois.

Budget: $447,511

Project Number: 16-03-03 (AL) (402)
Project Title: Operation Drive Smart (SOS)

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

Budget: $193,800

Project Number: **16-03-04 (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 and Office Systems Specialists will also be charged to this task. See addendum 3 for list of LEL projects.

Budget: **$874,781**

Project Number: **16-04-01 (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 2016, 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

Budget: **$50,000**

Project Number: **16-04-02 (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 "Drive Sober or Get Pulled Over". This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years' Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. See addendum 3 for list of STEP projects.

Budget: **$2,581,537**

Project Number: **16-04-04 (PT) (402)**
Project Title: **Nighttime Enforcement Program (NITE) (ISP)**

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

Budget: **$1,021,600**

Project Number: **16-04-05 (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 2015 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: **$939,800**

Project Number: **16-04-09 (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 Four" 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: **$81,500**

Project Number: **16-04-10 (PT) (402)**
Project Title: **Mobilization Equipment (DTS)**

Project Description
This task provides funds for DTS to purchase equipment for law enforcement agencies who participated in the May 2016 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: **$50,000**

Project Number: **16-04-11 (PT) (402)**
Project Title: **CIOT Mobilization Luncheons (DTS)**

Project Description
This task provides funds for DTS to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2015, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2016 Click It or Ticket National Enforcement mobilization.

Budget: **$10,000**

Project Number: **16-13-01 (M6OT) (405d)**
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: **$992,500**

Project Number: 16-13-04 (M6OT) (405d)
Project Title: Mini Mobilization Projects (Local)

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2015 Holiday Season Campaign, July 4th and Labor Day mobilizations. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in October 2015, April 2016 and June 2016.

Budget: $235,000

Project Number: 16-13-06 (M6OT) (405d)
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 2016, 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)

Budget: $175,000

Project Number: **16-13-07 (M6OT) (405d)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to reduce DUI through hire back enforcement. This program provides for participation in special enforcement campaign as "Drive Sober or Get Pulled Over". This program includes up to five (5) enforcement periods. Enforcement details during Christmas/New Years' Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the impaired driving campaigns. See addendum 3 for list of STEP projects.

Budget: **$1,287,684**

Project Number: **16-13-08 (M6OT) (405d)**
Project Title: **Alcohol Countermeasures (IDNR)**

Project Description
This task provides funds for the Illinois Department of Natural resources to conduct enforcement during three (3) enforcement periods. Enforcement details during 2015 Labor Day campaign, Memorial Day Campaign and Fourth of July. These projects will focus on the impaired driving campaigns.

Budget: **$94,000**

Project Number: **16-13-11 (M6OT) (405d)**
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: **$1,031,400**

Project Number: **16-13-12 (M6OT) (405d)**
Project Title: **Local Alcohol Project (LAP) (Local)**

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

Budget: **$1,250,198**

Project Number: **16-19-01 (M1HVE) (405b)**
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: **$812,600**

Project Number: **16-19-04 (M1HVE) (405b)**
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 2016 Click It or Ticket Memorial Day Campaign. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in March 2016.

Budget: **$150,000**

Project Number: 16-19-06 (M1HVE) (405b)
Project Title: Sustained Traffic Enforcement Program (STEP) (Local)

Project Description

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

Budget: $1,506,982

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-02-08	Evaluation (Local)	$ 447,511	402
16-03-03	Drive Smart (SOS Police)	$ 193,800	402
16-03-04	LEL (Local)	$ 874,781	402
16-04-01	Police Traffic Training (ILETSB)	$ 50,000	402
16-04-02	STEP (Local)	$ 2,581,537	402
16-04-04	NITE Patrol (ISP)	$ 1,021,600	402
16-04-05	STEP (ISP)	$ 939,800	402
16-04-09	MC Patrol Unit (ISP)	$ 81,500	402
16-04-10	Mobilization Equipment (Local)	$ 50,000	402
16-04-11	Mobilization Luncheons (DTS)	$ 10,000	402
16-13-01	DUIE (ISP)	$ 992,500	405d
16-13-04	Mini Mobilization's (Local)	$ 235,000	405d
16-13-06	Alcohol-PTT (ILETSB)	$ 175,000	405d
16-13-07	STEP (Local)	$ 1,287,684	405d
16-13-08	Alcohol Countermeasures (IDNR)	$ 94,000	405d
16-13-11	ACE (ISP)	$ 1,031,400	405d
16-13-12	LAP (Local)	$ 1,250,198	405d
16-19-01	OREP (ISP)	$ 812,600	405b
16-19-04	Memorial Day Mini Mobilization (Local)	$ 150,000	405b
16-19-06	STEP (Local)	$ 1,506,982	405b
402 Total		$ 6,250,529	
405d Total		$ 5,065,782	
405b Total		$ 2,469,582	
Total All Funds		$13,785,893	

TEEN INITIATIVE PROGRAM AREA

Problem Statement

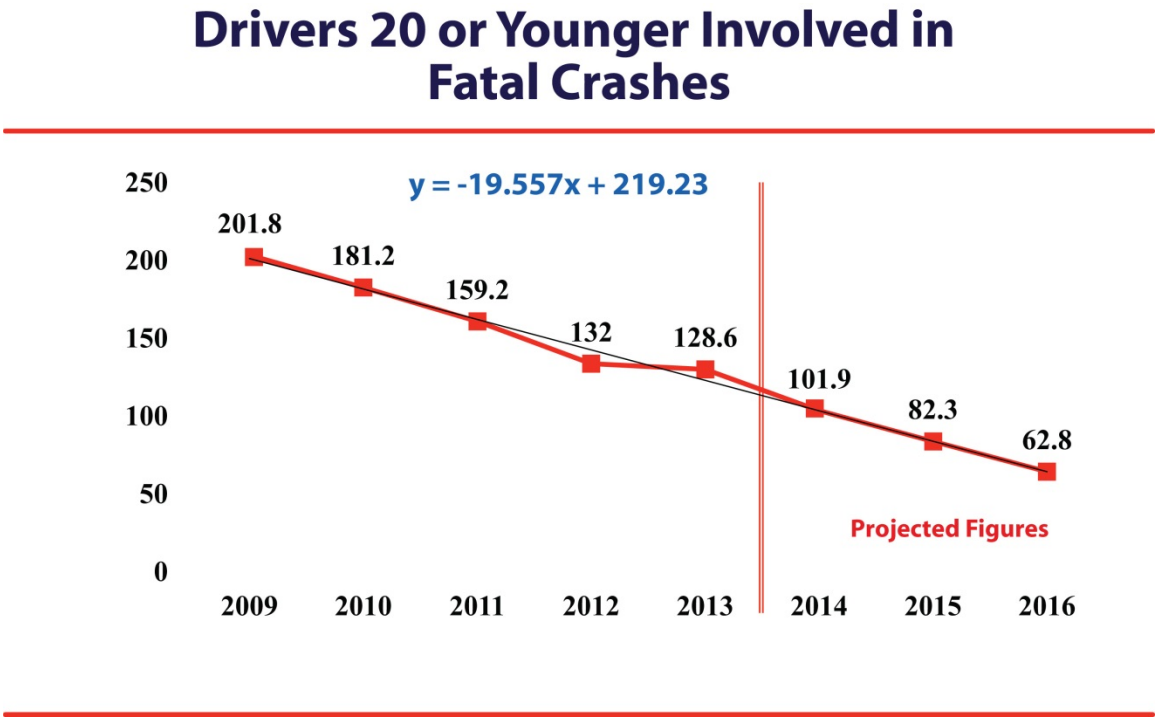
- Teen fatalities accounted for 7.16 percent of the total fatalities in 2013.
- The two groups which are over-represented with regards to A-injuries and fatalities are males aged 16 to 20 and females aged 16 to 20. Thus, young drivers are the most over-represented group. Young drivers are inexperienced 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 (2009-2013)

Gender	Age Group	Total A-Injuries & Fatalities	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 - 8	1,044	775,560	0.02	0.06	0.26
	9 - 15	1,463	632,068	0.02	0.05	0.45
	16 - 20	4,449	472,021	0.07	0.04	1.83
	21 - 34	10,810	1,245,878	0.16	0.10	1.68
	35 - 64	15,069	2,489,833	0.23	0.19	1.17
	65 +	3,219	676,916	0.05	0.05	0.92
Female	0 - 8	820	744,539	0.01	0.06	0.21
	9 - 15	1,350	605,616	0.02	0.05	0.43
	16 - 20	4,379	446,331	0.07	0.03	1.90
	21 - 34	8,342	1,229,430	0.13	0.10	1.31
	35 - 64	11,977	2,580,143	0.18	0.20	0.90
	65 +	3,338	932,297	0.05	0.07	0.69
Total		66,260	**12,830,214**			

Program Goal

Goal: To reduce the total number of drivers 20 years old or younger from the 2009 level of 201.8 to 62.8 by December 31, 2016.



Teen Initiative Overview

Young Driver Pilot Program

In FY 2016 DTS will unveil the Young Driver Pilot Program, a new program focusing on teen driving. Based on successful teen programs, it will bring together the multi-faceted aspects of young driver safety to include students, parents and community leaders while leveraging public and private partnerships to provide a sustainable program in an effort to reduce crashes and fatalities through education. Partners include, but not limited to, will be the Illinois State Police (ISP), Illinois Secretary of State (SOS), Illinois liquor Control Commission (ILCC) and the Illinois Board of Education (ISBE). The goal of the project is to educate elementary, middle and high school students on the importance of safe driving skills. This method of education will reduce the probability of students making unsafe driving choices when they become licensed drivers. Methods of educational activities include peer-led program, parent meetings with SIS, ISP and ILCC. Social media in conjunction with updating DTS's teen web page, monthly campaigns that coincide with state and federal traffic safety campaigns, and IMPACT training for teachers, parents and students; along with state employees staff involved with the Young Driver Pilot program. DTS plans to work with our traffic safety partners to help implement this pilot program.

Underage Prevention Program

IDOT/DTS will continue to fund a project with Prevention First in FY 2016. This project will provide training, technical assistance and outreach to Students Against Destructive Decisions (SADD) chapters statewide.

The SADD coordinator will provide opportunities for chapters to network, share promising and proven strategies to encourage youth to make effective decisions regarding high risk behaviors including alcohol, tobacco and other drug use. The coordinator will encourage chapters to engage in teen traffic safety events, programs and projects.

The Southern Illinois University School of Medicine (SIU) project's goal is to reduce traffic-related injuries and fatalities in Illinois through injury prevention awareness, education and community partnerships.

ThinkFirst educational prevention programs are presented to schools and community groups and focus on occupant protection, including seat belt use and child passenger safety and the risks of driving impaired or distracted. Preventing injury in young drivers has always been a priority for SIU which focuses in central and southern Illinois. Utilizing anatomical models, power point and CD's, SIU will present the ThinkFirst for Teens program to high school students. Additionally crash re-enactments and Road to Reality events will also be conducted. The SIU School of Medicine chapter also assists the Southern Illinois chapter in Carbondale at Neuro Restorative rehabilitation center with the teen program. ThinkFirst works with the Victim Impact Panels for DUI offenders in central Illinois.

The Alliance Against Intoxicated Motorists (AAIM) will print Dangerous Driving Decisions (3D) informational pamphlets as part of an educational tool kit. 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 Office of the Illinois Secretary of State (SOS) conducts 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.
- Illinois Graduated Driver Licensing Program – a program that discusses the three-tiered Illinois driver licensing program, Zero Tolerance and DUI laws.
- Faces of DUI Video – a 20-minute video of interviews with DUI victims and victim families, DUI offenders, law enforcement and members of the legal and medical communities.
- DUI Victim Wall – a display of pictures and testimonials from victims and their families on the deadly effects of drinking and driving.

SOS will also print and develop the Parent-Teen Handbook. Based on this handbook SOS will create the best possible educational opportunities for a teenager to learn safe driving techniques and habits. To achieve this, the 50 hours of practice driving with an adult in various driving conditions is critical. The Parent-Teen Driving Guide provides a suggested lesson plan that parents can use to ensure their teen driver is prepared for the responsibility of operating a motor vehicle on Illinois' roadways.

Teen Initiative Strategies

- 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.
- Implement the pilot Young Driver Program.
- Print the Parent-Teen Handbook.

Teen Program Project Task

Project Number: **16-05-01 (TSP) (402)**
Project Title: **Parent Teen Handbook (SOS)**

Project Description
This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide. The driving guide is provided to parents of teen drivers at the time of their initial Instruction Permit.

Budget: **$84,100**

Project Number: **16-05-02 (TSP) (402)**
Project Title: **Young Driver Program (DTS)**

Project Description
This task provides funds for DTS to create a Young Driver Pilot Program for Illinois. This program is directed to develop a young driver program in the state of Illinois that unites the best aspects of accomplished teen programs.

Budget: **$125,000**

Teen Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-05-01	Parent-Teen Handbook (Local)	$ 84,100	402
16-05-02	Young Driver Pilot Program (DTS)	$ 125,000	402
402 Total		$ 209,100	
Total All Funds		$ 209,100	

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.

In FY 2016 NHTSA will conduct a Traffic Records Assessment per the MAP-21 requirements. Illinois' last statewide Traffic Record Assessment was held in April of 2011. NHTSA assembles a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). The purpose is 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. The Safety Data Mart was updated in FY 2014 for better availability for our internal and external partners.
- 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.

- Illinois has successfully partnered with nine approved third party vendors to assist local agencies in collecting their XML crash data to be submitted to DTS.
- In FY 2016 DTS will continue to implement the Safety Portal initiative. This is a comprehensive and collaborative environment for anyone involved with realizing safety improvement measures on Illinois roadways. This environment will bring together data, knowledge, training and tools which will assist DTS, Bureau of Safety Engineering, Bureau of Local Roads and Streets, District personnel, county engineers, federal, state and local law enforcement agencies to provide better analysis of crash information to achieve improvements in safety.

EMS Data

- Illinois 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.
- Loyola University Medical Center's Emergency Medical Services for Children (EMSC), under a grant through IDOT, 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.
- In FY 2016 DTS will fund the Data Warehouse project with the Illinois Office of the Secretary of State (SOS). SOS maintains information systems to support both Drivers License and Vehicle Services. The databases contain information on approximately 8.7 million drivers and 11 million registered vehicles in Illinois. The goal is to provide highly accessible, intuitive, points of access to SOS Drivers and Vehicles joined data.
- DTS will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State. This project assists SOS in handling the increased volume of "suspension review" cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver's license suspensions.

Statewide Injury Surveillance System (SWISS) Records

- Illinois has an 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 improved linked crash data.

- 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

- ❑ Continue to work with the Chicago Police Department on the implementation of electronic field data collection and reporting.

- ❑ Formalize the quality control program. In particular, the following features of the current quality control program could be enhanced:
    - o Feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs.
    - o Tracking of reports returned for correction to ensure that they are resubmitted in a timely fashion.
    - o Periodic audits of crash reports for logical consistency between the narrative, diagram, and the coded information on the form.
    - o 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.
    - o 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/.

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 SAFETEA-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. Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under the Section 408 grant. In June 2013 DTS updated the Strategic Plan to comply with the requirements for MAP-21.

The purpose of this plan is to provide the Illinois Traffic Records Coordinating Committee (TRCC), DTS and other traffic safety stakeholders of the state of Illinois with a *Strategic Plan for Traffic Records Improvements*.

Traffic Records Program Strategies

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- DTS continues to promote the use of 3rd party vendors.
- Continue to fund the Illinois Department of Public Health's program, Office of the Secretary of State's Imaging Enhancement and Data Warehouse projects.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC).
- Continue to have the TRCC meet on a quarterly basis.
- Fund a full-time Traffic Records Coordinator.
- Continue the Racial Profiling Prevention and Data Oversight Board.
- Solicit the cooperation of TRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning. System/Geographic Information System (GPS/GIS) user group to include state and 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 regarding the Illinois Traffic Records Strategic Plan.
- 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.

Traffic Records Project Tasks

Project Number: 16-18-01 (K9) (408)
Project Title: Traffic Records Coordinator (DTS)

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

Budget: $100,000

Project Number: **16-18-02 (K9) (408)**
Project Title: **EMS Data Access (IDPH)**

Project Description
This task provides funds for the Illinois Department of Public Health (IDPH) to convert the Illinois pre-hospital run report system from NEMSIS version 2 to NEMSIS version 3.

Budget: **$150,000**

Project Title: **CDOT Data Integration (Local)**
Project Number: **16-18-03 (K9) (408)**

Project Description
This task provides funds for the Chicago Department of Transportation (CDOT) to continue with the Date Integration project in FY 2016.

Budget: **$200,000**

Project Number: **16-18-04 (K9) (408)**
Project Title: **Traffic Records Assessment (DTS)**

Project Description
This task provides funds for NHTSA to conduct an assessment of Illinois' traffic records programs.

Budget: **$25,000**

Project Number: **16-18-06 (K9) (408)**
Project Title: **Crash Reconstruction (ISP)**

Project Description
This task provides funds for the Illinois State Police to provide specialized training and equipment for ISP's certified Traffic Crash Reconstruction Officers (TCRO) to improve crash data recovery. The advanced training of the TCRO's will provide an extensive detailed crash reconstruction report which is used to determine how the traffic crash occurred, who or what was at fault and as evidence during criminal proceedings. The providers of training for the TCRU are Northwestern University and the Institute of Police Training Management and they schedule courses based on agency needs.

Budget: **$50,000**

Project Number: **16-18-07 (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: **$155,000**

Project Number: **16-18-10 (K9) (408)**
Project Title: **FARS Analyst (DTS)**

Project Description
This task provides funds for the DTS to assist in funding a Fatality Analysis Reporting System (FARS) supervisor and two FARS analysts. The analyst will maintain the FARS database which includes details on all fatal crashes in Illinois.

Budget: **$75,000**

Project Number: **16-18-12 (K9) (408)**
Project Title: **Imaging Enhancement (SOS)**

Project Description
This task provides funds to the Office of the Secretary of State, Driver Services Department to allow for the accurate expedient automated transmittal of crash data between IDOT data files and the SOS driver files.

Budget: **$30,500**

Project Title: **Data Analysis (Local)**
Project Number: **16-18-13 (K9) (408)**

Project Description
This task provides funds to Loyola University to support the state level capacity to conduct Crash Injury Surveillance in Illinois.

Budget: **$120,000**

Project Number: 16-18-14 (K9) (408)
Project Title: Data Warehouse (SOS)

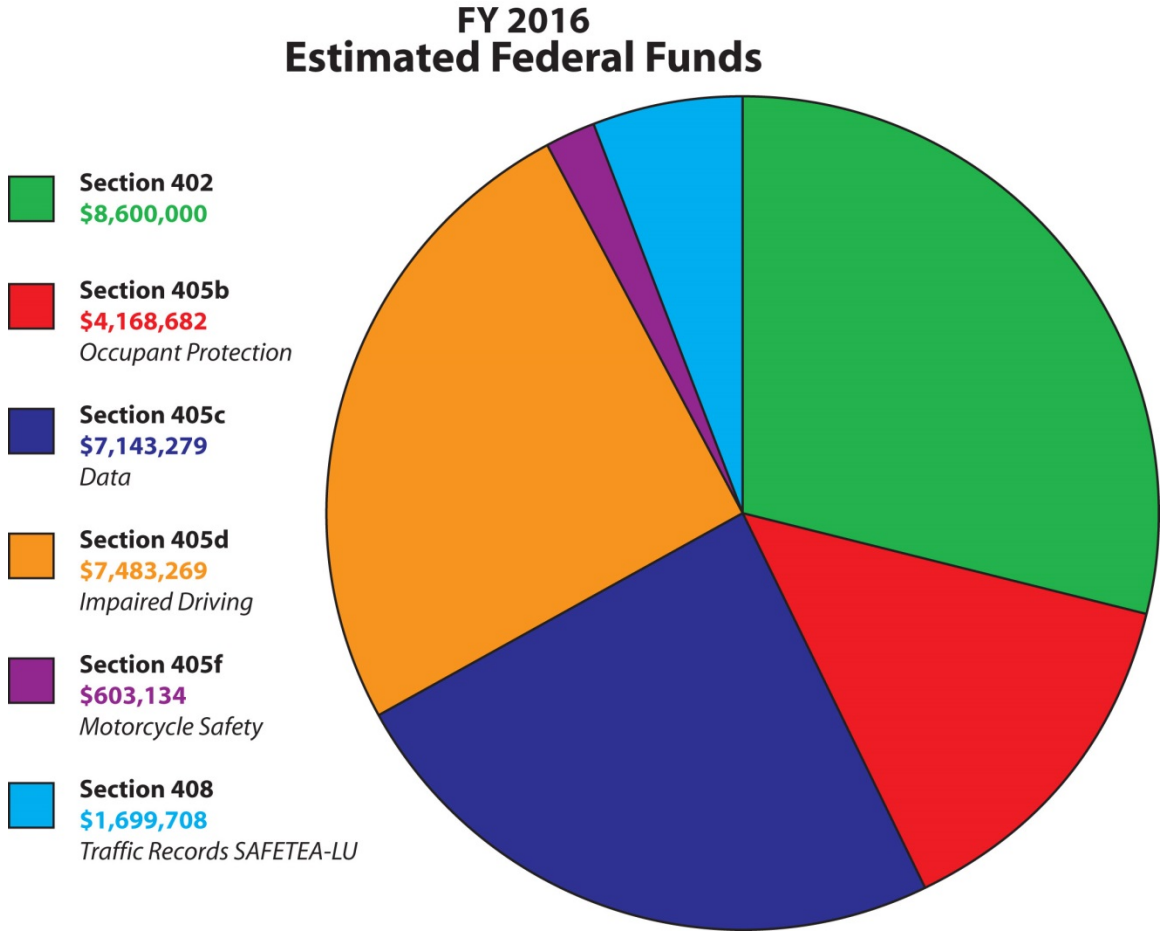
Project Description
This task provides funds to the Illinois Office of the Secretary of State to provide highly accessible, intuitive, points of access to SOS Driver Services and Vehicle Services joined data. SOS will develop a series of business area data marts that will ultimately integrate into an enterprise data warehouse.

Budget: $967,000

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
16-18-01	408 Coordinator (DTS)	$ 100,000	408
16-18-02	EMS Data Access (IDPH)	$ 150,000	408
16-18-03	CDOT Data Integration (Local)	$ 200,000	408
16-18-04	Traffic Records Assessment (DTS)	$ 25,000	408
16-18-06	Crash Reconstruction (ISP)	$ 50,000	408
16-18-07	CODES (DTS)	$ 155,000	408
16-18-10	FARS Analyst (DTS)	$ 75,000	408
16-18-12	Imaging Enhancement (SOS)	$ 30,500	408
16-18-13	Data Analysis (Local)	$ 120,000	408
16-18-14	Data Dictionary (SOS)	$ 967,000	408
408 TR Total		$ 1,872,500	
Total All Funds		$ 1,872,500	

Funding Levels



On July 6, 2012, the President of the United States signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which restructured and made various substantive changes to the highway safety grant programs administered by the National Highway Traffic Safety Administration (NHTSA). MAP-21 modified the existing formula grant program codified at 23 U.S.C. 405 (Section 402) by requiring States to develop and implement the State highway safety program using performance measures. MAP-21 also rescinded a number of separate incentive grant programs that existed under the safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and replaced them with the National Priority Safety Programs, codified in a single section of United States Code 23 U.S.C. 405. The national Priority Safety Programs include Occupant Protection, State Traffic Safety Information Systems, Impaired Driving Countermeasures, Motorcyclist Safety and two new grant programs – Distracted Driving and State Graduated Driver Licensing. The estimated funding levels for the FY 2016 HSP are based on Illinois' FY 2009 Section 402 distribution. Refer to addendum 1 for the Highway Safety Plan Cost Summary.

Estimated Federal Funding Available

Section	New Allocation	Reprogrammed Funds	Total
402	$ 8,600,000	$ 0	$ 8,600,000
405b Occupant Protection	$ 2,368,682	$ 1,800,000	$ 4,168,682
405c Data	$ 2,078,676	$ 5,064,603	$ 7,143,279
408 Traffic Records	$ 0	$ 1,699,708	$ 1,699,708
405d Impaired Driving	$ 5,583,269	$ 1,900,000	$ 7,483,269
405f Motorcycle Safety	$ 176,134	$ 427,000	$ 603,134
Total	**$ 18,806,761**	**$ 10,891,311**	**$ 29,698,072**

Maintenance of Effort (MOE)

MAP-21 mandates maintenance of effort in states receiving Section 405 funding for occupant protection, traffic safety information systems and impaired driving countermeasures. The requirement specifies that states maintain aggregate levels of expenditures for all state and local sources at or above the average level of expenditures in FY 2010 and 2011. Illinois has identified potential initiatives for MOE in FY 2016 and will provide supporting documentation to NHTSA Region 5 when requested.

Mobilizations

Memorial Day 2016 National Enforcement Mobilization

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 seat 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 the following components:

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

Earned Media

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

Paid Media

The CIOT model includes both earned and paid media. Seat belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually last two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on selected 23-counties where about 85 percent of population resides and 87 percent of total crashes occurs. A complete list of the 23-counties is available on page 9.

In FY 2016, DTS will utilize $2.65 million in Section 402, 405b Occupant Protection and 405d Impaired Driving federal highway safety funds on paid advertising for the CIOT and impaired driving campaigns. Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

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

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes four, paid media periods in FY 2016—Holiday Season, Memorial Day (national mobilization), 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 2015:

1. **Holiday Season – December 18, 2015–January 3, 2016**

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

2. Memorial Day, CIOT National Mobilization May 16–30, 2016

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

3. Fourth of July – June 20–July 5, 2016

- 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.

4. Labor Day National Impaired Driving Campaign – August 22–September 6, 2016

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

Mobilization Enforcement

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

Evaluation Plan

CIOT programs are evaluated in a number of ways: observed seat belt use and motorists' attitudes and knowledge of police activity are tracked through driver facility survey and telephone surveys. Data are collected week-by-week; before, during and at the height of the enforcement effort and just after the conclusion of special enforcement and media activities. Evaluation methods are explained in more detail in the Evaluation of Highway Safety Programs and Projects section. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Transportation Safety. The following table shows the evaluation activities for the 2015 Click It or Ticket mobilization:

Proposed Evaluation Activities During the May 2016 Mobilization				
Survey Type	**CIOT Pre-Surveys**	**CIOT Paid Media**	**CIOT Enforcement**	**CIOT Post Surveys**
Seat Belt Observational	April 18-May 1, 2016 N= 50 sites	May 16-30, 2016	May 16-30, 2016	June 1-12, 2016 N=285 sites
Telephone	April 18-May 1, 2016 N=500/600			May 31-June 10, 2016 N=500/600

Proposed Activities for the Labor Day 2016 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 2016 impaired driving crackdown enforcement periods will include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. A nighttime seat belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. For the FY 2015 National Enforcement Crackdown, DTS proposes 4-6 media events statewide that will occur the week of the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, DTS will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the DTS news conferences, DTS law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

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

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2015, DTS will utilize targeted, paid social media to further increase exposure to anti-impaired driving messages.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 70 percent of alcohol-related fatalities occurred. A complete list of the 23-counties can found on page 9 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is $650,000.00.

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 2015 Labor Day Enforcement Crackdown:

Proposed Evaluation Activities During the Labor Day 2016 Mobilization				
Survey Type	**Alcohol Pre-Surveys**	**Paid Media**	**Enforcement**	**Post Surveys**
Telephone	July 18- August 1, 2016 N=500/600	August 22-September 6, 2016	August 22-September 6, 2016	September 12-16, 2016 N=500/600

Evaluation of Highway Safety Programs and Projects

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

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

Proposed Evaluation Methodology

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

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

The table below represents enforcement activities conducted by DTS projects from FY 2006 to FY 2014. Based on the GHSA's set of performance measures, these results reflect DTS's enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (2006-2014)						
			Citation Type			
Year	Hours	Total Citations	Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2006	140,079.0	208,646 100.0%	8,488 4.1%	105,948 50.8%	39,666 19.0%	54,544 26.1%
2007	209,285.7	308,032 100.0%	9,114 3.0%	109,914 35.7%	110,238 35.8%	78,766 25.6%
2008	194,760.5	293,401 100.0%	9,208 3.1%	113,374 38.7%	102,609 35.0%	67,910 23.1%
2009	175,219.0	289,496 100.0%	13,282 4.6%	104,279 36.0%	100,167 34.6%	71,768 24.8%
2010	170,173.3	201,898 100.0%	9,579 4.7%	74,345 36.8%	41,851 20.7%	76,123 37.7%
2011	158,415.0	166,537 100.0%	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,946.75	150,197 100.0%	7,712 4.8%	64,217 38.6%	24,458 16.3%	68,413 41.1%
2013	106,966.0	117,288 100.0%	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	117,462.7	131,258 100.0%	5,190 4.0%	51,117 38.9%	19,910 15.2%	55,041 41.9%

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

Performance Measures on Safety Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2009-2014)						
Seat Belt	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
When driving, how do you wear your seat belt (composite of shoulder & lap)? **(Percent Always)**	91.6 %	91%	94%	94.1%	96.3%	95.2%
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)**	38%	45%	46.7%	43%	45.6%	37.0%
When was the last time you did not wear seat belt when driving? **(Percent more than a year ago-Always Wear)**	78%	80%	85%	82.3%	77.8%	88.3%
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)**	34%	32%	24.9%	24.9%	51.1%	15.5%
Alcohol						
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? **(Percent Yes)**	74%	69.3%	NA	59.9%	62.7%	65.4%
If you drove after having too much to drink to drive safely, how likely do you think you are to being stopped by a police officer? Would you say this is: **(Percent Almost Certain +Very Likely)**	48%	40%	NA	36.2%	44.6%	40.8%
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)**	31%	31.5%	NA	26.4%	23.8%	23.4%
Percent of responders who had alcoholic beverages in the last 30 days.	47%	53.4%	NA	52.8%	45.9%	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)**	33%	24.7%	NA	23%	24.7%	NA

Speed	2009	2010	2011	2012	2013	2014
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? **(Percent Very Likely)**	NA	31.4%	NA	32.9%	25.6%	26.1%
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	14.2%	NA	13.3%	10.2%	14.4%
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	21.3%	NA	15.4%	17.1%	10.2%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? **(Percent Yes)**	NA	38.6%	NA	29.6%	34.4%	32.6%

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

State: **Illinois** Fiscal Year: **2016**

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

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

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

The State will comply with applicable statutes and regulations, including but not limited to:
- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

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

NONDISCRIMINATION

(applies to sub recipients as well as States)

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

other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
    - Establishing a drug-free awareness program to inform employees about:
    - o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

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

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

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

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

BUY AMERICA ACT

(applies to sub recipients as well as States)

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

Only steel, iron and manufactured products produced in the United States may be

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to sub recipients as well as States)
The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to sub recipients as well as States)
Certification for Contracts, Grants, Loans, and Cooperative Agreements
The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to sub recipients as well as States)
None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:
1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees.

NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President’s goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.9

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged

to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

(23 U.S.C. 402(b)(1)(F))
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.
I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Jeff Heck 6/25/15

Signature Governor's Representative for Highway Safety Date

Jeff Heck

Printed Name of Illinois' Governor's Highway Safety Representative for Highway Safety

Addendum 1

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-01-01-00	P&A (NHTSA)	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$40,000.00**	**$40,000.00**	**$.00**
Alcohol								
	AL-2016-03-03-00	Drive Smart (SOS Police)	$.00	$.00	$.00	$193,800.00	$193,800.00	$.00
	AL-2016-03-04-00	Law Enforcement Liaison (Local)	$.00	$.00	$.00	$874,781.00	$874,781.00	$208,957.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$1,068,581.00**	**$1,068,581.00**	**$208,957.00**
Occupant Protection								
	OP-2016-02-02-00	RTS Resource Centers (Local)	$.00	$.00	$.00	$1,074,863.00	$1,074,863.00	$214,972.00
	OP-2016-02-03-00	Paid Media (DTS)	$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
	OP-2016-02-04-00	Phone Surveys (Local)	$.00	$.00	$.00	$51,615.00	$51,615.00	$.00
	OP-2016-02-08-00	Evaluation (Local)	$.00	$.00	$.00	$447,511.00	$447,511.00	$.00
	OP-2016-02-09-00	State Match (Local)	$.00	$637,526.00	$.00	$.00	$.00	$.00
Occupant Protection Total			**$.00**	**$637,526.00**	**$.00**	**$1,873,989.00**	**$1,873,989.00**	**$214,972.00**
Pedestrian/Bicycle Safety								
	PS-2016-12-02-00	Bike/Pedestrian Safety (Local)	$.00	$.00	$.00	$315,600.00	$315,600.00	$315,600.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$315,600.00**	**$315,600.00**	**$315,600.00**
Police Traffic Services								
	PT-2016-04-01-00	Police Training (ILETSB)	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	PT-2016-04-02-00	STEP (Local)	$.00	$.00	$.00	$2,581,537.00	$2,581,537.00	$2,581,537.00
	PT-2016-04-03-00	ISP Match	$.00	$1,512,510.00	$.00	$.00	$.00	$.00
	PT-2016-04-04-00	NITE Patrol (ISP)	$.00	$.00	$.00	$1,021,600.00	$1,021,600.00	$.00

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	PT-2016-04-05-00	STEP (ISP)	$.00	$.00	$.00	$939,800.00	$939,800.00	$.00
	PT-2016-04-09-00	MC Patrol Unit (ISP)	$.00	$.00	$.00	$81,500.00	$81,500.00	$.00
	PT-2016-04-10-00	Mobilization Equipment (DTS)	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	PT-2016-04-11-00	Mobilization Luncheons (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
Police Traffic Services Total			**$.00**	**$1,512,510.00**	**$.00**	**$4,734,437.00**	**$4,734,437.00**	**$2,691,537.00**
Teen Safety Program								
	TSP-2016-05-01-00	Parent/Teen Handbook (SOS)	$.00	$.00	$.00	$84,100.00	$84,100.00	$.00
	TSP-2016-05-02-00	Teen Pilot Program (Local)	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
Teen Safety Program Total			**$.00**	**$.00**	**$.00**	**$209,100.00**	**$209,100.00**	**$.00**
NHTSA 402 Total			***$.00***	***$2,150,036.00***	***$.00***	***$8,241,707.00***	***$8,241,707.00***	***$3,431,066.00***
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2016-18-01-00	408 Coordinator (DTS)	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	K9-2016-18-02-00	EMS Data Access (IDPH)	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	K9-2016-18-03-00	CDOT Crash Data (Local)	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	K9-2016-18-04-00	Traffic Records Assessment (DTS)	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	K9-2016-18-06-00	Crash Reconstruction (ISP)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	K9-2016-18-07-00	CODES (DTS)	$.00	$.00	$.00	$155,000.00	$155,000.00	$.00
	K9-2016-18-08-00	ISP Match	$.00	$2,210,503.00	$.00	$.00	$.00	$.00
	K9-2016-18-10-00	FARS Analyst (DTS)	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	K9-2016-18-12-00	Imaging Enhancement (SOS)	$.00	$.00	$.00	$30,500.00	$30,500.00	$.00
	K9-2016-18-13-00	Data Analysis (Local)	$.00	$.00	$.00	$120,000.00	$120,000.00	$.00
	K9-2016-18-14-00	Data Warehouse (SOS)	$.00	$.00	$.00	$967,000.00	$967,000.00	$.00
408 Data Program Incentive Total			**$.00**	**$2,210,503.00**	**$.00**	**$1,872,500.00**	**$1,872,500.00**	**$.00**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program SAFETEA-LU Total			***$.00***	***$2,210,503.00***	***$.00***	***$1,872,500.00***	***$1,872,500.00***	***$.00***
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2016-19-01-00	OREP (ISP)	$.00	$.00	$.00	$812,600.00	$812,600.00	$.00
	M1HVE-2016-19-03-00	ISP Match	$.00	$1,042,814.00	$.00	$.00	$.00	$.00
	M1HVE-2016-19-04-00	Memorial Day Mini Mobilization (Local)	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	M1HVE-2016-19-06-00	STEP (Local)	$.00	$.00	$.00	$1,506,982.00	$1,506,982.00	$.00
405b High HVE Total			**$.00**	**$1,042,814.00**	**$.00**	**$2,469,582.00**	**$2,469,582.00**	**$.00**
405b High Training								
	M1TR-2016-19-09-00	CPS Re-Certification (DTS)	$.00	$.00	$.00	$500.00	$500.00	$.00
405b High Training Total			**$.00**	**$.00**	**$.00**	**$500.00**	**$500.00**	**$.00**
405b High Community CPS Services								
	M1CPS-2016-19-02-00	KISS (SOS)	$.00	$.00	$.00	$32,200.00	$32,200.00	$.00
405b High Community CPS Services Total			**$.00**	**$.00**	**$.00**	**$32,200.00**	**$32,200.00**	**$.00**
405b High CSS Purchase/Distribution								
	M1CSS-2016-19-07-00	CPS Seats (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
405b High CSS Purchase/Distribution Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**
405b High Paid Advertising								
	M1*PM-2016-19-11-00		$.00	$.00	$.00	$650,000.00	$650,000.00	$.00
405b High Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$650,000.00**	**$650,000.00**	**$.00**
MAP 21 405b OP High Total			***$.00***	***$1,042,814.00***	***$.00***	***$3,162,282.00***	***$3,162,282.00***	***$.00***
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	M6OT-2016-13-01-00	DUIE (ISP)	$.00	$.00	$.00	$992,500.00	$992,500.00	$.00

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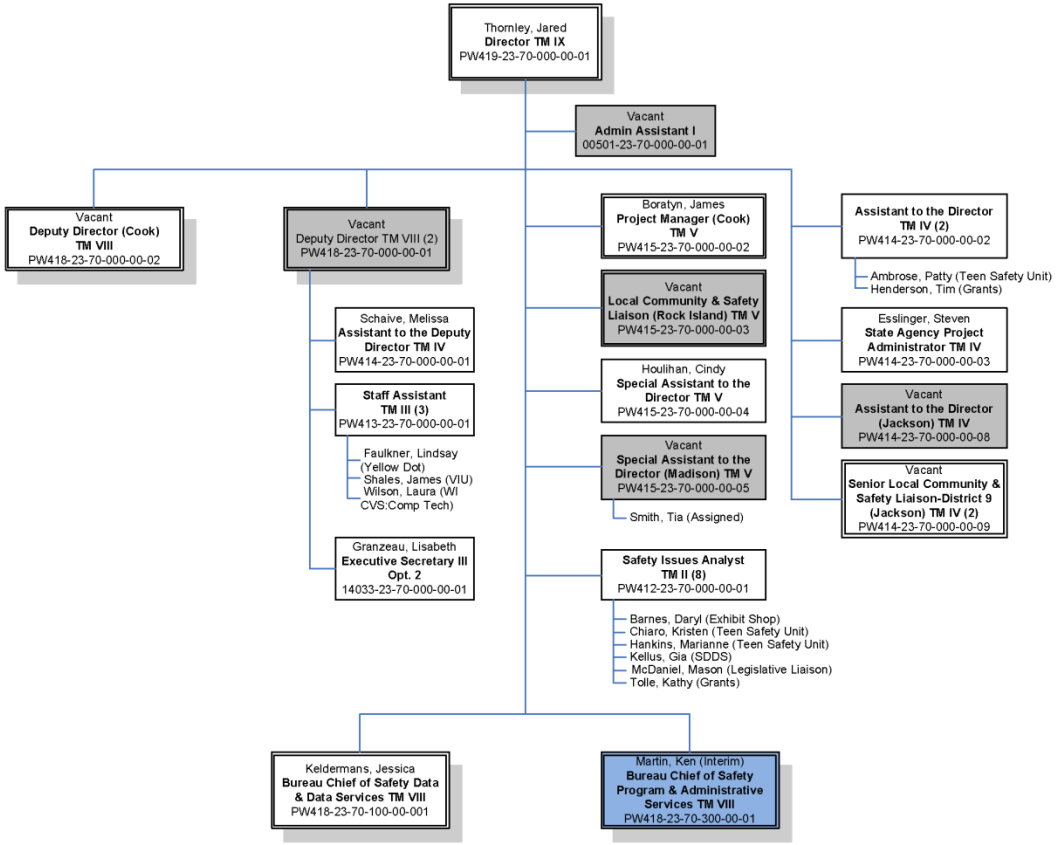
	M6OT-2016-13-02-00	Operation Straight ID (SOS)	$.00	$.00	$.00	$52,200.00	$52,200.00	$.00
	M6OT-2016-13-03-00	Breath Analysis (ISP)	$.00	$.00	$.00	$191,100.00	$191,100.00	$.00
	M6OT-2016-13-04-00	Mini Mobilizations (Local)	$.00	$.00	$.00	$235,000.00	$235,000.00	$.00
	M6OT-2016-13-05-00	DRE/SFST Coordinator (Local)	$.00	$.00	$.00	$89,000.00	$89,000.00	$.00
	M6OT-2016-13-06-00	Alcohol Police Training (ILETSB)	$.00	$.00	$.00	$175,000.00	$175,000.00	$.00
	M6OT-2016-13-07-00	STEP (Local)	$.00	$.00	$.00	$1,287,684.00	$1,287,684.00	$.00
	M6OT-2016-13-08-00	Alcohol Enforcement (IDNR)	$.00	$.00	$.00	$94,000.00	$94,000.00	$.00
	M6OT-2016-13-09-00	Probation Services (Match)	$.00	$1,870,818.00	$.00	$.00	$.00	$.00
	M6OT-2016-13-11-00	ACE (ISP)	$.00	$.00	$.00	$1,031,400.00	$1,031,400.00	$.00
	M6OT-2016-13-12-00	Local Alcohol Project (Local)	$.00	$.00	$.00	$1,250,198.00	$1,250,198.00	$.00
	M6OT-2016-13-13-00	Judicial Training (AOIC)	$.00	$.00	$.00	$65,000.00	$65,000.00	$.00
	M6OT-2016-13-14-00	Paid Media (DTS)	$.00	$.00	$.00	$2,000,000.00	$2,000,000.00	$.00
405d Low Other Based on Problem ID Total			**$.00**	**$1,870,818.00**	**$.00**	**$7,463,082.00**	**$7,463,082.00**	**$.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$1,870,818.00***	***$.00***	***$7,463,082.00***	***$7,463,082.00***	***$.00***
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2016-22-03-00	MC Winter Conference (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
405f Motorcyclist Training Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**
MAP 21 405f Motorcycle Programs Total			***$.00***	***$.00***	***$.00***	***$10,000.00***	***$10,000.00***	***$.00***
NHTSA Total			***$.00***	***$7,274,171.00***	***$.00***	***$20,749,571.00***	***$20,749,571.00***	***$3,431,066.00***
Total			***$.00***	***$7,274,171.00***	***$.00***	***$20,749,571.00***	***$20,749,571.00***	***$3,431,066.00***

Addendum 2

Illinois Department of Transportation
Division of Traffic Safety
Executive Office

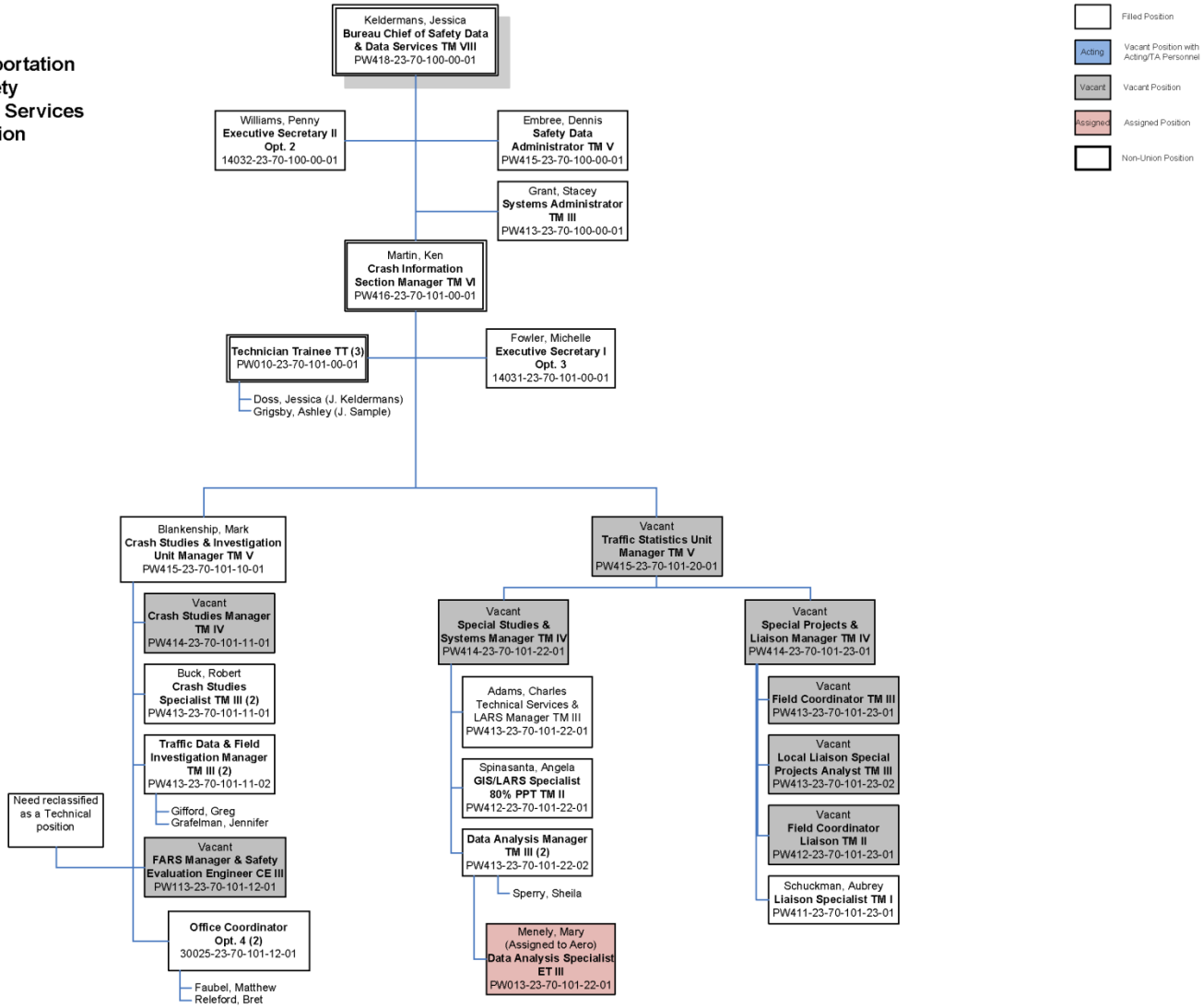
6-16-15



Filled Position
Acting — Vacant Position with Acting/TA Personnel
Vacant — Vacant Position
Assigned — Assigned Position
Non-Union Position

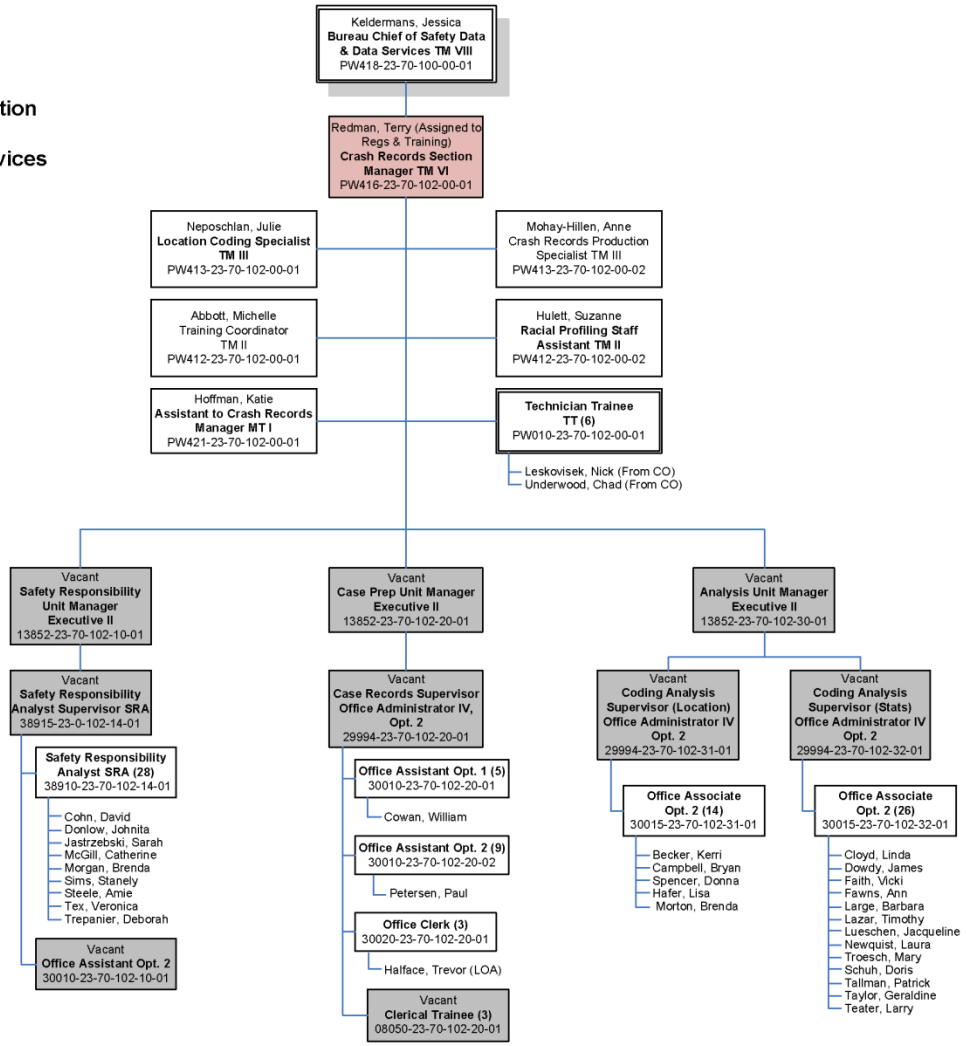
Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Information Section

6/17/2015



Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Records Section

6/17/2015



Filled Position
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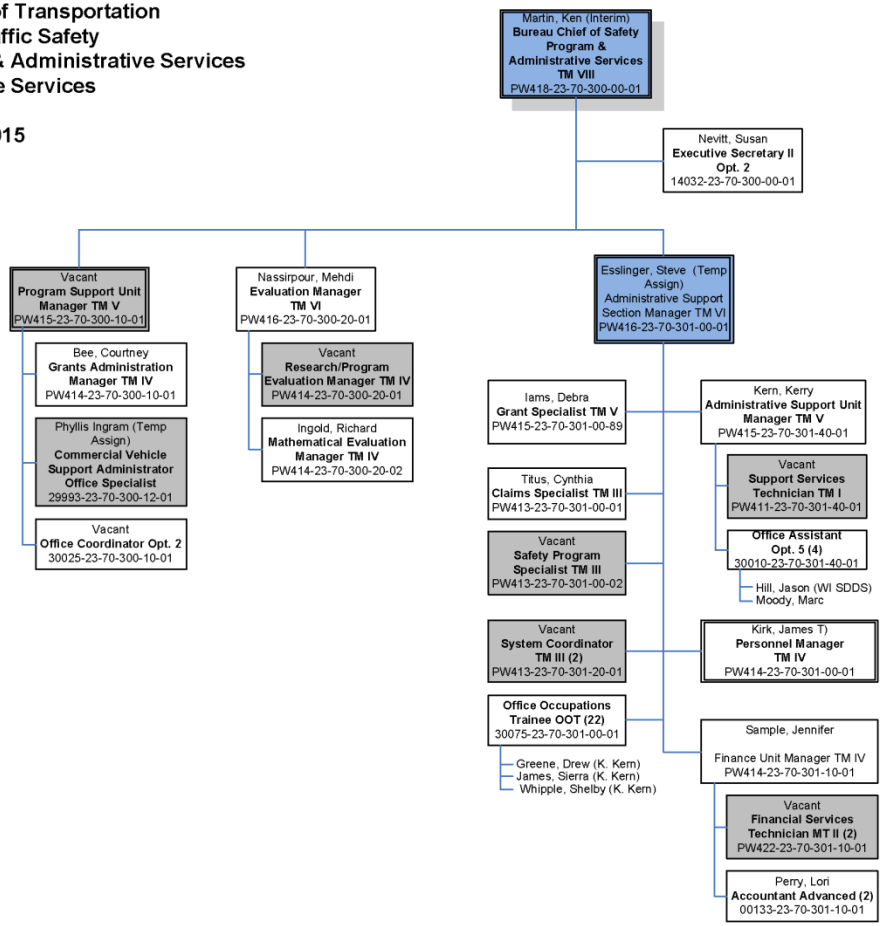
Non-Union Position

Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Programs & Administrative Services
Administrative Services

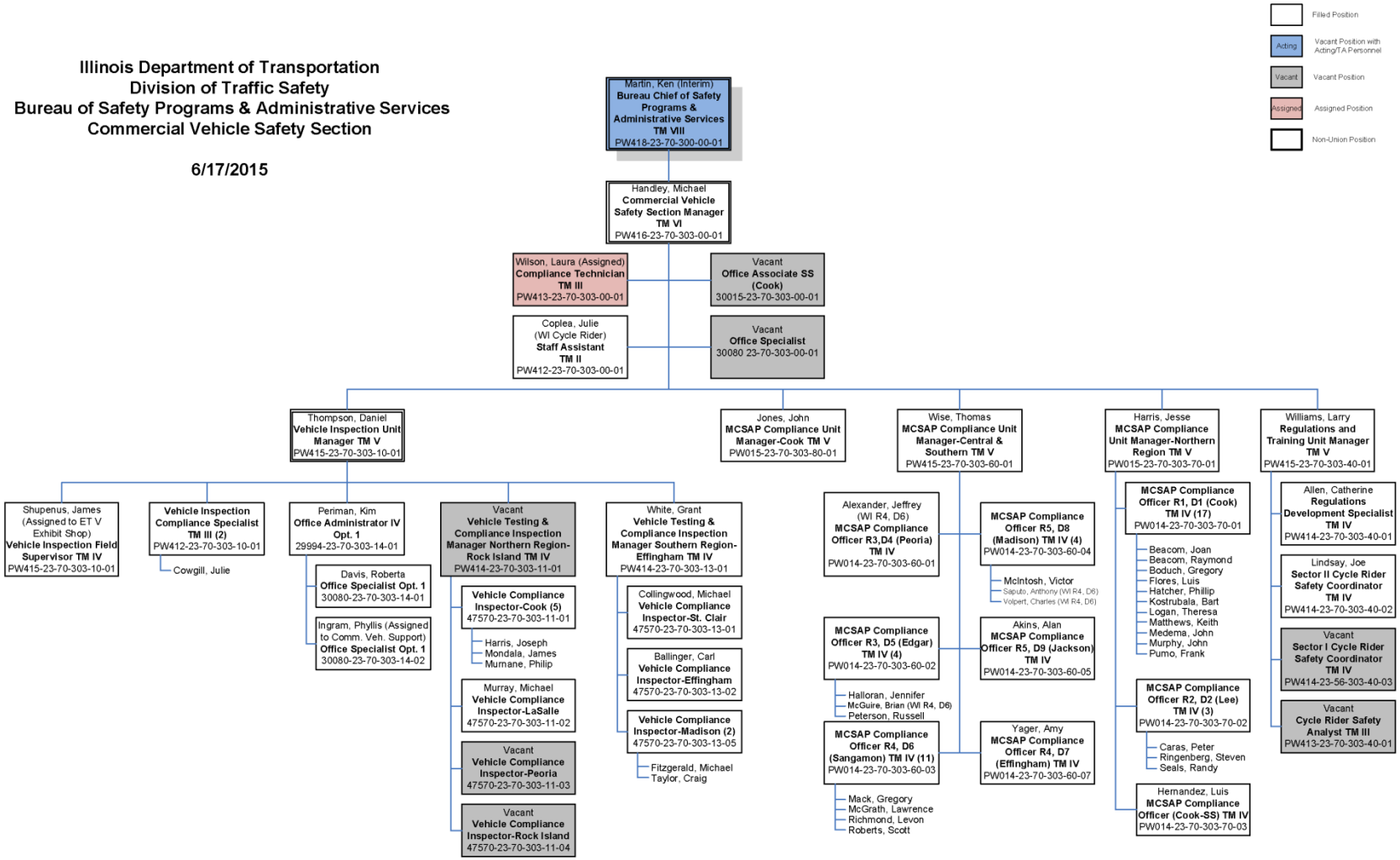
6/17/2015



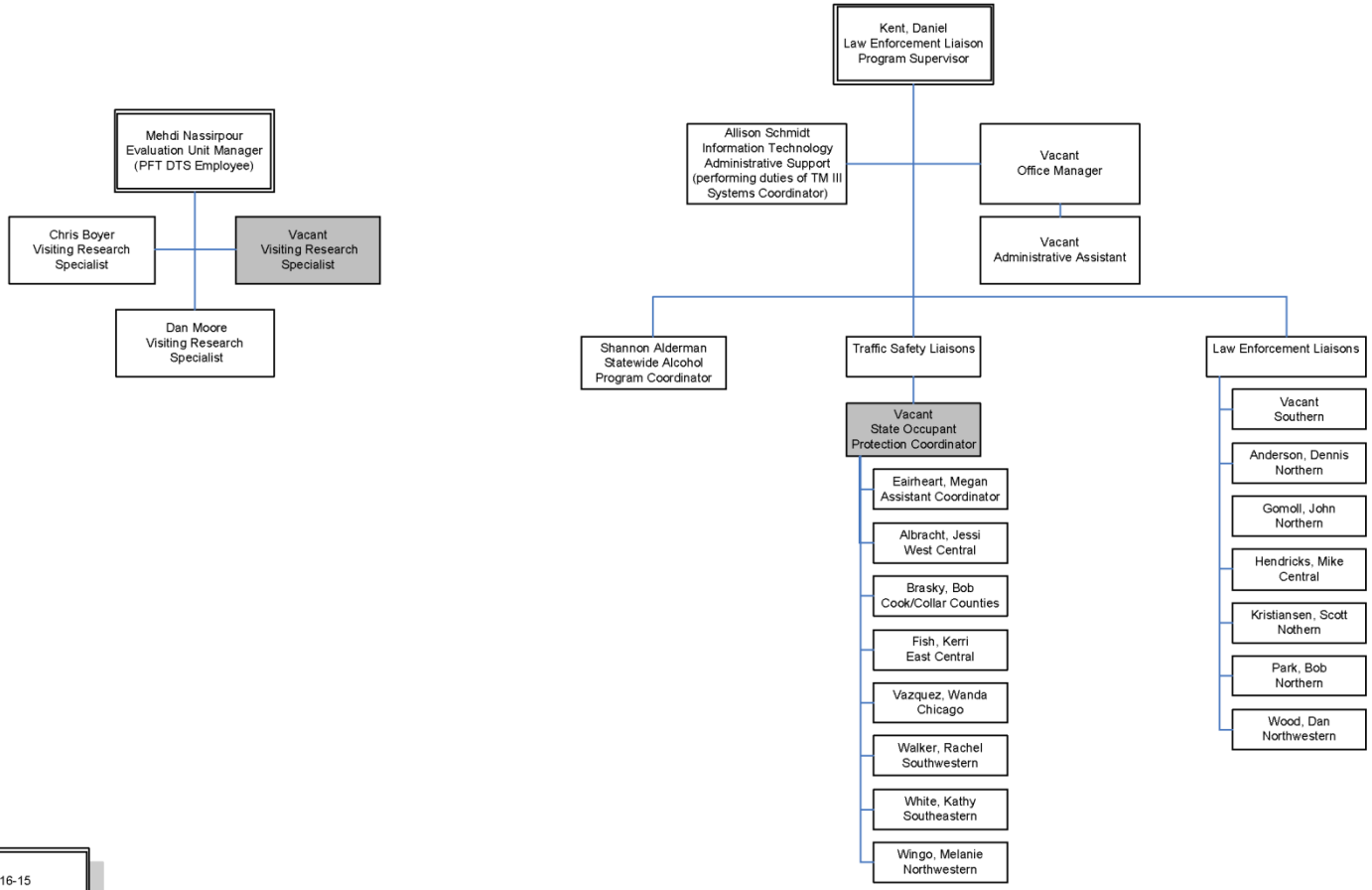
Filled Position
Acting — Vacant Position with Acting/TA Personnel
Vacant — Vacant Position
Assigned — Assigned Position
Non-Union Position

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

6/17/2015



Contractual Organizational Chart



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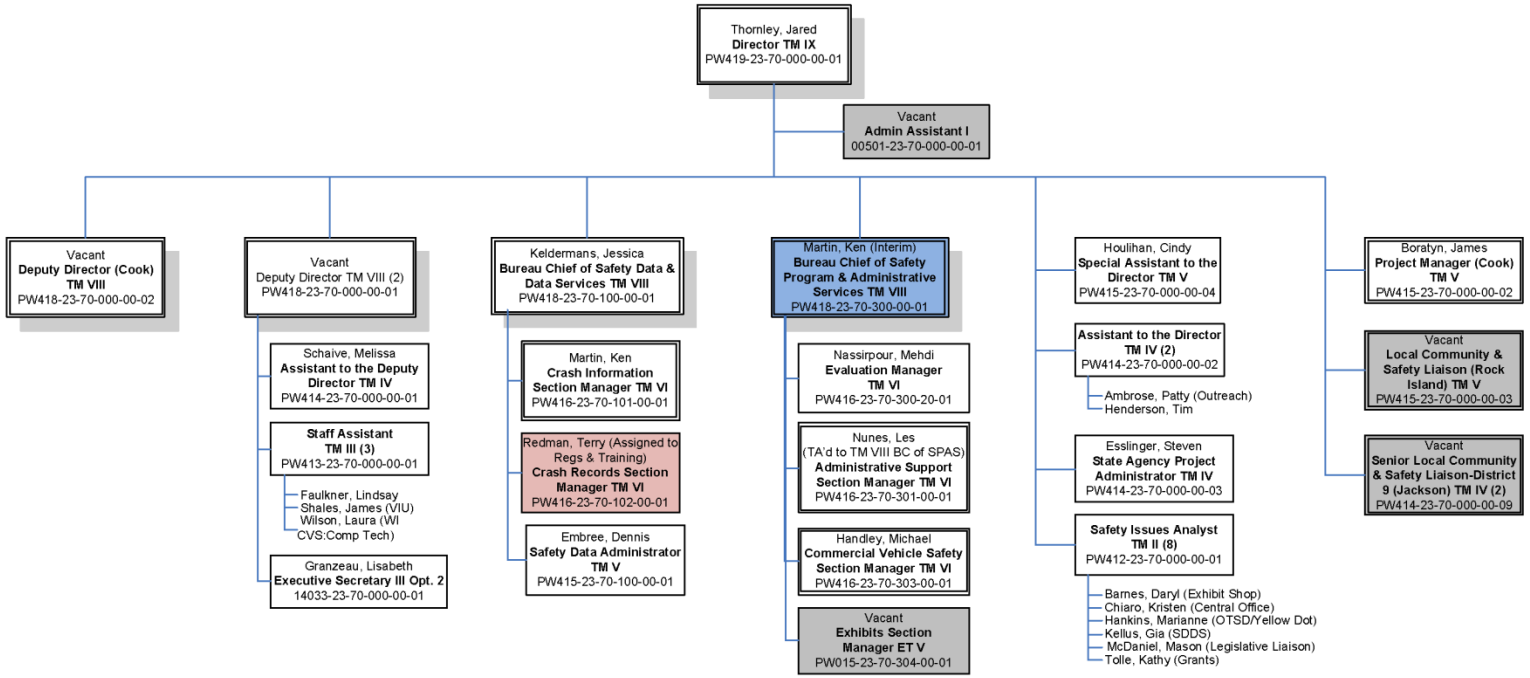
Illinois Department of Transportation
Division of Traffic Safety

6/17/2015



Addendum 3

LOCAL AGENCY PROJECTS

RTSRC GRANTS	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Child Care Resource and Referral	OP-16-0183	16-02-02	$	367,887.00
Illinois Association of Chiefs of Police - RTSRC	OP-16-0199	16-02-02	$	111,320.05
Rincon Family Services	OP-16-0114	16-02-02	$	203,308.74
Rush-Copley Medical Center	OP-16-0056	16-02-02	$	105,840.48
Saint Francis Medical Center	OP-16-0019	16-02-02	$	175,612.04
Southern Illinois University	OP-16-0149	16-02-02	$	110,894.00
Total			**$**	**1,074,862.31**

PHONE SURVEY GRANT	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
University of Illinois Springfield Survey	OP-16-0141	16-02-04	$	51,615.49
Total			**$**	**51,615.49**

EVALUATION GRANT	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
University of Illinois Springfield	OP-16-0167	16-02-08	$	447,511.00
Total			**$**	**447,511.00**

INJURY PREVENTION GRANT	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Central DuPage Hospital	OP-16-0146	16-02-09	$	160,206.78
Luries Children's Hospital	OP-16-0139	16-02-09	$	98,256.00
Prevention First	AP-16-0152	16-02-09	$	100,282.22
Saint Francis Medical Center	OP-16-0178	16-02-09	$	14,945.00
SIU School of Medicine	OP-16-0179	16-02-09	$	263,836.18
Total			**$**	**637,526.18**

LEL GRANT	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Illinois Association of Chiefs of Police - LEL	OP-16-0202	16-03-04	$	874,781.00
Total			**$**	**874,781.00**

STEP GRANTS	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Edwardsville Police Department	AP-16-0036	16-04-02	$	20,988.00
Hometown Police Department	OP-16-0214	16-04-02	$	5,006.88
Jo Daviess County Sheriff' s Office	OP-16-0209	16-04-02	$	31,441.60
Lake County Sheriff's Office	AP-16-0104	16-04-02	$	119,967.40
Lake Villa Police Department	OP-15-0002	16-04-02	$	17,056.00
Lakemoor Police Department	OP-16-0134	16-04-02	$	7,650.24
Lakewood Police Department	AP-16-0144	16-04-02	$	3,417.88
Leland Grove Police Department	OP-16-0008	16-04-02	$	17,160.00
Libertyville Police Department	OP-16-0005	16-04-02	$	19,880.78
Lincolnwood Police Department	OP-16-0116	16-04-02	$	4,462.00
Lisle Police Department	OP-16-0078	16-04-02	$	19,505.40
Lockport Police Department	OP-16-0096	16-04-02	$	19,240.00
Lombard Police Department	OP-16-0085	16-04-02	$	54,705.94
Loves Park Police Department	OP-16-0137	16-04-02	$	12,067.84
Macomb Police Department	OP-16-0016	16-04-02	$	9,091.44
Maryville Police Department	AP-16-0115	16-04-02	$	7,762.56
Moline Police Department	OP-16-0180	16-04-02	$	12,870.00
Montgomery Police Department	AP-16-0089	16-04-02	$	14,880.00
Morton Police Department	AP-16-0039	16-04-02	$	31,290.00
Naperville Police Department	OP-16-0001	16-04-02	$	80,728.88
Niles Police Department	AP-16-0128	16-04-02	$	54,900.00
North Aurora Police Department	AP-16-0022	16-04-02	$	26,260.00
North Pekin Police Department	AP-16-0062	16-04-02	$	22,032.00
North Riverside Police Department	AP-16-0107	16-04-02	$	32,036.20
Oak Brook Police Department	AP-16-0120	16-04-02	$	14,147.05
Oak Lawn Police Department	OP-16-0068	16-04-02	$	39,711.00
Oak Park Police Department	AP-16-0188	16-04-02	$	66,597.50
Oakbrook Terrace Police Department	OP-16-0197	16-04-02	$	11,520.00

Olympia Fields Police Department	AP-16-0063	16-04-02	$	24,000.00
Orland Park Police Department	OP-16-0027	16-04-02	$	64,405.60
Oswego Police Department	OP-16-0130	16-04-02	$	34,224.00
Palatine Police Department	OP-16-0031	16-04-02	$	54,168.00
Palos Heights Police Department	OP-16-0124	16-04-02	$	18,812.40
Park City Police Department	OP-16-0118	16-04-02	$	22,771.84
Park Forest Police Department	AP-16-0136	16-04-02	$	11,099.97
Peoria County Sheriff's Office	AP-16-0172	16-04-02	$	21,634.56
Peoria Police Department	OP-16-0042	16-04-02	$	21,212.60
Peru Police Department	AP-16-0032	16-04-02	$	19,728.00
Plainfield Police Department	OP-16-0013	16-04-02	$	39,712.00
Prairie Grove Police Department	OP-16-0122	16-04-02	$	8,540.00
Prospect Heights Police Department	OP-16-0086	16-04-02	$	11,712.00
Quincy Police Department	OP-16-0138	16-04-02	$	53,894.88
River Forest Police Department	OP-16-0007	16-04-02	$	27,785.45
River Grove Police Department	AP-16-0186	16-04-02	$	51,133.60
Riverside Police Department	AP-16-0150	16-04-02	$	29,256.15
Rock Island Police Department	AP-16-0091	16-04-02	$	52,200.00
Rockford Police Department	OP-16-0073	16-04-02	$	22,075.20
Romeoville Police Department	OP-16-0193	16-04-02	$	21,726.00
Roselle Police Department	AP-16-0075	16-04-02	$	39,072.00
Rosemont Public Safety	AP-16-0171	16-04-02	$	73,130.00
Round Lake Heights Police Department	AP-16-0088	16-04-02	$	3,600.00
Round Lake Park Police Department	OP-16-0015	16-04-02	$	21,893.70
Saint Charles Police Department	AP-16-0168	16-04-02	$	22,754.62
Saint Clair County Sheriff's Office	AP-16-0030	16-04-02	$	111,944.00
Sangamon County Sheriff's Office	AP-16-0057	16-04-02	$	8,606.20
Schaumburg Police Department	OP-16-0076	16-04-02	$	48,393.96
Shorewood Police Department	OP-16-0084	16-04-02	$	18,730.46
Silvis Police Department	OP-16-0025	16-04-02	$	12,960.00
Skokie Police Department	AP-16-0126	16-04-02	$	53,252.98
Sleepy Hollow Police Department	AP-16-0079	16-04-02	$	5,544.00
South Barrington Police Department	OP-16-0108	16-04-02	$	15,372.00
South Chicago Heights Police Department	OP-16-0081	16-04-02	$	14,593.04
South Elgin Police Department	AP-16-0100	16-04-02	$	74,614.96
South Holland Police Department	AP-16-0099	16-04-02	$	21,232.64
Southern View Police Department	AP-16-0072	16-04-02	$	18,376.80
Spring Grove Police Department	OP-16-0044	16-04-02	$	5,827.20
Springfield Police Department	AP-16-0092	16-04-02	$	34,925.44
Summit Police Department	AP-16-0034	16-04-02	$	50,901.00
Sycamore Police Department	AP-16-0191	16-04-02	$	36,143.00
Troy Police Department	AP-16-0035	16-04-02	$	16,826.00
Villa Park Police Department	AP-16-0026	16-04-02	$	42,648.80
Waukegan Police Department	OP-16-0048	16-04-02	$	62,288.00
West Chicago Police Department	OP-16-0041	16-04-02	$	19,359.36
Western Illinois Task Force	OP-16-0173	16-04-02	$	17,247.24
Wheeling Police Department	OP-16-0011	16-04-02	$	52,260.00
Will County Sheriff's Office	OP-16-0145	16-04-02	$	27,636.48
Williamson County Sheriff's Office	AP-16-0003	16-04-02	$	46,266.72
Winnebago County Sheriff's Office	AP-16-0119	16-04-02	$	47,253.80
Winthrop Harbor Police Department	OP-16-0106	16-04-02	$	23,017.28
Wonder Lake Police Department	AP-16-0021	16-04-02	$	6,160.00
Wood Dale Police Department	OP-16-0043	16-04-02	$	41,168.00
Woodridge Police Department	OP-16-0121	16-04-02	$	46,396.00
Woodstock Police Department	AP-16-0105	16-04-02	$	54,672.00
Total			**$**	**2,581,536.52**

STEP GRANTS (OP ONLY)	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Bartonville Police Department	OP-16-0125	16-19-06	$	10,094.40
Berwyn Police Department	OP-16-0054	16-19-06	$	44,919.00

Holiday Hills Police Department	OP-16-0101	16-19-06	$	5,040.00
Homewood Police Department	OP-16-0045	16-19-06	$	24,064.00
Marseilles Police Department	OP-16-0155	16-19-06	$	5,816.96
Maywood Police Department	OP-16-0156	16-19-06	$	25,423.20
McCullom Lake Police Department	OP-16-0049	16-19-06	$	8,400.00
Oak Forest Police Department	OP-16-0064	16-19-06	$	44,360.80
Rolling Meadows Police Department	OP-16-0060	16-19-06	$	21,888.00
Sullivan Police Department	OP-16-0020	16-19-06	$	24,636.00
Total			**$**	**214,642.36**

STEP GRANTS (AL ONLY)	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Barrington Police Department	AP-16-0071	16-13-07	$	10,032.00
Bourbonnais Police Department	AP-16-0050	16-13-07	$	6,826.05
Kildeer Police Department	AP-16-0210	16-13-07	$	5,642.88
Lake in the Hills Police Department	AP-16-0033	16-13-07	$	23,712.00
Lincolnshire Police Department	AP-16-0029	16-13-07	$	18,000.00
Mattoon Police Department	AP-16-0098	16-13-07	$	14,448.00
Northern Illinois University	AP-16-0161	16-13-07	$	19,027.15
Rock Island County Sheriff's Office	AP-16-0053	16-13-07	$	8,287.50
Total			**$**	**105,975.58**

STEP GRANTS (SPLIT TASK)	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Addison Police Department	AP-16-0090	16-19-06 & 16-13-07	$	57,754.00
Algonquin Police Department	OP-16-0142	16-19-06 & 16-13-07	$	16,702.56
Arlington Heights Police Department	OP-16-0110	16-19-06 & 16-13-07	$	49,737.26
Aurora Police Department	OP-16-0211	16-19-06 & 16-13-07	$	4,999.44
Bartlett Police Department	OP-16-0004	16-19-06 & 16-13-07	$	24,673.80
Belvidere Police Department	AP-16-0052	16-19-06 & 16-13-07	$	36,888.00
Blue Island Police Department	AP-16-0198	16-19-06 & 16-13-07	$	14,005.28
Boone County Sheriff's Office	OP-16-0066	16-19-06 & 16-13-07	$	28,482.00
Bradley Police Department	AP-16-0169	16-19-06 & 16-13-07	$	21,576.00
Buffalo Grove Police Department	OP-16-0123	16-19-06 & 16-13-07	$	71,704.50
Bull Valley Police Department	AP-16-0174	16-19-06 & 16-13-07	$	8,750.00
Cahokia Police Department	AP-16-0067	16-19-06 & 16-13-07	$	39,627.00
Calumet City Police Department	AP-16-0009	16-19-06 & 16-13-07	$	74,100.00
Carol Stream Police Department	AP-16-0140	16-19-06 & 16-13-07	$	99,082.85
Carpentersville Police Department	AP-16-0012	16-19-06 & 16-13-07	$	40,250.00
Champaign Police Department	OP-16-0094	16-19-06 & 16-13-07	$	11,300.15
Chatham Police Department	OP-16-0018	16-19-06 & 16-13-07	$	17,110.80
Cherry Valley Police Department	OP-16-0065	16-19-06 & 16-13-07	$	17,460.00
Chicago Heights Police Department	AP-16-0014	16-19-06 & 16-13-07	$	41,364.40
Chicago Police Department	AP-16-0165	16-19-06 & 16-13-07	$	381,844.00
Chicago Ridge Police Department	OP-16-0093	16-19-06 & 16-13-07	$	23,351.44
Cicero Police Department	OP-16-0151	16-19-06 & 16-13-07	$	14,760.18
Clarendon Hills Police Department	OP-16-0080	16-19-06 & 16-13-07	$	14,922.64
Collinsville Police Department	OP-16-0058	16-19-06 & 16-13-07	$	43,354.00
Columbia Police Department	OP-16-0127	16-19-06 & 16-13-07	$	17,199.00
Cook County Sheriff's Police Department	AP-16-0129	16-19-06 & 16-13-07	$	167,932.48
Countryside Police Department	OP-16-0024	16-19-06 & 16-13-07	$	19,756.80
Creve Coeur Police Department	AP-16-0204	16-19-06 & 16-13-07	$	18,972.00
Crystal Lake Police Department	OP-16-0046	16-19-06 & 16-13-07	$	26,913.60
Danville Police Department	AP-16-0170	16-19-06 & 16-13-07	$	16,200.00
Decatur Police Department	AP-16-0133	16-19-06 & 16-13-07	$	58,328.90
DeKalb County Sheriff	AP-16-0103	16-19-06 & 16-13-07	$	31,200.00
DeKalb Police Department	AP-16-0087	16-19-06 & 16-13-07	$	30,240.00
Downers Grove Police Department	AP-16-0109	16-19-06 & 16-13-07	$	12,716.00
East Hazel Crest Police Department	OP-16-0040	16-19-06 & 16-13-07	$	5,600.00
East Moline Police Department	OP-16-0117	16-19-06 & 16-13-07	$	15,520.86
East Peoria Police Department	AP-16-0111	16-19-06 & 16-13-07	$	29,566.20
Elgin Police Department	AP-16-0113	16-19-06 & 16-13-07	$	100,668.00

Elk Grove Village Police Department	OP-16-0069	16-19-06 & 16-13-07	$	99,023.48
Elmhurst Police Department	AP-16-0147	16-19-06 & 16-13-07	$	61,207.25
Evanston Police Department	OP-16-0131	16-19-06 & 16-13-07	$	37,051.00
Fayette County Sheriff's Office	AP-16-0184	16-19-06 & 16-13-07	$	14,092.80
Flossmoor Police Department	OP-16-0189	16-19-06 & 16-13-07	$	30,504.00
Forest Park Police Department	AP-16-0135	16-19-06 & 16-13-07	$	18,181.12
Franklin Park Police Department	AP-16-0205	16-19-06 & 16-13-07	$	29,346.00
Freeport Police Department	OP-16-0006	16-19-06 & 16-13-07	$	9,942.12
Galesburg Police Department	AP-16-0010	16-19-06 & 16-13-07	$	15,656.88
Grandview Police Department	OP-16-0192	16-19-06 & 16-13-07	$	4,935.00
Granite City Police Department	AP-16-0195	16-19-06 & 16-13-07	$	11,500.00
Grayslake Hainesville Police Department	OP-16-0176	16-19-06 & 16-13-07	$	37,261.50
Grundy County Sheriff's Office	OP-16-0102	16-19-06 & 16-13-07	$	28,930.00
Gurnee Police Department	OP-16-0070	16-19-06 & 16-13-07	$	24,122.40
Hanover Park Police Department	AP-16-0037	16-19-06 & 16-13-07	$	28,012.32
Harwood Heights Police Department	AP-16-0217	16-19-06 & 16-13-07	$	8,653.00
Hebron Police Department	OP-16-0097	16-19-06 & 16-13-07	$	4,060.00
Highland Park Police Department	OP-16-0023	16-19-06 & 16-13-07	$	14,751.60
Hillside Police Department	AP-16-0148	16-19-06 & 16-13-07	$	66,101.00
Hinsdale Police Department	OP-16-0017	16-19-06 & 16-13-07	$	40,996.00
Jerome Police Department	OP-16-0083	16-19-06 & 16-13-07	$	9,002.82
Kankakee Police Department	OP-16-0112	16-19-06 & 16-13-07	$	27,594.00
Lake Bluff Police Department	AP-16-0061	16-19-06 & 16-13-07	$	5,325.80
McHenry County Sheriff's Office	OP-16-0059	16-19-06 & 16-13-07	$	47,407.60
McHenry Police Department	OP-16-0055	16-19-06 & 16-13-07	$	40,818.46
Midlothian Police Department	OP-16-0074	16-19-06 & 16-13-07	$	54,957.50
Total			**$**	**2,474,047.79**

LAP GRANTS	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Adams County State's Attorney	AP-16-0175	13-12	$	44,584.60
Alliance Against Intoxicated Motorists	AP-16-0160	13-12	$	148,126.32
Chicago Police Department	AP-16-0164	13-12	$	539,576.77
Macon County Court Services	AP-16-0051	13-12	$	92,316.23
Macon County State's Atty Office	AP-16-0212	13-12	$	42,645.25
MADD Illinois	AP-16-0182	13-12	$	291,752.75
Peoria County Court Administration	AP-16-0163	13-12	$	76,061.50
River Grove Police Department	AP-16-0187	13-12	$	15,134.20
Total			**$**	**1,250,197.62**

BIKE/PED GRANTS	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
Chicago Department of Transportation	PB-16-0181	12-02	$	172,155.00
Chicago Police Department	PB-16-0166	12-02	$	143,445.00
Total			**$**	**315,600.00**

DRE GRANT	PROJECT NUMBER	TASK CODE	APPROVED AMOUNT	
ILACPF DRE	AP-16-0207	13-05	$	89,000.00
Total			**$**	**89,000.00**

Addendum 4

Illinois Department of Transportation

Division of Traffic Safety's

FY 2016 Evidence-Based Enforcement Plan

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Overview

The Division of Traffic Safety (DTS) of the Illinois Department of Transportation (IDOT) is the State's Highway Safety Office for Illinois. DTS has the responsibility of administering highway safety funds provided by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). Illinois has been granted highway safety funds to develop and implement comprehensive highway safety programs. One such program area is enforcement of highway safety laws in Illinois.

Annually DTS provides enforcement agencies throughout Illinois with highway safety funding for enforcement activities. These highway safety-funded local, county and state law enforcement agencies are required to focus their enforcement efforts on occupant protection and impaired driving violations and other traffic-related violations.

Goals

1. To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 402.4 in 2009 to 219.5 by December 31, 2016.
2. To increase the statewide seat belt usage rate from the 2010 level of 90.58 percent to 95.8 percent by December 31, 2016.
3. To reduce the number of unrestrained passenger vehicle occupant fatalities from 367.5 in 2009 to 380.4 by December 31, 2016.
4. To keep the statewide speed-related fatalities under the projected figure of 339.6 by December 31, 2016.

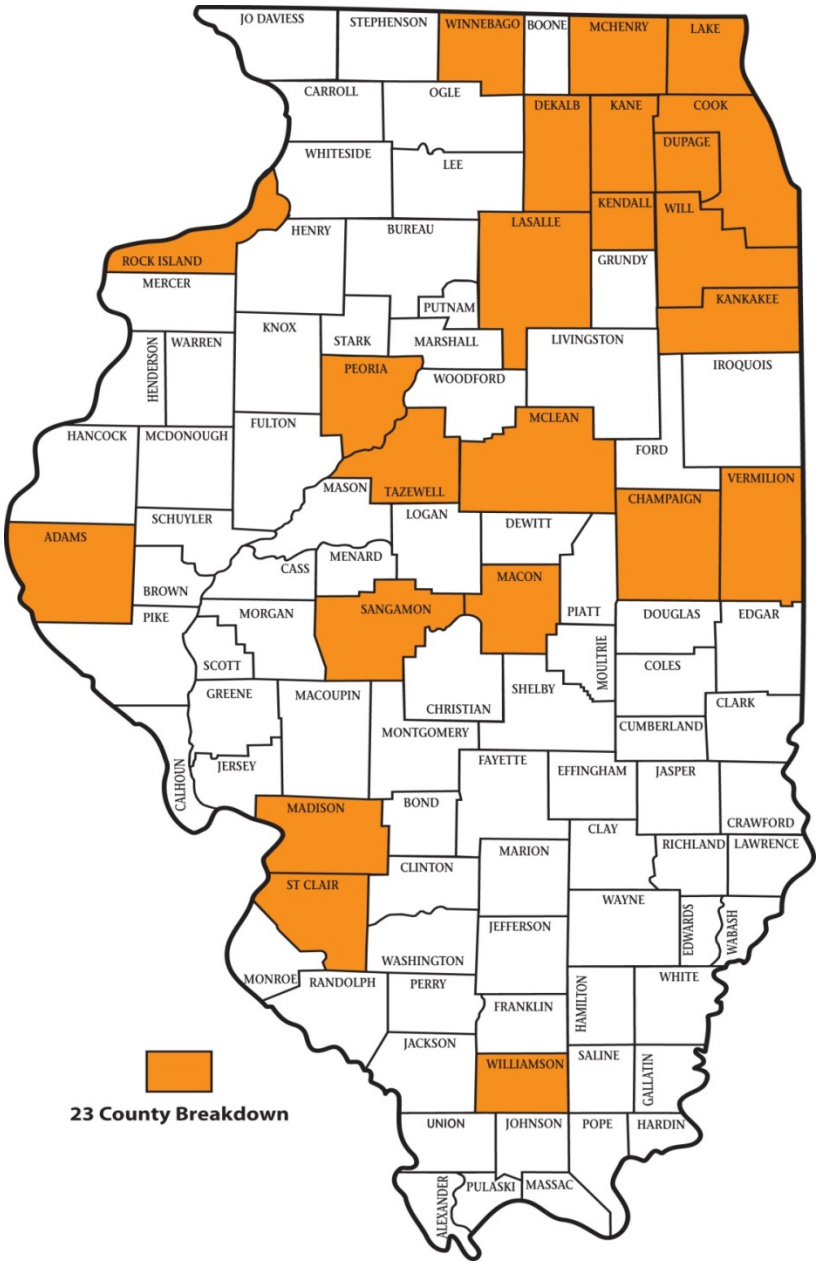
Problem Statement

Illinois Overview

- 991 persons were fatally injured in crashes in 2013.
- There were 285,477 crashes involving motor vehicles in Illinois in 2013. Injury crashes account for 21.4 percent of these crashes (61,001), while fatal crashes (895) account for less than 1 percent of these overall crashes.
- There were 85,031 persons injured in motor vehicle crashes in 2013.
- There were 630 drivers fatally injured in motor vehicle crashes in 2013.
- There were 895 fatal crashes in 2013, 33.2 percent of these crashes involved alcohol.
- There were 630 drivers killed in motor vehicle crashes in 2013. 547 of these drivers were tested, 41.3 percent tested positive with a BAC of 0.01 or greater.
- Crashes involving speed account for 31.2 percent of the overall crashes, 35.0 percent of the fatal crashes, and 35.7 percent of the injury crashes in 2013.
  (Source: *2013 Illinois Crash Facts and Statistics*)

Problem Identification

Illinois continues to use the 23-county model to enhance the existing problem identification process. Under this model, Illinois annually selects the top 23 counties where 85 percent of the population resided. These 23 counties account for 87.0 percent of the total crashes, 87.3 percent of the injury crashes, 77.8 percent of the A-injury crashes and 70.1 percent of the fatal crashes in 2013. In FY 2016 DTS will focus our enforcement projects in these 23 counties for our enhanced enforcement campaigns and maximum reduction in fatalities and injuries.



Enforcement

DTS believes the most effective tool in reducing impaired driving injuries and fatalities is high-visibility increased enforcement. Increased enforcement maximizes the likelihood of detecting, arresting and convicting impaired drivers. Increased enforcement is one of the greatest deterrents to DUI. DTS encourages, via available grant funds and law enforcement liaison interaction, local, county and state agencies to establish strong policies regarding DUI enforcement, using innovative techniques and available technology to increase apprehension and the public's perception of the risk of apprehension.

Enforcement of impaired driving laws will concentrate in Illinois' 23 county breakdown and other counties where DTS determines a need. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. 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.

Impaired Driving Enforcement Programs

DTS has four types of impaired driving grant programs for which local law enforcement agencies can apply. Each type of enforcement project requires the local law enforcement agency to conduct enforcement activity at least four times during the national impaired driving campaign and at least four additional times during the project year. Listed below are the four types of enforcement programs for local law enforcement agencies:

1. Local Alcohol Program (LAP) – contains four primary emphasis areas which are designed to address the complexity of Illinois' alcohol traffic safety problems, incorporate multiple approaches to these problems, and ensure that public private entities work in cooperation to address these problems. These emphasis areas are local DUI task force, sustained high-visibility increased enforcement, public information and education and education/community outreach/prevention and prosecution/adjudication.

2. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.

3. Mini-Mobilization Projects – conduct enforcement details during the Holiday Season campaign, Independence Day and Labor Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or

have a STEP project.

4. Enforcement Local Alcohol Project (eLAP) – gives local law enforcement agencies the opportunity to conduct more Roadside Safety Checks (Sobriety Checkpoints) details during the year at times outside of the traditional holiday campaigns.

Impaired Driving Enforcement Periods

December 18, 2015 – January 3, 2016: Christmas/New Year's Campaign
February 5-7, 2016: Super Bowl
March 15-20, 2016: St. Patrick's Day Campaign
June 20 – July 5, 2016: Independence Day Campaign
August 22 – September 6, 2016: Labor Day Campaign

Impaired Driving Enforcement Techniques

The following enforcement techniques will be utilized by local, county, university and state law enforcement agencies:

A. Saturation Patrol Operations:

Saturation patrol operations will occur either totally within one county or within an area containing parts of adjoining counties. These patrols will not be limited to designated routes, but will allow movement of the officers on all roadways within the assigned patrol area. Officers will concentrate their activities on secondary and rural roadways in efforts to apprehend minors committing DUI and other alcohol-related violations.

B. Overt Operations for Youth Parties:

Complaints about youth parties in progress will be investigated. All laws, regarding illegal consumption/possession by a minor and/or contributing to the delinquency of a minor, will be enforced. The complaint(s) must be well documented and must provide information sufficient to warrant a response. Both authority to respond and final approval of the size of the patrol force will rest with the appropriate law enforcement official.

C. Covert Operations - Package Liquor Checks:

Covert enforcement details involve two or three officers (unless otherwise approved) performing surveillance while an authorized minor (selected in cooperation with the appropriate state's attorney) attempts to purchase an alcoholic beverage. Unless otherwise necessary, all covert checks will be completed with no arrests taking place. Documentation of illegal sales of alcohol will be completed and forwarded to the appropriate state's attorney.

D. Mobilization Enforcement

The mobilization enforcement patrols are designed for the annual state and national campaigns (Halloween, Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day and Labor Day) concentrating on roadside safety checks, roving patrols and saturation patrols.

E. Sustained DUI Enforcement

This enforcement strategy allows for a substantial increase in enforcement efforts currently in effect. This enforcement should supplement regular traffic enforcement efforts currently in effect. There must be a sufficient number of officers on the police force to allow for at least 35 hours of patrol per week.

F. Flexible Roadside Safety Checks

Flexible checkpoints or "Phantom check points" creates the appearance of law enforcement conducting high-visibility roadside safety checkpoint when in reality no check point exists. This tactic only requires two officers who set up signs and turn on overhead safety lights; however no zone is ever actually made operational. It is intended to create the illusion of a RSC. This tactic will only be employed within ten miles of a real RSC. Phantom RSC's have the flexibility to move to more than one location in a short span of time further creating in the public's mind the omnipresence of check points and increasing the belief that if you drive impaired detection is likely.

<u>Occupant Protection Enforcement Programs</u>

DTS has two types of programs for local law enforcement agencies to apply for regarding occupant protection issues. In addition to regularly scheduled patrols all grantees are required to participate in state and national Click It or Ticket (CIOT) mobilizations. Listed below are the two types of enforcement programs for local law enforcement agencies:

1. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.

2. Mini-Mobilization Projects – conduct enforcement details during the Thanksgiving campaign and Memorial Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or have a STEP project.

DTS will also fund occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State, Department of Police will provide traffic enforcement on interstate, U.S. and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings. In FY 2016 DTS will fund the following occupant protection state agency enforcement projects:

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

2. Occupant Restraint Enforcement Project (OREP) – this project provides funds for the Illinois State Police 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. Nighttime Enforcement Project (NITE) - this project provides funds for the Illinois State Police to identify and focus on the specific times of 9:00pm to 6:00am when alcohol-related fatalities are highest and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.
4. Drive Smart - this project provides funds for the Illinois Office of the Secretary of State's Department of Police to continue to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. Its intent is to apprehend traffic law violators committing common traffic offenses with particular emphasis being placed on speed, occupant protection and impaired driving. Patrols will be conducted during DTS's six enforcement campaigns: Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, Independence Day and Labor Day campaigns.

<u>Occupant Protection Enforcement Periods</u>

November 16-29, 2015: Thanksgiving campaign
May 16-30, 2016: Memorial Day campaign

<u>Occupant Protection Enforcement Techniques</u>

The following enforcement techniques will be utilized by local, county, university and state law enforcement agencies:

A. Saturation Patrol Operations:

Saturation patrol operations will occur either totally within one county or within an area containing parts of adjoining counties. These patrols will not be limited to designated routes, but will allow movement of the officers on all roadways within the assigned patrol area. Officers will concentrate their activities on secondary and rural roadways in efforts to apprehend people not wearing their safety belt or speeding.

B. Mobilization Enforcement

The mobilization enforcement patrols are designed for the annual state and national campaigns concentrating on occupant restraint violations through conduct of occupant protection enforcement zones (OPEZ), roving patrols and saturation patrols.

C. Occupant Protection Enforcement Zone

This hire-back enforcement activity is through increased highly visible enforcement of occupant restraint laws during designated national and state mobilization periods.

D. Sustained Enforcement

This enforcement strategy allows for a substantial increase in enforcement efforts currently in effect. This enforcement should supplement regular traffic enforcement efforts currently in effect. There must be a sufficient number of officers on the police force to allow for at least 35 hours of patrol per week.

Training

The DTS will provide federal highway safety funds the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. 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 by alcohol fatalities. 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. All IDOT funded local law enforcement impaired driving projects will be

receiving a refresher Standard Field Sobriety Testing (SFST) training during FY 2016.

The ILETSB will offer the following NHTSA approved impaired driving training courses in FY 2016:

- ARIDE: Advanced Roadside Impaired Driving Enforcement
- Drug Recognition Expert Pre-School (IACP/NHTSA) and Drug Recognition Expert School (IACP/NHTSA)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- DUI Detection and Standardized Field Sobriety Testing (24 hours)
- Principles and Techniques of Training in Standardized Field Sobriety Testing – The SFST Instructor Training School (40 hours)
- DUI Detection and Standardized Field Sobriety Testing One-Day Refresher Course (8 hours)
- Underage Drinking Course – Conducting Alcohol and Tobacco Compliance Checks

The ILETSB will offer the following NHTSA approved occupant protection and general enforcement highway safety training courses in FY 2016:

Formal Named Courses:

- National Child Passenger Safety Certification Training
- Traffic Occupant Protection Strategies (TOPS)
- Conducting a Complete Traffic Stop

Crash Reconstruction Courses (Northwestern or IPTM) – course names may vary:

- Crash Investigation I
- Crash Investigation II
- Crash Reconstruction I
- Crash Reconstruction II
- Vehicle Dynamics
- Advanced Crash Reconstruction – Utilizing Human Factors Research
- Heavy Vehicle Crash Reconstruction
- Pedestrian/Bicycle Vehicle Crash Reconstruction
- Crash Reconstruction Refresher
- Interviewing Techniques for the Crash Investigator

Topic Areas (instructors use their own curriculum):

- LIDAR Speed Measurement
- LIDAR Speed Measurement Instructor
- Radar Operator Training
- Radar Operator Instructor
- VASCAR Speed Measurement

- Distracted Driving

Miscellaneous:

- Emergency Medical Dispatch
- Rapid Medical Response

Illinois Office of the Secretary of State, Department of Police

In FY 2016 the Office of the Secretary of State, Department of Police (SOS Police) will conduct the Operation Straight ID (OPSID) project. The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. The OPSID class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold. The emphasis of these classes is to teach the students of these particular establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

Illinois State Police

The Alcohol and Substance Testing Section conducts Breath Analysis Operator training classes annually for local law enforcement officers. The Technicians also instruct courses for ISP cadets. A high number of practice tests are conducted on all training instruments. All evidential and preliminary breath testing instruments approved for use in Illinois must be used during these classes. Additionally, the students must demonstrate proficiency on these instruments in order to successfully complete the course. These training instruments are also used for State's Attorney and Probation Officer training seminars. This training equipment will train additional law enforcement officers as Breath Analysis Operators.

Law Enforcement Liaisons

DTS's Law Enforcement Liaisons (LELs) primary responsibility is program management for DTS local law enforcement grants. The LELs meet with local law enforcement agency personnel to inform them about enforcement programs and mobilizations activities offered by DTS. The LELs also discuss with local law enforcement personnel the impaired driving message that DTS is promoting through paid media campaigns. One of the LELs goals is to secure commitments from law enforcement agencies serving counties in which 60 percent of alcohol-related crash fatalities occurred.

The LELs coordinate DUI-related training for local law enforcement agencies through the Illinois State Police Academy, the Illinois Law Enforcement Training and Standards Board's mobile training units (MTU's) and state or national conferences. The LELs also organize media events for the annual national and state impaired driving mobilizations.

Enforcement Incentive Programs

IDOT offers 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 major holiday mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued by their officers are placed in a drawing to win portable/preliminary breath testers, lidar, moving radar and handheld radar units. This program has helped Illinois surpass and sustain over 350 law enforcement agencies participating in the Labor Day crackdown the last three years as well as greatly increase participation in the Christmas/New Years and Independence Day holiday crackdowns.

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. In FY 2016 for the Holiday Season, Memorial Day, Independence Day and National Enforcement Crackdown, DTS will conduct media events statewide when the media is most likely to give coverage to the effort. At the kickoff of each campaign period, and two weeks prior to the announced kickoff, DTS will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the DTS press conferences, DTS law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

The impaired driving and occupant protection enforcement campaigns also include paid media in addition to earned media. Paid media allows maximum reach and frequency of enforcement messages during campaigns ensuring 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 wearing their seat belt which also alerts them that not doing so will result in arrest.

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2016, DTS will utilize targeted, paid social media to further increase exposure to anti-impaired driving and seat belt messages.

The main focus of the impaired driving and occupant protection programs, 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.

Evaluation Plan

The Click It or Ticket and 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.

Project Evaluation

Project evaluation is an ongoing process conducted throughout the grant agreement period. There are two types of projects: 1. those that have enforcement and educational components and 2. those that have only an educational component. For the enforcement projects, DTS has set specific and measurable performance standards (e.g., # of citations per hour of patrol). All grantees must submit enforcement data to DTS after each campaign is completed. DTS's Evaluations Unit collects the data, processes and analyzes it to determine whether the grantee met their performance standards.

Both monthly and evaluation reports of these projects will assist the LELs, project and program coordinators to monitor their enforcement projects. The annual evaluation of these projects can be used as a tool to determine whether:

- To continue with the project activities as they are
- To modify the activities to improve performance
- To cancel the activities for lack of progress or poor performance
- To review performance objectives for possible modifications

All local STEP enforcement projects submit a TS 205 form, STEP Mobilization Data Collection sheet, after each campaign enforcement period. This form must be either e-mail or fax within two weeks of completing the enforcement activities to DTS's Evaluation Unit.

Project Monitoring

DTS believes in monitoring and oversight of the law enforcement projects. The LEL's conduct quarterly on-site monitor visits along with continuous follow-up and adjustment to the law enforcement projects. Some examples of the adjustments to the projects include: reduction or increase in patrol plan, increase or decrease in funding, change in local agency project director. The LEL's meet with law enforcement agencies to review project performance, financial issues, organizational structure and ways to improve their projects in their communities. An initial orientation meeting may be held before the effective date of the grant agreement and is considered an on-site meeting for documentation purposes. Orientation meetings should be documented on the TS 26 form for local project agreements or TS 26-A form for the state agency project agreements. After the first quarter, on-site meetings may be held quarterly or as

otherwise determined and documented by the LEL Supervisor. Projects evidencing any significant problems might need on-site monitoring more frequently. Some local projects, by their nature, may not lend themselves to multiple on-site visits and should be treated accordingly. Projects with sporadic activity, like the STEP grants, may require only quarterly visits. This should be documented on the first on-site visit form.

FY 2016 Enforcement Campaign Dates						
Campaign	***Paid Advertising Campaign***	***Potential Kickoff Press Release***	***Enforcement***	***Post Enforcement Media Release***	***Grant Data Collection Form Due***	***Equipment Incentive Program Form Due***
2015						
Halloween	**No**	October 27-30, 2015	**October 30-November 1, 2015**	November 2-4, 2015	November 16, 2015	No Incentive Program
Thanksgiving	**Yes**	November 16-25 2015	**November 16-29, 2015**	November 20-December 3, 2015	December 14, 2015	December 7, 2015
Christmas & New Year's	**Yes**	December 16-24, 2015	**December 18, 2015-January 3, 2016**	January 4-8, 2016	January 18, 2016	January 11, 2016
2016						
Super Bowl	**No**	February 1-5, 2016	**February 5-7, 2016**	February 8-10, 2016	February 22, 2016	No Incentive Program
St. Patrick's Day	**No**	March 14-15, 2016	**March 15-20, 2016**	March 18-23, 2016	March 28, 2016	No Incentive Program
Memorial Day	**Yes**	May 16-26, 2016	**May 16-30, 2016**	May 31-June 2, 2016	June 7, 2016	June 14, 2016
July 4th	**Yes**	June 20-30, 2016	**June 20-July 5, 2016**	July 5-8, 2016	July 19, 2016	July 12, 2016
Labor Day Holiday	**Yes**	August 22-September 1, 2016	**August 22 – September 6, 2016**	September 6-8, 2016	September 20, 2016	September 13, 2016
Additional Impaired Driving and/or Occupant Protection Patrols (Optional)	**No**	Submit to LEL in advance for approval	**Submit to LEL in advance for approval**	Submit to LEL in advance for approval	Within 14 days of completion of enforcement	No Incentive Program

Addendum 5

Illinois Department of Transportation
Moving Ahead for Progress in the 21st Century
FY 2016 Application

Steve Esslinger
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Illinois Department of Transportation
Division of Traffic Safety
1340 North 9th Street
Springfield, Illinois 62794

Appendix D to Part 1200 – Certifications and Assurances For National Priority Safety Program Grants (23 U.S.C. 405)

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Illinois Fiscal Year: 16

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

Signature Governor's Representative for Highway Safety — Date 6/25/15

Jeff Heck

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☑ Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 2.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 3.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 4.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☐ The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☑ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the ☒ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # 5 or submitted electronically through the TRIPRS database on _____.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 6 or submitted electronically through the TRIPRS database on _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 7 or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is Interim, Mehdi Nassirpour, Evaluation Manager.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 8 or submitted electronically through the TRIPRS database on _____.

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☒ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 1 - 9.

  OR

  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 4/8/2013.

☑ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check one box below and fill in any blanks under that checked box.*]

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [*Check one box below and fill in any blanks under that checked box.*]

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [*Check one box below and fill in any blanks under that checked box.*]

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below*.]

- The State's ignition interlock law was enacted on 1/1/2009 and last amended on 8/16/2013, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

  30 ILCS 105/5.675; 30 ILCS 105/676; 265 ILCS 5/1-144 5; 625 ILCS 5/6-112; 625 ILCS 5/6-201; 625 ILCS 5/6-202; 625 ILCS 5/6-203; 625 ILCS 5/6-205; 625 ILCS 5/6-205.2; 625 ILCS 5/6-206; 625 ILCS 5/6-206.1; 625 ILCS 5/6-208.1

☑ Part 4: Distracted Driving (23 CFR 1200.24)

[*Fill in all blanks below*.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on 1/1/2014 and last amended on 8/16/2013, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
  625 ILCS 5/12-610.2

- Definition of covered wireless communication devices:
  625 ILCS 5/12-600.1

- Minimum fine of at least $25 for first offense:
  625 ILCS 5/12-610.2 (c)

- Increased fines for repeat offenses:
  625 ILCS 5/12-610.2 (c)

- Exemptions from texting ban:
  625 ILCS 5/12-610.2 (d)

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on 1/1/2014 and last amended on 5/28/2014, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
  625 ILCS 5/12-610.0 (b)

- Driver license testing of distracted driving issues:
  Attachment #9

- Minimum fine of at least $25 for first offense:
  625 ILCS 5/12-610.2 (c)

- Increased fines for repeat offenses:
  625 ILCS 5/12-610.2 (c)

- Exemptions from youth cell phone use ban:
  625 ILCS 5/12-610.1 (c)

☑ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check at least 2 boxes below and fill in any blanks under those checked boxes.*]

☑ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # 10 _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # 11 _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 12 _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 13 _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # 14 _____.

☐ Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☑ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in any blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

  625 ILCS 35/6; 625 ILCS 35/7

  AND

- The State's law appropriating funds for FY 2,016 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

  625 ILCS 35/7

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☑ Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on 7/20/2012 and last amended on 5/30/2014, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
  625 ILCS 5/6-107 (b) (1)

- Driving restrictions:
  625 ILCS 5/6-107.1 (b) (1)

- Minimum duration:
  625 ILCS 5/6-107.1 (1)

- Applicability to novice drivers younger than 21 years of age:
  625 ILCS 5/6-107 (9) (2)

- Exemptions from graduated driver licensing law:
  625 ILCS 5/12-610.1

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
  625 ILCS 5/6-107.1 (b) (1)

- Minimum duration:
  625 ILCS 5/6-107.1 (1)

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
  625 ILCS 5/6-107 (b-1)

- Exemptions from graduated driver licensing law:
  625 ILCS 5/12-610.1 (e)

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

625 ILCS 5/12-610.2 (2)

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

625 ILCS 5/6-107 (d)

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

☒ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

625 ILCS 5/6-107.3

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

Occupant Protection (23 CFR 1200.21)

Occupant Protection
Attachment #1

Illinois FY 2016 Occupant Protection Program Plan

The Illinois Occupant Protection Program utilizes a multi-strategy approach including enforcement, paid/earned media, training and outreach education to increase both car seat and seat belt use with the overall goal of reducing fatalities. In FY 2016, Illinois will continue to direct resources towards initiatives focused on increasing law enforcement in the 23-county model, nighttime safety belt enforcement zones, child passenger safety training and education and teen transportation safety outreach. Paid and earned media will continue to be an integral part of our campaign efforts. Increasing seat belt compliance within the city of Chicago will also continue to be a priority.

Additionally, Illinois will continue to explore ways to promote Click It or Ticket (CIOT) beyond mobilizations – primarily through events such as the Chicago Auto Show, Illinois State Fairs and the Illinois High School Association's March Madness basketball tournaments. IDOT will also utilize the TSLs to identify stories to pitch to local media throughout the year. Printed materials will be available through www.buckleupillinois.org year-round. Illinois will also develop a campaign aimed at increasing seat belt use in the back seat.

During FY2015, DTS completed a booster seat curriculum. This curriculum was developed to aid local communities in reducing the death and injury rate to booster seat age children. The main focus of the program will be increasing awareness among children and parents/caregivers in regards to the dangers of graduating to the adult seat belt too soon. This program will be made available to all CPS Technicians in Illinois to use while giving presentations in their communities.

Illinois will recruit and train new technicians through the Regional Traffic Safety Resource Centers (RTSRC) and will increase technician recertification by providing regional initiatives such as local skills enhancements and update classes. DTS will also offer CPS technicians and grantees access to essential resources and online Continuing Education Units (CEUs) opportunities through a web-based, password-protected extranet site.

Occupant Protection
Attachment #2

FY 2016 Click It or Ticket Mobilization

Click It or Ticket (CIOT) is a highly-visible, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection in selected areas. Illinois will conduct an intense public information and education campaign which will run concurrently with the enforcement blitz to inform the motoring public of the benefits of seat belt use and of issuing tickets for seat belt violations during a brief four to six week period. The goal of the CIOT campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rates in Illinois.

Illinois will participate in the November 2015 and May 2016 CIOT campaigns during FY 2016. Illinois will conduct two types of media to inform and educate the public about the importance of seat belt use. Paid media consists of advertising which has been purchased and strategically placed. Earned media is free media publicity, such as newspaper, television or radio news stories, as well as community outreach activities. Illinois plans on conducting both paid and earned media in the during the FY 2016 CIOT campaigns. Paid media will focus on media avenues most likely to reach the target population of 18-34 year old males. Illinois will also conduct earned media events not only during the CIOT campaigns but throughout the year.

DTS continues to believe the most effective tool in reducing injuries and fatalities is through high-visibility increased enforcement. Increased enforcement maximizes the likelihood of detecting, arresting and convicting drivers. DTS encourages local, county and state agencies to establish strong policies regarding enforcement, using innovative techniques and available technology to increase apprehension and the public's perception of the risk of apprehension.

The enforcement of occupant protection laws will reach Illinois residents by concentrating on the 23-county breakdown (see 23-county map) and other counties where DTS determines a need through our problem identification analysis. IDOT continues to use the Federal Alcohol Model where 85 percent of the population resides, 70.1 percent of the total fatalities occurred, 87 percent of the total crashes and 87.3 percent of the injury crashes using the past five years of crash data (2008–2013).

The Sustained Traffic Enforcement Program (STEP) grants focus 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 and/or unbuckled drivers and passengers. STEP brings 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. STEP requires participation in the Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, July 4th and Labor Day Campaigns. Halloween and Super Bowl weekends are optional campaigns. This creates a sustained, year-long emphasis on DTS's high enforcement priorities: impaired driving and nighttime seat belt usage.

In FY2016, law enforcement agencies that participate in CIOT will continue to be required to conduct a minimum of 50 percent of their enforcement activities after 9 p.m. and before 6 a.m. for the Thanksgiving and Memorial Day Holiday campaigns. Seat belt patrol hours for all optional campaigns must be 100 percent between Friday 9 p.m. and Monday 6 a.m. All STEP grantee enforcement efforts must be accompanied by an earned media effort.

FY 2016 State Agency Occupant Protection Enforcement Programs

DTS continues to fund occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State, Department of Police will provide traffic enforcement on interstate, state routes and Illinois routes during state and national mobilizations as well as Friday and Saturday evenings. In FY2016, DTS will fund the following occupant protection state agency enforcement projects:

1. Special Traffic Enforcement Project (sTEP) – This project provides funds for the 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 Illinois State Police 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 for the ISP to continue its current motorcycle unit of 30 troopers who will be primarily assigned to speed enforcement duties on the interstate highways. These high-visibility patrols, coupled with an aggressive enforcement protocol which targets the "Fatal Five" violations, will instill recognition of police presence on Illinois' highways by the motoring public. 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 motorists.

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

5. The Nighttime Enforcement Patrols (NITE) – This project provides the ISP with highway safety funds to identify and focus specific times of 9:00 p.m. to 6:00 a.m. when alcohol-related fatalities and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.

FY 2016 Enforcement Dates

Halloween	October 30 – November 1, 2015
Thanksgiving	November 16 – 29, 2015
Christmas & New Year's	December 18, 2015 - January 3, 2016
Super Bowl	February 5 - 7, 2016
St. Patrick's Day	March 15 - 20, 2016
Memorial Day	May 16 - 30, 2016
July 4th	June 20 – July 5, 2016
Labor Day Crackdown	August 22 – September 6, 2016

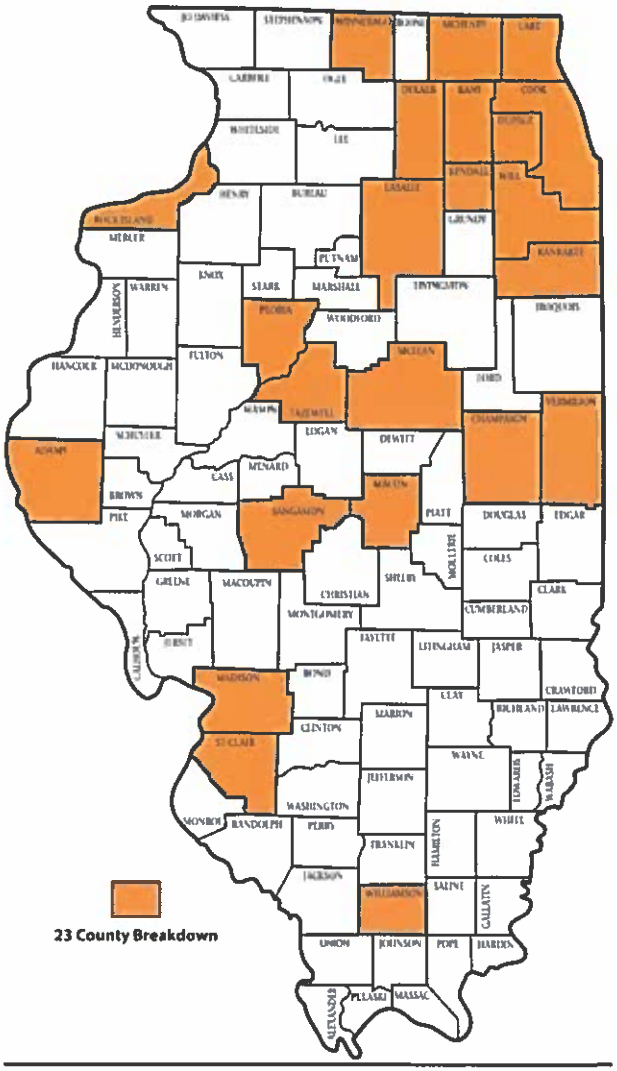
Law Enforcement Liaison Program

DTS will continue to fund seven Law Enforcement Liaisons (LEL) in FY 2016. The goal of the LEL Program 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 will also be responsible for overseeing numerous local law enforcement projects and organizing media events for the impaired driving and occupant protection campaigns. The LELs will support DTS by conducting seat belt surveys surrounding the Memorial Day CIOT campaign.

Training

DTS provides federal highway safety funds to the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. The ILETSB has 16 mobile team units (MTU's) that provide in-service law enforcement training to area law enforcement officers. The MTU's provide training opportunities that are more readily accessible and affordable to local law enforcement officers. The goal of this program is to provide traffic safety-related training for Illinois local law enforcement officers on a statewide basis.

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 conducted 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.



***These 23 counties represent 85 percent of the population and 70.1 percent of all MVC fatalities. Additional counties are funded for OP programming based on needs assessment.**

FY 2016 Paid and Earned Media Plan

IDOT considers both paid and earned media a vital and necessary part of the overall highway safety plan. DTS will coordinate at least three press events for both the Thanksgiving and Memorial Day campaigns in an effort to gain earned media. Law enforcement will be invited to participate at each event to discuss their enforcement efforts for each campaign. Events will be held in Chicago, central Illinois, and the Metro East area when possible.

DTS provides all STEP grantees and community partners with sample press materials to announce support of CIOT in their communities. The grantees are also provide a media advisory for use to announce their Safety Belt Enforcement Zones.

DTS will offer printed campaign materials through its Public Information and Education page on www.buckleupillinois.org. Campaign printed materials will include both social norming and enforcement messaging. Resources will be maximized by providing dual messaging focusing not only for belts but also impaired driving. Impaired driving campaigns will focus on belts as well. Each CIOT campaign will utilize paid media before, during and after each enforcement period.

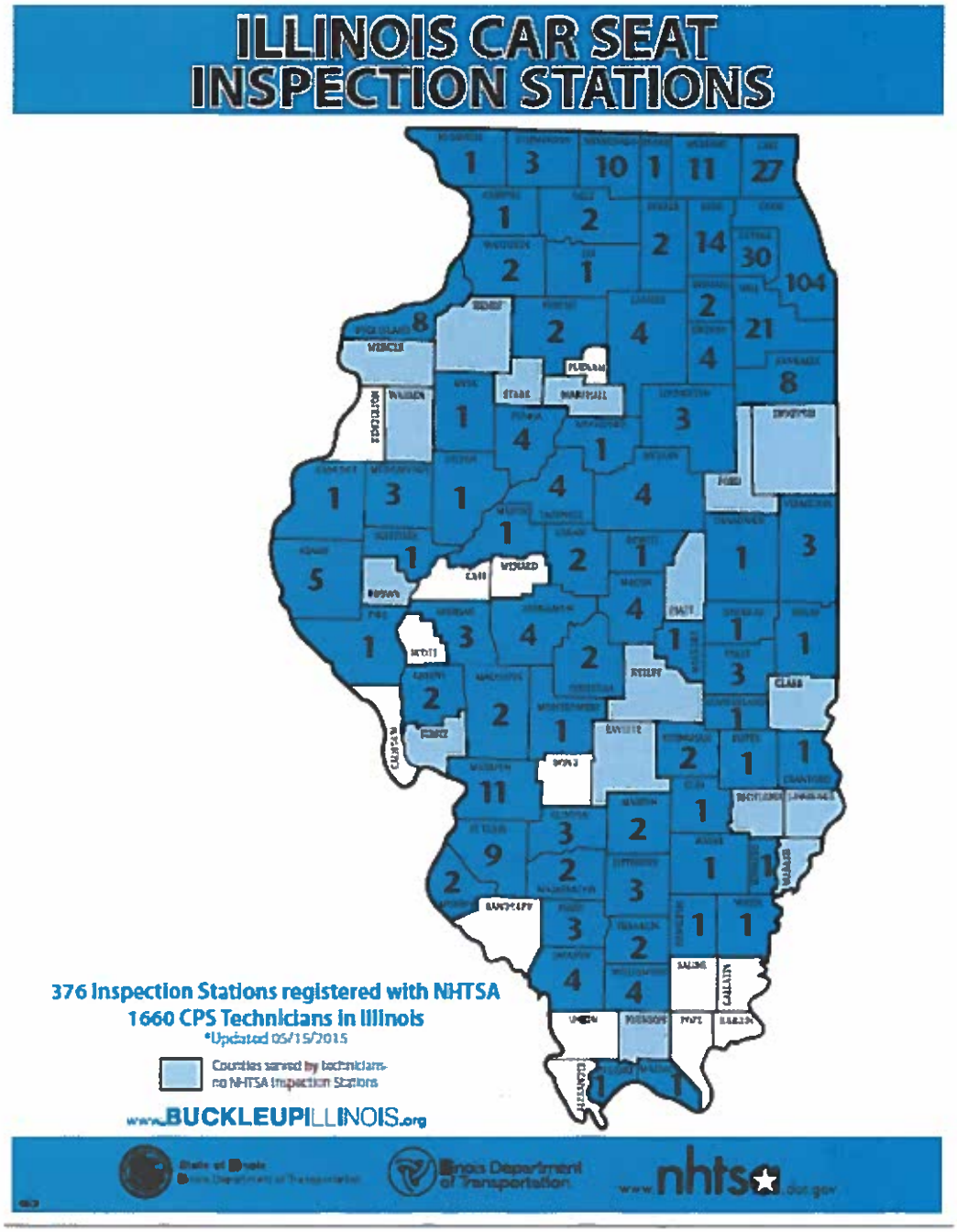
1. **Memorial Day, CIOT National Mobilization May 16–30, 2016**

    - 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 three media events will be planned in each media market with a satellite uplink for other media markets to pick up the story. Occupant Protection 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: Males 18–34 years of age.
    - Message: *Click It or Ticket*
    - Goal: Increase seat belt usage.

Occupant Protection
Attachment #3

Child Restraint Inspection Stations

Illinois has at least one NHTSA registered inspection station in 71 of its 102 counties. Most of the stations are in highly populated areas providing approximately 97 percent of Illinois resident's access to localized services. In addition to the registered inspection stations, an additional 17 counties have technicians who allow Safe Kids Worldwide to make their contact information available to the public. This leaves leaving a very small portion of the residents without county-based services. A map showing the statewide inspection station distribution and a complete listing of stations with county population are below.



Occupant Protection
Attachment #4

Overview of Child Passenger Safety (CPS) in Illinois

Illinois is divided into seven Transportation Safety Regions that focus on adult, teen and child motor vehicle safety. Each region houses a Regional Traffic Safety Resource Center (RTSRC) supported by a Regional Transportation Safety Liaison (TSL). The TSLs support the work of more than 1,650 certified Child Passenger Safety Technicians and Instructors. Illinois technicians consist of law enforcement officials, fire and emergency rescue personnel, health care professionals and community advocates. There are 376 child safety seat inspection stations registered with the National Highway Traffic Safety Administration in 71 of Illinois' 102 counties (see fitting station map at the end of this section). Illinois has maintained its technician base by offering between 30 and 35 full certification trainings and technician renewal courses each year. Illinois makes a dedicated effort to provide ample opportunities for continuing education for its technicians. These initiatives have paid off with excellent results. Illinois finished FFY 2014 with a technician recertification rate of 53.9 percent. Detailed descriptions of each program component are outlined below.

Child Passenger Safety Technicians – Recruiting, Training, and Recertification

Recruiting and Training New Technicians

The Regional Traffic Safety Resource Centers (RTSRC) are responsible for the majority of the recruiting and training of new technicians in Illinois. The TSLs, housed in each RTSRC, are tasked with determining the best locations to hold the NHTSA standardized training courses throughout the year. Once locations are established, the TSLs are responsible for promoting the classes through a variety of avenues, including, but not limited to, their regional technician base, local churches, social service agencies, fire/EMS and police departments. On average, the seven RTSRCs host between 20 – 25 courses during the fiscal year. The RTSRC support additional classes by providing instructor teaching hours or teaching supplies such as car seats, demonstration seats, dolls, etc. All certification courses will be registered with Safe Kids Worldwide within 6-8 weeks of the class start date. In 2014, DTS began providing a new technician packet to each lead instructor for distribution at the conclusion of each CPS certification course. The packet contains information on CEU offerings, CPS Extranet and more. In 2015, DTS also started sending an e-mail to each new CPS technician trained to welcome them and provide additional information. Both of these initiatives will continue into FY 2016.

Training and Recertification for Current Technicians and Instructors

IDOT believes strongly in serving the public through a vast network of quality technicians. Currently, Illinois is home to more than 1,650 certified technicians and instructors. In order to maintain the quality of the statewide CPS program, Illinois focuses many of its resources in the training and education of the certified professionals working in the field.

The seven RTSRCs will offer approximately 30 skills enhancement/update sessions providing technicians the opportunity to not only earn six CEUs (Continuing Education Units) but also complete the car seat sign-offs required for recertification. Course content will be pre-approved with Safe Kids Worldwide. Sessions held during the first quarter of FY 2016 will follow the current curriculum and new course content will be offered starting January 2016. The CEU

opportunities are designed for technicians by helping them meet two of the three requirements towards recertification.

In addition to the update session, on-line CEU opportunities will be available to technicians via www.buckleupillinois.org as well in FY 2016. Currently, this site offers two online CEUs. For the second year in a row, an additional CEU was made available to technicians during the month of May in support of the first annual National CPS Technician Month. We anticipate recognizing the month in a similar manner in FY 2016.

Tech Proxy Guide and Training

Safe Kids Worldwide currently offers technicians the opportunity to apply to become a technician proxy, allowing them to conduct seat sign-offs without becoming a CPS Technician Instructor. Part of the application process requires the potential proxy to complete at least two seat sign-offs in the presence of two different instructors. In an effort to ensure that sign-off are being conducted according to Safe Kids specifications, IDOT will continue working with the Illinois CPS Advisory Board to develop a program for potential technician proxies explaining the roles and responsibilities and assigning them a mentor CPS Instructor. Through contact with technicians inquiring about becoming a technician proxy, it is apparent that most technicians do not understand that seat sign-offs are a much more comprehensive process than performing a senior check on a car seat inspection. Additionally, an in-depth guide for both potential technician proxies and instructors will be finalized and posted along with the Power Point on www.buckleupillinios.org. If there is an increase in the number of technicians interested in completing the technician proxy process, IDOT will consider developing an in-person training program combining classroom education with hands-on at a check event with instructors. IDOT anticipates a decrease in the number of CPS Technician Instructors in the upcoming years as budgets continue to get cut and currently certified instructors retire. The addition of technician proxies will help maintain the technician base by providing another option for seat sign-offs.

Illinois FY 2016 Child Passenger Safety for Children with Special Healthcare Needs Courses

In addition to the NHTSA Standardized Child Passenger Safety Technician and Renewal trainings, Illinois will provide opportunities for special needs training. This training is open to any certified CPS technician or instructor interested in furthering their CPS knowledge in the field of transporting children with special healthcare needs. Once trained in this course, technicians are asked to serve as a local resource to support Illinois' Special Needs Resource Centers, based in Peoria and Chicago. Special Needs technicians are invited to quarterly update meetings to help keep their skills current and earn CEUs towards their technician recertification.

Renewal Opportunities for Lapsed Technicians

Sometimes technicians are unable to maintain their certification status and allow it to lapse. In an effort to help these technicians become currently certified without having to take the entire Standardized Certification Training again, Safe Kids Worldwide offers a one-day CPS Renewal Course to any technician who was previously certified. Even though the courses are open to all lapsed technicians, we primarily encourage only technicians who have remained current in the field to attend. Technicians who have been lapsed for more than a year are encouraged to take the longer course. Illinois sponsors several Renewal Courses each year.

Education for the General Public

Curriculum Development

During FY2015, DTS completed a booster seat curriculum. This curriculum was developed to aid local communities in reducing the death and injury rate to booster seat age children. The goal of the curriculum is to increase booster seat use by educating about the dangers of moving a child to a seat belt too soon. The curriculum will be made available to the vast technician network for implementation in local schools, churches, community centers, etc.

A second curriculum focused on tweens will be developed in FY 2015 as well. This curriculum will focus on preparing older children to be better drivers by teaching them to be good passengers.

CPS Week 2016

Illinois will participate in CPS Week and Seat Check Saturday again in 2016. Although plans for 2016 have not been finalized at this point, IDOT will likely continue the 2015 partnerships with both AAA and the Illinois Secretary of State's Office. These partnerships give the opportunity for a broader reach of CPS messaging throughout Illinois by providing both additional financial resources and distribution sites for outreach materials.

For the past several years, Illinois has led the nation in the number of check events held during CPS Week with an average of 80 events. As in the past, each 2016 CPS Week event site will receive an event kit with promotional materials and CPS resources. A small supply of replacement seats will be provided to each event as well. Illinois will utilize a variety of methods to recruit sites including but not limited to statewide e-mails, articles in electronic newsletters and phone calls/e-mails through the RTSRCs with the goal of signing up at least 80 events again.

IDOT will make the most of the opportunity to discuss CPS throughout the state during CPS Week by conducting radio and television interviews throughout the month of September with the majority being held during CPS Week. The interviews will discuss CPS in general and promote local Seat Check Saturday events.

Occupant Protection Website

IDOT will maintain its occupant protection website, www.buckleupillinois.org, and review quarterly for necessary updates. Currently, the CPS portion of the website offers parents and caregivers the opportunity to search for a local certified technician or registered inspection stations. The site also provides current best practice guidelines and tips for proper use and installation for each step, information on car seats and airbags, and a video showing what happens at a car seat check event. The public can also link to IDOT's Public Information and Education site from which they can order educational materials. Technicians can access the CPS Extranet, which provides resources such as car seat order forms, links to the Illinois Child Passenger Protection Act and online CEU opportunities through this site as well.

Outreach Events

IDOT and RTSRC staff will continue to organize larger scale CPS outreach events in FY 2016 utilizing technician volunteers. In February 2016, CPS technicians and instructors will staff a CPS booth at the Chicago Auto Show. This 10-day event provides IDOT the opportunity to discuss current best practices and proper use and installation techniques with thousands of parents and caregivers. Illinois has two 10-day state fairs – one in Springfield and a second in the southern Illinois town of DuQuoin. IDOT supports a CPS booth at both of the fairs, again reaching thousands of parents. These booths focus on the kids as well with several interactive games and a booster seat fitting station. The RTSRCs will continue to provide local outreach in their regions.

Organization	County	Population
Adams County Health Department	Adams	66,988
Adams County Sheriff's Department	Adams	
Blessing Hospital	Adams	
Cornerstone: Foundation for Families	Adams	
Quincy Fire Department	Adams	
Belvidere Fire Department	Boone	53,869
Princeton Police Department	Bureau	33,840
Spring Valley Police Department	Bureau	
Lanark Police Department	Carroll	14,715
Illinois State Police-Pesotum	Champaign	207,133
Taylorville Fire Department	Christian	33,892
Taylorville Police Department	Christian	
Clay County Health Department	Clay	13,520
Carlyle Police Department	Clinton	37,857
St. Joseph's Hospital	Clinton	
Trenton Police Department	Clinton	
Charleston Police Department	Coles	53,320
Mattoon Police Department	Coles	
Oakland CUSD #5	Coles	
AAA Chicago	Cook	
AAA- North Suburban Insurance Agency	Cook	
AAA- Northbrook	Cook	
Advocate Christ Medical Center	Cook	
Alsip Fire Department	Cook	5,246,456
Arlington Heights Police Department	Cook	
Asian Human Services	Cook	
Bedford Park Fire Department	Cook	
Bedford Park Police Department	Cook	
Bellwood Fire Department	Cook	
Berkeley Police Department	Cook	
Blessed Beginnings	Cook	
Carstar Mundelein	Cook	
Centro San Bonifacio Community Center	Cook	
Centro San Bonifacio	Cook	
Chicago Fire Department	Cook	
Chicago Police Department	Cook	
Chicago Police Department - Traffic Section	Cook	
Chicago Police Dept 10th District	Cook	
Chicago Police Dept 11th District	Cook	
Chicago Police Dept 12th District	Cook	
Chicago Police Dept 14th District	Cook	
Chicago Police Dept 15th District	Cook	
Chicago Police Dept 16th District	Cook	
Chicago Police Dept 17th District	Cook	

Chicago Police Dept 18th District	Cook	
Chicago Police Dept 1st District	Cook	
Chicago Police Dept 20th District	Cook	
Chicago Police Dept 21st District	Cook	
Chicago Police Dept 22nd District	Cook	
Chicago Police Dept 24th District	Cook	
Chicago Police Dept 25th District	Cook	
Chicago Police Dept- 2nd District	Cook	
Chicago Police Dept 3rd District	Cook	
Chicago Police Dept 4th District	Cook	
Chicago Police Dept 5th District	Cook	
Chicago Police Dept 6th District	Cook	
Chicago Police Dept- 7th District	Cook	
Chicago Police Dept 8th District	Cook	
Chicago Police Dept 9th District	Cook	
Childserv- Harvey	Cook	
Childserve	Cook	
Cicero Police Department	Cook	
Community Alternatives Unlimited	Cook	
Crestwood Fire Department	Cook	
Des Plaines Police Department	Cook	
El Rincon Community Clinic	Cook	
Franklin Park Police Department	Cook	
Galt Baby Service Center	Cook	
Glencoe Department of Public Safety	Cook	
Glenview Police Department	Cook	
Glenwood Fire Department	Cook	
Hickory Hills Police Department	Cook	
Hillside Fire Department	Cook	
Hoffman Estates Police Department	Cook	
Homewood Police Department	Cook	
IL Secretary of State-Driver Services	Cook	
IL Secretary of State-Deerfield	Cook	
IL Secretary of State- Des Plaines	Cook	
Illinois Secretary of State- Melrose Park	Cook	
Illinois State Police, District Chicago	Cook	
Kenilworth Police Department	Cook	
Lansing Police Department	Cook	
Lemont Police Department	Cook	
Lincolnwood Police Department	Cook	
Lurie Children's Hospital	Cook	
Matteson Fire Department	Cook	
Matteson Police Department	Cook	
McGrath Lexus of Chicago	Cook	
Midlothian Police Department	Cook	
Mt.Prospect Police Department	Cook	
Niles Police Department	Cook	

North Aurora Police Department	Cook	
Northfield Police Department	Cook	
Northlake Fire Protection District	Cook	
Northlake Police Department	Cook	
Norwood Park Fire Department	Cook	
Oak Brook Police Department	Cook	
Oak Lawn Police Department	Cook	
Oak Park Fire Department	Cook	
Orland Fire Protection District	Cook	
Orland Park Police Department	Cook	
Palos Heights Police Department	Cook	
Park Forest Police Department	Cook	
Park Ridge Fire Department	Cook	
Pleasantview Fire Protection District	Cook	
Roberts Park Fire Protection District	Cook	
Rosemont Public Safety Department	Cook	
Safety Squad	Cook	
Schaumburg Police Department	Cook	
Shriners Hospital for Children	Cook	
South Barrington Police Department	Cook	
South Holland Fire Department	Cook	
Stickney Fire Department	Cook	
Streamwood Police Department	Cook	
Stroger Hospital of Cook County	Cook	
Tinley Park Police Department	Cook	
University of Illinois @ Chicago Police Dept.	Cook	
Village of Palos Park Police Department	Cook	
Village of River Forest	Cook	
Wheeling Auto Center	Cook	
Wheeling Police Department	Cook	
Winnetka Police Department	Cook	
Worth Police Department	Cook	
Crawford Memorial Hospital	Crawford	19,393
Cumberland County Health Department	Cumberland	10,833
Dewitt-Piatt Bi-County Health Department	De Witt	16,284
NIU- Dept. of Police and Public Safety	DeKalb	105,462
Sycamore Police Department	DeKalb	
Douglas County Health Department	Douglas	19,889
AAA Chicago- Downers Grove	DuPage	932,708
AAA- Deming's Family Insurance Agency	DuPage	
Addison Police Department	DuPage	
Bloomingdale Police Department	DuPage	
Carol Stream Police Department	DuPage	
Clarendon Hills Fire Department	DuPage	
Downers Grove Fire Department- Highland	DuPage	
Downers Grove Fire Department- Main St.	DuPage	
Downers Grove Police Department	DuPage	

DuPage County Health Department	DuPage	
DuPage County Sheriff	DuPage	
Elmhurst Fire Department	DuPage	
Glen Ellyn Police Department	DuPage	
Hanover Park Fire Department	DuPage	
Hinsdale Police Department	DuPage	
Illinois State Police- District 15	DuPage	
Itasca Police Department	DuPage	
Leyden Fire Department	DuPage	
Lisle Police Department	DuPage	
Lombard Police Department	DuPage	
Oakbrook Terrace Fire Protection District	DuPage	
Roselle Police Department	DuPage	
Villa Park Police Department	DuPage	
Village of Western Springs	DuPage	
Wheaton Fire Department	DuPage	
Wheaton Police Department	DuPage	
Winfield Fire Protection District	DuPage	
Wood Dale Police Department	DuPage	
Woodridge Police Department	DuPage	
www.seatcheck.net	DuPage	
Edgar Co Public Health Department	Edgar	17,841
The Hope Center	Edwards	6,617
Effingham County Health Department	Effingham	34,320
Illinois State Police- Effingham	Effingham	
Benton Fire Department	Franklin	39,411
West City Police Department	Franklin	
Canton Fire Department	Fulton	36,007
Bright Futures Family Program	Greene	13,434
Greene County Sheriff Office	Greene	
Gardner Fire Department	Grundy	50,425
Grundy County Sheriff's Police	Grundy	
Minooka Police Department	Grundy	
Morris Police Department	Grundy	
Child Care Resource and Referral Network	Hamilton	8,296
Hancock County Health Department	Hancock	18,564
Carbondale Police Department	Jackson	59,677
Jackson County Health Department	Jackson	
SOS Carbondale Driver Services Facility	Jackson	
Southern IL University At Carbondale	Jackson	
Jasper County Health Department	Jasper	9,623
Jefferson County Health Department	Jefferson	38,534
Mt. Vernon Fire Department	Jefferson	
Project Child: Child Care Resource	Jefferson	
Family Ties	Jo Daviess	22,254
Advocate Sherman Healthcare- Wellness Center	Kane	527,306
Aurora Police Department	Kane	

Batavia Fire Department	Kane	
Carpentersville Police Department	Kane	
Delnor Community Hospital	Kane	
East Dundee Police Department	Kane	
Elburn & Countryside Fire Prot. District	Kane	
Geneva Police Department	Kane	
Montgomery and Countryside Fire Protection District	Kane	
Mooseheart The Child City	Kane	
Rush Copley Medical Center	Kane	
South Elgin Police Department	Kane	
St. Charles Police Department	Kane	
Sugar Grove Fire Department	Kane	
Bourbonnais Police Department	**Kankakee**	**111,375**
Bradley Police Department	Kankakee	
Illinois State Police District 21 (Ashkum)	Kankakee	
Kankakee County Health Department	Kankakee	
Kankakee County Sheriff's Department	Kankakee	
Manteno Fire Department	Kankakee	
Manteno Police Department	Kankakee	
Momence Police Department	Kankakee	
Oswego Police Department	**Kendall**	**121,350**
Yorkville Police Department	Kendall	
Galesburg Police Department	**Knox**	**52,069**
Abbott Laboratories Fire Department	**Lake**	**705,186**
Advocate Condell Medical Center Day Center	Lake	
Antioch Fire Department	Lake	
Bannockburn Police Department	Lake	
Barrington Fire Department	Lake	
Barrington Hills Police Department	Lake	
Barrington Police Department	Lake	
Bartlett Police Department	Lake	
Beach Park Fire Department	Lake	
Deerfield Bannockburn Fire Department	Lake	
Deerfield Police Department	Lake	
DeKalb Police Department - Wall Mart Substation	Lake	
Fox River Grove Police Department	Lake	
Gurnee Fire Department	Lake	
Gurnee Police Department	Lake	
Lake County Coroner	Lake	
Lake County Health Department	Lake	
Lake County Sheriff Department	Lake	
Lake Villa Fire Department	Lake	
Lake Zurich Police Department	Lake	
Libertyville Fire Department	Lake	
Lincolnshire Police Department	Lake	
Navy Station Midwest-Fleet & Family Support	Lake	
Northshore University Health System	Lake	

Round Lake Heights Police Department	Lake	
Safety Matters	Lake	
Zion Fire and Rescue Department	Lake	
Illinois State Police-LaSalle	**LaSalle**	**111,241**
Ottawa Police Department	LaSalle	
Ottawa Regional Hosp. & Healthcare Ctr	LaSalle	
Peru Police Department	LaSalle	
Dixon Police Department	**Lee**	**34,735**
Illinois State Police-Pontiac	**Livingston**	**37,903**
Livingston County Safe Kids	Livingston	
OSF St. James Hospital/Safe Kids	Livingston	
Community Action Logan Co Headstart	**Logan**	**29,746**
Logan County Health Department	Logan	
Baby Talk	**Macon**	**108,350**
First Steps Daycare	Macon	
Macon Co. Safe Kids	Macon	
Macon County Health Department	Macon	
Macoupin County Public Health Dept.	**Macoupin**	**46,453**
Rainbow House Day Care	Macoupin	
Alton Fire Department	**Madison**	**266,560**
Edwardsville Fire Department	Madison	
Fosterburg Fire Department	Madison	
Glen Carbon Police Department	Madison	
Godfrey Fire Protection District	Madison	
Highland Police Department	Madison	
Illinois Department of Transportation	Madison	
Illinois State Police- Collinsville	Madison	
Madison County Sheriff's Office	Madison	
Troy Fire Protection District	Madison	
United Way	Madison	
IL Secretary of State- Centralia	**Marion**	**38,571**
Illinois State Police- District 12	Marion	
Havana Police Department	**Mason**	**13,898**
Metropolis Fire Department	**Massac**	**14,905**
IL Secretary of State-Driver Services	**McDonough**	**31,880**
Illinois State Police- Macomb	McDonough	
McDonough District Hospital	McDonough	
AAA- Crystal Lake	**McHenry**	**307,283**
Bull Valley Police Department	McHenry	
CAA Headstart	McHenry	
Cary Police Department	McHenry	
City of McHenry Police Department	McHenry	
Crystal Lake Police Department	McHenry	
Marengo Police Department	McHenry	
McHenry County Health Department	McHenry	
McHenry County Sheriff	McHenry	
Village of Oakwood Hills	McHenry	

Woodstock Fire and Rescue	McHenry	
Bromenn Healthcare	**McLean**	**174,061**
IDOT-Bloomington	McLean	
Normal Fire Department	McLean	
The Baby Fold	McLean	
Monroe County Ambulance Services	**Monroe**	**33,722**
St. Mary's Hospital	Monroe	
Illinois State Police- Litchfield	**Montgomery**	**29,359**
Jacksonville Fire Department	**Morgan**	**34,929**
Jacksonville Police Department	Morgan	
South Jacksonville Police Department	Morgan	
Moultrie County Health Department	**Moultrie**	**14,837**
Rochele Fire Protection District	**Ogle**	**52,085**
Rochele Police Department	Ogle	
American Red Cross-Central Illinois Chapter	**Peoria**	**187,319**
Children's Hospital of Illinois	Peoria	
Peoria City/County Health Department	Peoria	
Peoria County Sheriff	Peoria	
Illinois State Police - DuQuoin	**Perry**	**21,672**
Perry County Health Department	Perry	
Pinckneyville Police Department	Perry	
Illinois State Police- Pittsfield District 20	**Pike**	**16,022**
Illinois State Police- Ullin	**Pulaski**	**5,815**
City of Rock Island Fire Department	**Rock Island**	**146063**
East Moline Fire Department	Rock Island	
Genesis Medical Center Illini Campus	Rock Island	
Illinois State Police-East Moline	Rock Island	
Moline Fire Department	Rock Island	
Moline Police Department	Rock Island	
Quad Cities Safe Kids	Rock Island	
Rock Island County Health Department	Rock Island	
Illinois Department of Transportation	**Sangamon**	**198,997**
Secretary of State Driver Services Facility	Sangamon	
St. John's Hospital	Sangamon	
Think First SIU School of Medicine	Sangamon	
Schuyler County Health Department	**Schuyler**	**7,330**
Belleville Fire Department	**St. Clair**	**265729**
Belleville Police Department	St. Clair	
Caseyville Police Department	St. Clair	
Mascoutah EMS	St. Clair	
Smithton Police Department	St. Clair	
St. Clair County Sheriff's Department	St. Clair	
St. Elizabeth Hospital	St. Clair	
Swansea Police Department	St. Clair	
Touchette Regional Hospital	St. Clair	
FHN- Family Counseling Center	**Stephenson**	**46,435**
FHN/Jane Addams	Stephenson	

Stephenson County Health Department/Case Management	Stephenson	
Morton Fire Department	**Tazewell**	**135,707**
Tazewell County Health Department	Tazewell	
Tazewell County Sheriff's Department	Tazewell	
Washington Police Department	Tazewell	
Vermilion County Red/White/Blue	**Vermilion**	**79,728**
Provena United Medical Center / Family Life	Vermillion	
Vermilion County Sheriff's Department	Vermillion	
St. Mary's Good Samaritan Hospital	**Washington**	**14,337**
Washington County Ambulance	Washington	
Wayne County Health Department	**Wayne**	**16,543**
Illinois State Police-Carmi	**White**	**14,549**
Sterling Police Department	**Whiteside**	**56,876**
Whiteside County Health Department	Whiteside	
AAA Chicago- Joliet	**Will**	**685,419**
Catholic Charities Head Start	Will	
Channahon Fire Department	Will	
Child Care Resource & Referral	Will	
Frankfort Fire Protection District	Will	
Frankfort Police Department	Will	
Illinois State Police – District 5	Will	
Joliet Junior College – Early Childhood Center	Will	
Joliet Police Department	Will	
Lockport Police	Will	
Manhattan Fire Department	Will	
Mokena Fire Protection District	Will	
Mokena Police Department	Will	
New Lenox Fire Protection District	Will	
Peotone Police Department	Will	
Plainfield Fire District	Will	
Romeoville Police Department	Will	
Shorewood Police Department	Will	
Troy Fire Protection District	Will	
Will County Sheriff Department	Will	
Wilmington Police Department	Will	
Franklin-Williamson Bi-County Health Dept.	**Williamson**	**67,008**
IL Secretary of State-Driver Services	Williamson	
Lutheran Social Services of Illinois	Williamson	
Williamson County Sheriff's Office	Williamson	
Human Services Head Start	**Winnebago**	**288,542**
Illinois State Police, District 16	Winnebago	
OSF St Anthony Medical Center	Winnebago	
Rockton Fire Protection District	Winnebago	
Roscoe Police Department	Winnebago	
South Beloit Fire Department	Winnebago	
SwedishAmerican/Safe Kids	Winnebago	
Winnebago County Health Department	Winnebago	

Winnebago County Health Department- Court St.	Winnebago	
Winnebago County Sheriff's Department	Winnebago	
Illinois State Police - Metamora	Woodford	39,187
Numbers are based on the 2014 census estimate.	**TOTAL:**	**12,412,244**
	TOTAL ILLINOIS:	**12,880,580**

State Traffic Safety Information Systems Improvements (23 CFR 1200.22)

State Traffic Safety Information Systems Improvements Attachment #5

State of Illinois
Traffic Records Coordinating Committee
(TRCC)
Charter
Executive and Technical
2007-2008

Whereas various state of Illinois and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of traffic records information to enhance decision-making in order to save lives and reduce injuries on Illinois roadways;

And, whereas various state of Illinois and local governmental agencies have agreed to collaborate in the development and implementation of a comprehensive Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas various state of Illinois and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the Illinois Comprehensive Highway Safety Plan are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC), as authorized by the Illinois Comprehensive Highway Safety Plan and as agreed upon by the participating agencies:

A. Objective

To provide an inter-agency Traffic Records Coordinating Committee (TRCC) composed of voting and ex-officio members representing the:

Illinois Department of Transportation,
Illinois State Police,
Illinois Secretary of State,
Illinois Department of Public Health,
Illinois Association of Chiefs of Police,
Illinois Association of County Engineers,
Illinois State Toll Highway Authority,
Illinois State Board of Education,
Department of Civil and Environmental Engineering, University of Illinois-Urbana/Champaign,
University of Illinois at Springfield,
Chicago Office of Emergency Management and Communications
National Highway Traffic Safety Administration, Great Lakes Region,
Federal Highway Administration, Illinois Division and the
Federal Motor Carrier Safety Administration, Illinois Division.

The purpose of the TRCC is to provide executive direction on all matters related to the various Illinois Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the state.

B. TRCC Goals

To be a driving force that presses forward universal access to the latest and most accurate traffic records for those exploring life saving strategies.

To be a driving force that presses forward the discovery of new, life-saving strategies by ensuring that complete and timely traffic safety data is available for in-depth analyses of the relationships of all factors involved with highway crashes.

To maximize inter-agency cooperation and data sharing with the intent of developing statewide strategies for the improvement of the timeliness, accuracy, completeness, uniformity and accessibility of the data of the state that is needed by users to identify priorities for national, state and local highway and traffic safety programs.

C. TRCC - Executive Committee Authority

The Executive Committee of the Illinois Comprehensive Highway Safety Plan shall also serve as Executive Committee for the Traffic Records Coordinating Committee, which operates under the authority of the Governor's Highway Safety Representative as detailed in the Illinois Comprehensive Highway Safety Plan. The Executive Committee, chaired by the Governor's Highway Safety Representative, shall consist of one voting member representing each of the following: Illinois Department of Transportation, Illinois Department of Public Health, Illinois State Police, Illinois Secretary of State, Illinois State Toll Highway Authority, Illinois State Board of Education. Representatives of the Federal Highways Administration, National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration will serve as ex-officio advisors.

Each member shall serve at the discretion of their department director and shall have the authority to authorize changes to or expenditure of agency funds to support the Traffic Safety Information System Improvement Program.

Committee membership shall be determined by each agency and the Executive Committee of the Traffic Records Coordinating Committee shall exist until such time as the Governor resolves to dissolve the committee.

A committee chair will be appointed on an annual basis and the executive committee will meet on a regular basis to coordinate and provide oversight to the Traffic Records Technical Committee.

D. TRCC - Executive Committee Purpose

To evaluate the effectiveness of efforts to make improvements to Illinois crash information systems.

To provide oversight to link state data systems within the state, such as systems that contain medical and economic data with crash information.

To provide oversight to investigate linking crash data to other crash data systems within the state with information relevant to crashes (i.e., medical or economical).

To ensure that all Traffic Safety Information System improvement projects meet or exceed the expectations of the above stated purposes.

To provide oversight to the development of the state's Traffic Safety Information System Strategic Plan.

E. TRCC - Executive Committee Duties and Responsibilities

The membership of the Executive Committee of the Traffic Records Coordinating Committee shall be the same as the membership of the Executive Committee for the Illinois Comprehensive Highway Safety Plan. The duties of the Executive Committee in relation to the Traffic Records Coordinating Committee include but are not limited to:

Providing executive direction and oversight for the current Traffic Safety Information System,

Providing executive direction and oversight for the Traffic Safety Information System Improvement Program,

Providing executive direction and oversight and formal approval of the Traffic Safety Information System Strategic Plan,

Developing consensus among agencies for system direction,

Providing leadership and direction to the Traffic Records Technical Sub-Committees,

Obtaining input from the Traffic Records Technical Sub-Committees,

Authorizing the expenditure of grant funds and other agency funds as appropriate in order to support and improve the Traffic Safety Information System Improvement Program.

F. Traffic Records Technical Committee Authority

The TRCC Technical Committee's primary authority is established by the working members of the TRCC Executive Committee and assigned to the Technical Committee as required to complete projects for the integration and enhancement of the Traffic Safety Information Systems (TSIS) in the state of Illinois.

In recognition that efforts within one system may have either positive or negative impacts upon other systems or users, the Traffic Records Technical Committee shall develop a Traffic Safety Information System Strategic Plan which assures that all TSIS projects are incorporated within the plan before implementation.

The Executive Committee of the TRCC, at least annually, shall review, update as needed and approve the Traffic Safety Information System Strategic Plan that has been developed through this process.

G. Traffic Records Technical Committee Purpose

Provide technical direction and oversight for the development and implementation of a Traffic Safety Information System Improvement Program as reflected within a Traffic Safety Information System Strategic Plan.

Develop consensus among agencies for system direction and priorities.

Provide leadership and direction to the TSIS improvement program.

Obtain input from the Traffic Records Technical Committee members and assembling said information for the decision-making of the Traffic Records Executive Committee.

Form technical standing and ad-hoc sub-committees as appropriate to complete various tasks and provide guidance.

Develop the budget for the expenditure of grant funds obtained from various sources as in the Federal SAFETEA-LU appropriations, and other agency funds as appropriate, in order to support and improve the Traffic Safety Information System Improvement Program. To make said recommendations to the executive committee on those budgeted projects.

H. Traffic Records Technical Committee Duties and Responsibilities

The duties of the Traffic Records Technical Committees of the TRCC include, but are not limited to, the following:

Provide the coordination support for the various projects within the Traffic Records Information System Strategic Plan to reach the stated goals,

Provide the technical project management support for the direction provided by the executive committee,

Provide the direction for the TSIS improvement program planning and implementation,

Obtain input from the various state and local agencies to coordinate data collection and analysis tools,

Establish critical timelines and performance goals for various aspects of approved projects,

Develop the budgetary guidelines for the various projects,

Nominate and approve two committee co-chairs to provide direction and coordinate the activities of the TRCC Technical Committee within provisions and implementation of the Illinois Comprehensive Highway Safety Plan. The co-chairs will have staggered terms to provide continuity and transition and will administrate based upon the federal calendar year. A nominating committee will be established of three members and be headed by the outgoing co-chair.

Consist of various state and local agency personnel that are responsible for the collection, management and use of the various TSIS components,

Serve on designated sub-committees,

ILLINOIS
TRAFFIC RECORDS COORDINATING COMMITTEE
MEMORANDUM OF UNDERSTANDING

WHEREAS, the Illinois Department of Transportation (hereafter known as IDOT), as the Governor's lead highway safety organization, is responsible for the planning, development, administration and coordination of an integrated framework for traffic safety planning and action among all agencies and organizations in Illinois; and the successful implementation of traffic safety programs must involve the combined efforts of a number of organizations to be successful, and

WHEREAS, traffic records data for IDOT, as for all agencies with representation on the Traffic Records Coordinating Committee (TRCC), is integral to the completion of their shared mission to reduce the number of fatalities and injuries and the severity of injuries related to road incidents, and

WHEREAS, the Traffic Records Coordinating Committee will play a major role in insuring that a statewide Traffic Safety Information System Improvement Program is successfully completed,

THEREFORE, IT IS AGREED THAT, the Traffic Records Coordinating Committee, an interagency, intergovernmental steering committee comprised of voting and ex-officio members, hereinafter known as TRCC, is established with a membership and Charter from:

Illinois Department of Transportation,
Illinois State Police,
Illinois Secretary of State,
Illinois Department of Public Health,
Illinois Association of Chiefs of Police,
Illinois Association of County Engineers,
Illinois State Toll Highway Authority,
Department of Civil & Environmental Engineering, University of Illinois at Urbana/Champaign
University of Illinois at Springfield,
Chicago Office of Emergency Management and Communications,
Illinois State Board of Education, ex-officio
National Highway Traffic Safety Administration, Great Lakes Region, ex-officio
Federal Highway Administration, Illinois Division, ex-officio and the
Federal Motor Carrier Safety Administration, Illinois Division, ex-officio.

WHOSE technical membership shall meet on a bi-monthly or as-needed basis, and

WHOSE responsibilities related to the state's Traffic Safety Information System will include, but not be limited to:

- Providing coordination and oversight responsibilities;
- Providing administrative and technical guidance;
- Facilitating communications and cooperation between and among the member organizations and agencies represented on the committee;
- Establishing goals for improving the Traffic Safety Information System;
- Developing recommended procedures to assist local and state agencies that are users or providers of the Traffic Safety Information System in understanding and accepting their mutual responsibilities and interdependence;
- Recommending upgrades to reporting forms and formats and procedures to gather, maintain and disseminate traffic records information;
- Reviewing laws dealing with traffic records for consistency and for conformity with modern technology;
- Reviewing the need for legislation to facilitate the development and operation of the Traffic Records System;

- Fostering the development of new technologies for reporting, processing, storing and using data at both the local and state levels;
- Reviewing and recommending requirements for file linkage;
- Stimulating the creation and maintenance of a coordinated comprehensive statewide Traffic Safety Information System that provides adequate data in an efficient, cost effective and timely manner;
- Continuously developing cooperation and support from local and state agencies as well as from the private sector;
- Providing continuing evaluation for the Traffic Safety Information System,

WHOSE administrative support for committee activities shall be provided by the Illinois Department of Transportation, Division of Traffic Safety, and

WHOSE recommendations, based on a majority vote of TRCC members in attendance, will be presented to the Illinois Executive TRCC, to be composed of the top officials of the agencies and organizations as outlined in the TRCC Charter, and following the approval of these recommendations by the Illinois Executive TRCC, will be implemented by the member agencies and organizations, subject to appropriations and regulations. The Executive TRCC will charter a committee of technical members to carry out the coordination and facilitation of the goals of the TRCC in reducing injuries and saving lives on Illinois roadways.

AGREEMENT to the nature and intent of this Memorandum of Understanding shall be demonstrated by a representative signature from each of the following member agencies and associations:

- Illinois Department of Transportation

Signature:
Milton R. Sees, Acting Secretary

- Illinois State Police

Signature:
Colonel Charles Brueggemann

- Illinois Secretary of State

Signature:
Mike Mayer

- Illinois Department of Public Health

Signature:
Daniel Lee

- Illinois Association of Chiefs of Police

Signature:
Jack Pecoraro, Executive Director

- Illinois Association of County Engineers

Signature:
Craig Fink, President

- Illinois State Toll Highway Authority

Signature:
Brian J. McPartlin, Executive Director

- Department of Civil and Environmental Engineering, University of Illinois at Urbana/Champaign

Signature:
Robert H. Dodds, Jr., Department Head

- University of Illinois at Springfield

Signature:
Harry J. Berman, Provost

- Chicago Office of Emergency Management and Communications

Signature:
David Zavattero, Deputy Director of Traffic Management Authority

- Illinois State Board of Education, ex-officio

Signature:
Matthew Vanover, Director of Public Information

- Federal Highway Administration, Illinois Division, ex-officio

Signature:
Norman R. Stoner, Division Administrator

- Federal Motor Carrier Safety Administration, Illinois Division, ex-officio

Signature:
Steve Mattioli, Division Administrator

State of Illinois
Fiscal Year 2008

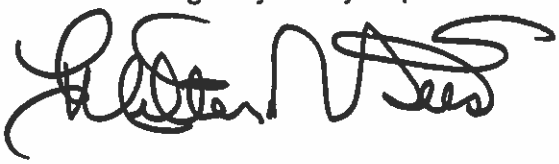
I hereby certify that, pursuant to Section 408, the State:

- Has established a highway safety data and traffic records coordinating committee ("TRCC");
- Has developed a multiyear highway safety data and traffic records system strategic plan ("Strategic Plan");
- Has adopted and is using the MMUCC and NEMSIS data elements, or that 408 grant funds it receives will be used toward adopting and using the maximum number of MMUCC and NEMSIS data elements as soon as practicable; and
- Will make available or submit to NHTSA its Strategic Plan and documentation of the TRCC's membership, organization and authority;

And that, if awarded Section 408 grant funds, the State will;

- Use the funds only to evaluate, improve and link its highway safety data and traffic records system, in accordance with the eligible uses detailed in 23 U. S. C. 408;
- Administer the funds in accordance with 49 CFR Part 18; and
- Maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures by the state in FY 2003 and FY 2004.

Governor's Highway Safety Representative



Milton R. Sees, Acting Secretary of Transportation

June 1, 2007

State Traffic Safety Information Systems Improvements Attachment #6

October 21, 2014
ITRCC Meeting Agenda

- **Opening Remarks – Darrell Clark, TRCC coordinator**

- **Approval of Minutes from last meeting**
  Copy available online @:
  http://www.idot.illinois.gov/transportation-system/safety/illinois-traffic-records-coordinating-committee

- **Old Business**

- **NHTSA Comments – Mike Witter**

- **FHWA Comments – Greg Piland**

- **Approval to allow city of Chicago to be added to the FY2015 408 grant list – Darrell Clark**

- **Submittal of your FY2016 408 Grant Proposal**

- **Updates:**

Note: Please keep your updates to a minimum of 7 minutes

  - Safety Data Warehouse – Michael Gillette
  - Safety Analyst – Brad Long
  - Safety Portal – Brad Long (***demo of the Safety Portal***)
  - CODES Update – Mehdi Nassirpour
  - Traffic Records Performance Measures - Mehdi Nassirpour
  - Electronic Safety Belt Survey Data Collection Tool (iPad) - Mehdi Nassirpour
  - MCR, CIS - Brad Long
  - XML Vendors for local Agencies – Brad Long
  - Crash Reports - Jessica Keldermans
  - ISP Crash Reconstruction - Phillip Pohlman
  - City of Chicago – IDOT Data Integration - David Zavattero
  - SOS Imaging Enhancement- Gordon Wayman
  - Data Analysis/Data Reporting of Statewide Databases - IDPH-Evelyn Lyons
  - SOS : Data Dictionary and Flow Process Diagram - Dave Sapochak
  - Prehospital and Trauma Data Linkage – Dan Lee
  - NEMSIS v2 to MEMSIS v3 – Dan Lee

- **Subcommittee Reports**
  - Planning – Jessica Keldermans
  - Data Quality – Mark Blankenship
  - Engineering Factors – Priscilla Tobias

- **Future Meetings Schedule**

  - January 20, 2015
  - April 21, 2015
  - July 21, 2015
  - October 20, 2015

Illinois Traffic Records Coordinating Committee Minutes
October 21, 2014

Attending: Darrell Clark, Brad Long, Bill Morgan, Dan Mueller, Greg Piland, Mark Blankenship, Ken Martin, James Hall, Wei Wu, Mehdi Nassirpour, Suzie Hulett, Darin Ashby, Gordon Wayman, Dan Lee, Dan Leonard, Kafensztok, Ruth, Evelyn Lyons, Priscilla Tobias, Becky Huddleston, Tom Windleman, Jessica Keldermans, Tom Fleming

Darrell opened the meeting. Minutes were approved. There was no old business and no report from NHTSA.

Greg Piland, FHWA, reported that the Data Accessibility Process Review is being accomplished. The legislative team is not moving as quickly as he would like. Mehdi asked Public Health what is the policy for providing data for outside requests and will the team address this. Ken Martin clarified that Chief Counsel's Office will need to be included to formalize the policy and that a change in legislation will help. Priscilla Tobias and Tonya Loker are on the committee that will address this issue.

Darrell announced that he will be submitting a letter to NHTSA requesting an assessment of the TRCC. He also announced that Chicago was approved and will be creating their own software for reports. He thanked the committee for submitting their FY16 grant proposals.

Safety Data Warehouse—Brad Long
Brad reported there are no new enhancements for the warehouse at this time.

Safety Portal—Brad Long
Brad gave a demonstration of the safety portal to committee and answered questions. County engineers can only access information for their county. Police departments can only see their department's information. Jessica Keldermans explained that IDOT's Chief of Staff is very impressed with the Safety Portal.

MCR/CIS—Brad Long
ISP has chosen TRACs as their third party XML vendor to submit their crash reports to IDOT/DTS. There have been no software updates to the CIS system as of today. Currently, there are a total of 950 agencies that submit their crash reports to IDOT/DTS, with only 222 agencies that have selected a third party XML vendor.

Safety Analyst—Mike Gillette
Mike reported there were problems running in the districts. Some had to be loaded individually. It is now up and running. Priscilla will do some testing on what are some things we can accomplish with this and how can we expand.

CODES Update—Mehdi Nassirpour
During the last quarter, we have accomplished a few items:

- We have produced more results based on a combined 2010-2011linked data and are in a process of producing more results.
- We presented results 2010-2011 data linkages at the IDPH on October 15, 2014. The main attendees were public health professionals. Darrell has a copy of our presentation. We will post the presentation on our website.
- Mehdi and Wei are planning to attend, moderate and present a paper entitled:" *Motorcycle Related Crash Victims and Their Associates Hospital Charges in Illinois*" at

the National Traffic Records Forum which will be held in Saint Louis, MO on October 26-29, 2014.

We have completed a few data quality reports:

- A report showing the relationship between the KABCO and MAIS severity scores based on the combined 2010 and 2011 linked data. Mehdi shared a short report on the relationship between KABCO and severity of injury (see Table below). He indicated that 2010 and 2011 linked data show that about 53 percent of "A" victims who were hospitalized, coded as minor injury category under the hospital discharge data.

Max AIS	Injury Missing		Incapacitated		Moderate		Mild		Killed		Property Damaged Only		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
0	0	0.00%	261	3.20%	970	4.50%	667	5.30%	28	8.60%	650	4.70%	2577	4.60%
Mild	5	55.80%	4462	53.90%	16162	75.10%	10464	82.40%	42	12.70%	11578	84.20%	42714	75.50%
Moderate	4	44.20%	1907	23.00%	3087	14.30%	1039	8.20%	40	12.00%	970	7.10%	7046	12.50%
Serious	0	0.00%	974	11.80%	596	2.80%	103	0.80%	73	22.20%	73	0.50%	1819	3.20%
Severe	0	0.00%	457	5.50%	198	0.90%	49	0.40%	43	13.10%	38	0.30%	784	1.40%
Critical	0	0.00%	60	0.70%	18	0.10%	4	0.00%	66	20.00%	1	0.00%	149	0.30%
Maximum	0	0.00%	7	0.10%	0	0.00%	2	0.00%	1	0.20%	0	0.00%	10	0.00%
9	0	0.00%	159	1.90%	499	2.30%	371	2.90%	36	11.00%	444	3.20%	1509	2.70%
All	9	100.00%	8286	100.0%	21531	100.0%	12699	100.0%	330	100.0%	13752	100.0%	56607	100.0%

Data Quality Report on Vehicle in Use

We were asked to determine the **Safety Belt Use and Injury Severity Among Workers in Illinois.**

A total of 74,912 drivers involved in crashes, were linked to the hospital discharge data. As we expected, 72,221 (96.4%) of the linked records were drivers of personal vehicles and 2,692 (3.6) were drivers of the company vehicles, such as ambulance, fire truck, police car, school bus, bus, large truck, and state own vehicles.

1. Ambulance
2. Camper/RV-Single Unit
3. Camper/RV-Towed/Multi-Unit
4. Commercial-Multi-Unit
5. Commercial-Single Unit
6. Construction/Maintenance
7. CTA
8. Driver Education
9. Fire
10. House Trailer
11. Lawn Care/Landscaping
12. Mass Transit
13. Military
14. Other Transit

15. Police
16. School Bus
17. State Owned
18. Taxi/For Hire
19. Tow Truck
20. Other
21. Unknown

When we analyzed the data, we found out that there a total of 5,621 drivers in the '**not in use**' category of the **"Vehicle in Use"** data field by following data items:

1. Case Number
2. Unit Number
3. Age
4. Gender
5. KABCO
6. Agency
7. VIN
8. Vehicle Type

- We have sent our final interagency data-sharing agreement to IDPH for the review and comments. We propose to extend our data sharing agreement until 2018. I am working with Harold Duckler from IDPH to finalize the agreement.
- Our future plan:
  - Prepare a few Fact Sheets based on 2010-2011 linked data
  - Link the 2012 crash and hospital discharge data as soon as our data-sharing agreement is finalized
  - Explore linking 2014 pre-hospital run reports when the complete NEMSIS-based data become available. According to Dan Lee, we the complete data are available for the last Quarter of 2013. The Chicago data are not available for 2012 and first three quarters of 2013.

- CODES Application for Funding

Traffic Records Performance Measures

Mehdi discussed the traffic records performance measures asked the members, specially the new members) to familiarize themselves with those measures. The link to the traffic records performance measures was http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. He discussed how the state agencies that maintain the traffic safety related database should follow the national report and establish performance measures on the six components of data quality.

Performance Measures—FHWA published a document entitled "National Performance Management Measures: Highway Safety Improvement Program" on in the Federal Register on 3/11/2014 and it is available on lie at http://federalregister.gov/a/2014-05152. In this document, they outline all the proposed performance measures for highway safety including measures of serious injuries. According to this document, they recommend that states develop a precise measure of serious injury using system, such as CODES by year 2020. Fortunately, here in Illinois, we are way ahead of the other states since we have been able to link our crash data to health care data. I have provided comments on the performance measures.

Purchasing 10 iPads to conduct safety belt survey

Mehdi mentioned he was still exploring to at least purchase two iPads to see how it works. This will be helpful for us when we do additional surveys on back seat occupants and cell phone use.

Crash Reports—Jessica Keldermans

The Stats Unit is 48 days behind and working on May 2014. In February, they were 89 days behind. The Location Unit is 97 days behind and working on December 2013. A goal is by end of October; only six employees will be working location. As of September 23, we combined data entry and location and assigned three people to work on the combination. It has proven

successful. There are now eight employees working on Stats. Last week, we processed over 1600 reports.

SOS Imaging Enhancement—Gordon Wayman
Gordon explained that as the grant has not been signed, he no report.

Data Analysis/Data Reporting of Statewide Databases (report by Dan Leonard)

1. Il EMS Data Reporting System (http://app.idph.state.il.us/emsrpt/)
   This is an interactive online query system that provides public access to statewide injury and illness-related information. During the last quarter, data for the calendar year of 2012 were uploaded for Traffic Crash, Hospital Inpatient, and Trauma Registry, and users may now query these data on the web site. For each of these 3 data sets, there are now 19 years of statewide data available (1994 through 2012). In preparation for calendar year 2013 data, Hospital Inpatient records have been obtained.
2. Traffic Crash "Quick Reports"
   These are 11 fact-sheet style reports that each focus on a population of interest (such as young drivers, motorcyclists, pedestrians, etc.). The reports combine tables and charts to provide profiles of demographics, safety equipment, time of incident, location of incident, and other topics for each population group. The "Quick Reports" for calendar year 2012 have been completed and posted to the Illinois EMSC web site (http://www.luhs.org/depts/emsc/12_crash_info.htm).
3. FARS-Illinois Trauma Registry (ITR) Data Augmentation of BAC Values
   This project consists of a feasibility study to determine the potential to capture BAC results from the ITR when data were not available in FARS records. A deterministic linkage was conducted using calendar years 2010-2012 between two files: 1) motor vehicle traffic crash fatalities and surviving drivers/motorcycle operators from F-Desk/FARS (n=4,952 person level records), and 2) ITR's motor vehicle crash injury cases (n=28,797 trauma patient records). The linkage matched records exactly on first name, last name and date. It resulted in a total of 1,084 matches, including 348 FARS records that lacked BAC values. A BAC value in the matched ITR record was found in 234 cases of the 348. A draft report has been prepared and sent to Mehdi and Mark with the findings. For the next phase of this project, systematic methods are being tested that would allow FARS-ITR data augmentation on a regular basis.

SOS: Data Dictionary—Darin Ashby
Data Dictionary, analysis of all three database domains and supplemental code table document are complete. LEADS is updated.

NEMSIS Version 2 to NEMSIS Version 3 Conversion Project—Dan Lee
Briefly, the project's primary purpose is to convert the Illinois EMS community and the state's system from version 2 of the national standard for EMS data to version 3 of that standard. For this to work:

- The state's system must be upgraded
- Submitter software must be upgraded, whether state-supplied or third-party
- Submitters must transition over to the new version of the software

At this point the key task is to finalize the software error-checking rules. Although the new standard includes a basic set of rules, these on their own do not provide an adequate level of data accuracy and completeness, leaving it to the states to complete a full set of rules. Illinois' rules must be finalized and made available to the third-party software vendors used by our EMS submitters so that those vendors can develop and push out compliant software for their Illinois

customers. This is a slow and painstaking process but is essential from a data quality standpoint.

We ran a pilot test of the new version-3-compliant system from early August through the end of last week using a group of volunteer submitters. This test was limited to submitters using the state-supplied software. As already noted, the full set of error-checking rules has yet to be finalized, and a preliminary set was used. This pilot demonstrated that we are capable of collecting run report data in the field, uploading those records to a web server, downloading them to an application server for processing and storage in a sql database server, and, finally, retrieving the data from the database.

Subcommittee Reports:

Planning—Jessica Keldermans
Nothing to report at this time.

Data Quality—Ken Martin
General:

1. We are currently reviewing a draft tool developed by NHTSA and GHSA that will allow states to check their crash reports against MMUCC compliance. The comment period ends 10/24/14.

Data Quality Report:

1. As noted in our last meeting, the subcommittee has 7 action items to accomplish.
2. Currently, we are working on Action Item #2, which calls for a survey of all agencies we can identify that collect data related to motor vehicle crashes, not the crash reports per se.
    i. The focus of the survey is on the NHTSA Performance Measures for Traffic Records Systems, including (1) Timeliness; (2) Accuracy; (3) Completeness; (4) Uniformity; (5) Accessibility; and, (6) Integration
    b. We have identified the Core Traffic Records Data Systems across agencies by:
        i. Crash
        ii. Vehicle
        iii. Roadway
        iv. Citation/Adjudication
        v. EMS/Injury Surveillance
    c. Draft survey questions have been designed based on the Core Traffic Records Data Systems and Performance Measures.
    d. We contacted the various agencies responsible for collecting the Core Traffic Records to get information on their data systems.
    e. The final step is to complete the survey and send it out to the various agencies, which we plan to accomplish in the next quarter.
3. We feel the Safety Portal addresses our Action Item #1, to provide more training for law enforcement agencies on the SR 1050 and XML reporting; as well as Accessibility to crash data; Accuracy; and, Completeness.
4. Action Item #3, regarding data validation for XML reporting is currently being accomplished by DTS with the 22 scenarios that an agency must comply with before they can report using XML vendors.
5. Action Item #4 involves changes in legislation, which is being addressed by a committee formed after the FHWA review of Data Availability and Use by DTS.
6. Action Item #5 is on-hold. We would have to collect significantly more data to be able to develop a methodology for improving intersection coding of crashes.

7. Action Item #6 is on-hold pending a review of the performance of the new SR 1050 implemented in January 2014. We may seek ways to simplify the form if possible, but that would potentially lead to less data collected, which normally we seek more data to learn more about the crash.
8. Action Item #7 calls for monitoring the use of the new SR 1050, which is currently on-going.

Engineering Factors—Priscilla Tobias
Priscilla updated the committee.

Darrell reported that he meets with the CDOT every Friday. They have completed phase 1 and are working with Clarity. They are submitting and testing reports using software and will choose 2-3 districts to pilot.

January 20, 2015
ITRCC Meeting Agenda

- **Opening Remarks – Darrell Clark, TRCC coordinator**

- **Approval of Minutes from last meeting on October 21, 2014**
  Copy available online at:
  http://www.idot.illinois.gov/transportation-system/safety/illinois-traffic-records-coordinating-committee

- **Old Business**

- **NHTSA Comments – Susan Kirinich**

- **FHWA Comments – Greg Piland**

- **FY2015 TRCC Approved 408 grants are as follows:**

  1. Crash Outcome Data Evaluation System (CODES) : **Division of Transportation Safety**

  2. Data Analysis / Data Reporting of Statewide Databases : **Loyola University / Chicago**

  3. Imaging Enhancement : **Illinois Secretary of State**

  4. EMS Data Access Expansion : **Illinois Department of Public Health**

  5. Data Warehouse : **Illinois Secretary of State**

  6. Crash Reconstruction : **Illinois State Police**

  7. Crash Data Integration and Web Reporting : **Chicago Department of Transportation**

- **New Deliverable form for all 408 grants for the FY2015**
  1. All projects should show the starting and ending date of your project including the amount allocated for the project.
  2. There needs to be a line item showing the deliverable with a description of the task along with starting date, completion date and total amount allocated for that line item.
  3. Monthly reports and monthly invoices related to the project.

- **Subcommittee – Goals 2015**
  - Planning – Jessica Keldermans
  - Data Quality – Ken Martin
  - Engineering Factors – Priscilla Tobias

- **Future Meetings Schedule**

  - April 21, 2015
  - July 21, 2015
  - October 20, 2015

Illinois Traffic Records Coordinating Committee
Minutes
January 20, 2015

Attending: Mike Gillette, Mehdi Nassirpour, Greg Piland, Ken Martin, Dan Leonard, Evelyn Lyons, Darin Ashby, David Pulsipher, Susan Kirinich, Jacque Huddleston, Dan Mueller, Brad Long, Darrell Clark

Darrell opened the meeting and introduced Susan Kirinich, NHTSA Region 5. Susan, who is on loan from Washington, gave her background with NHTSA. She explained she will be at Region 5 through the end of the month. The new US DOT Secretary has three goals: innovation, communication and research. Darrel explained to the committee that as the TRCC Chairman, he is the contact point for NHTSA and questions should be channeled through him for more effective communication.

FHWA—Greg had nothing to report at this time.

Darrell reviewed the list of FY2015 approved grants and explained that each grantee must be more precise with the deliverables of the grants. He outlined the new process for the monthly reports and what will be expected in the future. There must be more effect communication and better tracking of results.

He outlined the new Deliverable form for all FY15 408 grants that include:

1. Starting and ending date of project including allocated funds.
2. Line item identifying the deliverable with a description of task including start date, completion date and total amount allocated for that item.
3. Monthly reports and monthly invoices related to the project.

Mehdi suggested that Darrell schedule meetings with each traffic records project manager within the next week to discuss expectations and answer questions. He explained that each project must describe the deliverables for each year as well as outline yearly accomplishments.

Darrell described his weekly phone meetings with CDOT and how helpful they have been to resolving problems and answering questions. He will set up similar meetings with the other project managers.

Mehdi and Darrell discussed the 2016 assessment and the work that must be accomplished this year. This is a very important assessment. Of concern:

1. There are over 400 questions that must be answered and sent to the assessment team to assist with the process.
2. Lack of an active Executive Board of the TRCC. This must be addressed.
3. Projects need to be updated based on the recommendations that have been outlined in our traffic records strategic plan.
4. Deliverables and lack of documentations.
5. Active participation of all TRCC members.

Mehdi discussed the crash data quality issues and shared the result of his study with the committee members who attended the meeting. He talked about his presentation entitled: **Safety Belt Use and Injury Severity Among Workers in Illinois at the 2015 TRB conference.** He mentioned that the data field "vehicle in Use" under the crash data contains

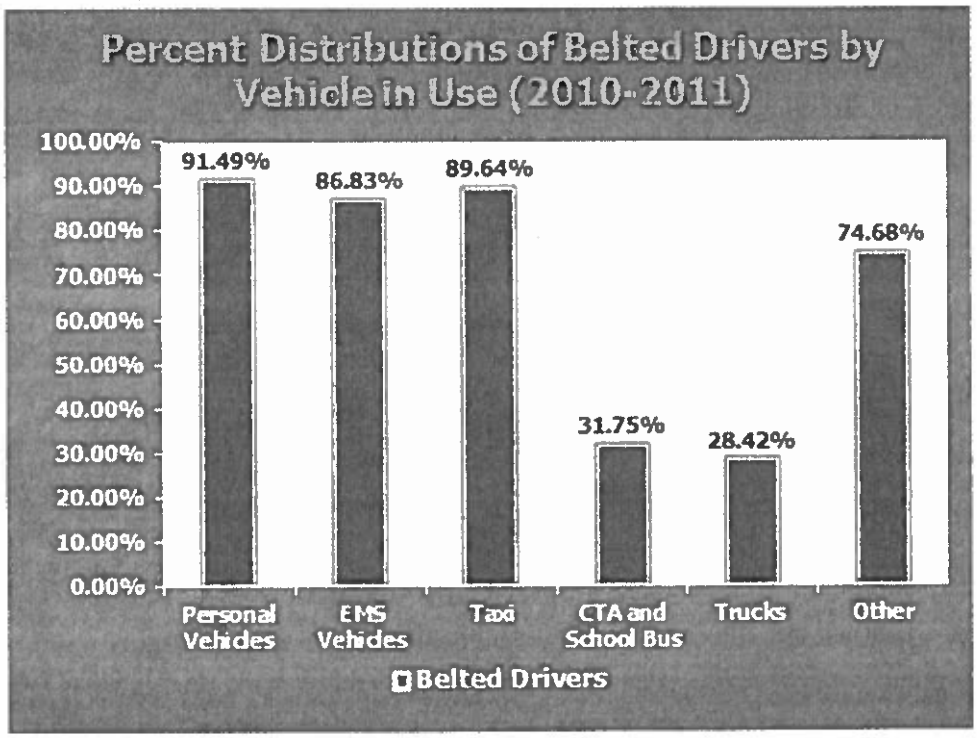
erroneous attributes and we need to remove "Vehicle not in Use" and "Other" categories from this data filed. He shared the following findings with the committee members.

A total of 74,912 drivers involved in crashes, were linked to the hospital discharge data. As we expected, 72,221 (96.4%) of the linked records were drivers of personal vehicles and 2,692 (3.6) were drivers of the company vehicles, such as ambulance, fire truck, police car, school bus, bus, large truck, and state own vehicles.

When we analyzed the data, we found out that there a total of 5,621 drivers in the '**not in use**' category of the **"Vehicle in Use"** data field by following data items:

1. Case Number
2. Unit Number
3. Age
4. Gender
5. KABCO
6. Agency
7. VIN
8. Vehicle Type

- We produce more data quality report show the category "other"



Frequency and Percentage Distributions of Drivers by "Vehicle Use" in 2010-2011

Vehicle In Use	Crash Data		Linked Crash and Hospital Discharge Data		% linked Records
Personal	814,243	83.8%	72,220	94.5%	8.9%
Emergency	5,097	0.5%	537	0.7%	10.5%
School Bus	3,005	0.3%	85	0.1%	2.8%
CTA	8,295	0.9%	375	0.5%	4.5%
Military	129	0.0%	4	0.0%	3.1%
Agriculture	1,086	0.1%	71	0.1%	6.5%
Truck	9,457	1.0%	351	0.5%	3.7%
Taxi/For Hire	10,301	1.1%	473	0.6%	4.6%
Commercial Truck	23,277	2.4%	717	0.9%	3.1%
State Owned	1,024	0.1%	83	0.1%	8.1%
Other	95,540	9.8%	1,498	2.0%	1.6%
All	971,454	100.0%	76,413	100.0%	7.9%

Freq. Distribution of "Other" Category by Vehicle Type

Vehicle Type	Injuries	O Injuries	Fatalities	C Injuries	B Injuries	A Injuries
ATV	18	25		4	8	6
Bus Over 15 Passengers	6	291		5		1
Bus Up to 15 Passengers	9	146		3	5	1
Farm Equipment		14				
Motor Driven Cycle	22	33		4	15	3
Motorcycle (Over 150cc)	52	78	4	6	31	15
Other Vehicle With Trailer	9	164		3	5	1
Passenger	953	29,153	18	380	434	139
Pickup	283	6,558	5	102	124	57
SUV	225	7,716	4	113	81	31
Tractor With Semi-Trailer	47	2,560		18	24	5
Tractor Without Semi-Trailer	7	198		2	5	
Truck Single Unit	100	3,065		34	50	16
Van/Mini-Van	395	7,986	4	172	171	52
Other	104	1,825	1	47	39	18
Unknown	28	33,408		8	13	7
Grand Total	2,258	93,220	36	901	1,005	352

Darrell explained the need for more active subcommittees. He requested each subcommittee establish goals and schedules for meetings and send to him.

Darin Ashby explained that SOS is unclear as to what other departments expect from their project. Darrell will discuss with him. Mehdi gave examples of how the linked vehicle and driver files can benefit the traffic safety communities. He indicated that when the police officers collect crash data electronically, they want to access the linked driver and vehicle file to gather both driver and vehicle information at the same time. Darin asked for more specific guidance. Needs feedback from the committee to be more effective and useful. Mehdi indicated that we needed to have a presentation to provide adequate information to the selected traffic records grantees to see how their projects are consistent with the Illinois traffic records goals and objectives.

Lots of work to be done. Next meeting will be April 21.

April 21, 2015
ITRCC Meeting Agenda

- Opening Remarks – Jeff Heck/Mehdi Nassirpour

- Approval of Minutes from last meeting on January 20, 2015
  Copy available online at:
  http://www.idot.illinois.gov/transportation-system/safety/illinois-traffic-records-coordinating-committee

- Old Business

- NHTSA Comments – Darin Jones (New Regional Administrator)/John Balser/Dwight Lockwood

- FHWA Comments – Greg Piland

- New Business:
  - TRCC Coordinator
  - TRCC Membership
    - Executive Committee
    - Technical Committee
    - Subcommittees (Planning, Data Quality, and Engineering)
  - Traffic Records Assessment in 2016
    - Briefing Book
    - Identifying Individuals to respond to the Briefing Book
  - Reviewing and Evaluating our of Traffic Records Strategic Plan
  - Developing Performance Measures for all the Existing Databases
  - Developing deliverables for the Current Traffic Records Projects

- Brief report on the Current 408/405 Grants:
  1. Crash Outcome Data Evaluation System (CODES) : Division of Traffic Safety
  2. Data Analysis / Data Reporting of Statewide Databases : Loyola University / Chicago
  3. Imaging Enhancement : Illinois Secretary of State
  4. EMS Data Access Expansion : Illinois Department of Public Health
  5. Data Warehouse : Illinois Secretary of State
  6. Crash Reconstruction : Illinois State Police
  7. Crash Data Integration and Web Reporting : Chicago Department of Transportation

- Future Meetings Schedule

  - July 21, 2015
  - October 20, 2015

Illinois Traffic Records Coordinating Committee Minutes
April 21, 2015

TRCC Attendees	
Dwight Lockwood	NHTSA
Greg Piland	FHWA
Jeff Heck, Mehdi Nassirpour, Jessica Keldermans, Les Nunes, Ken Martin, Susie Hulett, Mike Gillette, Bill Morgan, Tim Peters	IDOT
Darin Ashby, David Pulsipher, Andy Simmons, Gordon Wayman, Gary Dameron	SOS
Dan Mueller, Jackie Huddleston	Administrative Office of Illinois Courts (AOIC)
Loyola University—Dan Leonard, Ruth Kafensztok, Evelyn Lyons	EMSC
Boyd Butler	Illinois State Police
Tom Casson	Illinois Association of County Engineers (IACE)
Dan Lee	Illinois Dept of Public Health
David Pulsipher, Larry McPhillips	City of Chicago

Jeff Heck welcomed the members and discussed the importance of the committee in developing a successful Traffic Records program. He looks forward to seeing what this committee accomplishes.

Mehdi started the meeting by remembering Darrell Clark who passed away on January 23, 2015.

NHTSA and FHWA gave the committee an update. Greg Piland, FHWA, announced they nominated the Illinois Safety Portal for a national award--the safety portal has been very useful to FHWA staff. Greg reported the FHWA/IDOT team presented the completed Data Accessibility Process Review to IDOT management--Aaron Weatherholt, Tonya Loker and Priscilla Tobias. He also announced the team of representatives who will assist in reviewing and recommending new crash accessibility and usage to existing legislation and statutes. The team includes staff from local, state and federal agencies involved with crash data and its use including IDOT (Chief Counsel, Division of Traffic Safety and Bureau of Safety Engineering), Law Enforcement, Emergency Medical Services and Engineering. He will send a copy of the findings to Interim Director Jeff Heck for further discussion and possible action.

Traffic Records Coordinator

Mehdi reported he has received approval from Jeff Heck to fill the Traffic Records Coordinator position which oversees all aspects of traffic records. He emphasized the importance of the coordinator in managing all traffic records activities ranging from providing direction, oversight and coordination of traffic safety-related data at the state, regional and national levels.

TRCC Membership
Mehdi indicated that Lib Granzeau had revised the technical committee membership list. He asked committee members to nominate new people who are involved in traffic records and might be interested in serving.

Traffic Records Committees
Mehdi discussed the importance of three types of committees: Executive Committee, Technical and three Existing Subcommittees (Planning, Data Quality and Engineering).

1. The Executive Committee should include the following:
    - IDOT Secretary
    - Director of Division of Traffic Safety
    - Director of IDPH
    - Illinois SOS
    - Director of Illinois State Police
    - NHTSA Regional Administrator
    - FHWA Regional Administrator
    - Dean/Associate Dean of Community Health Services at SIU

    Re-establishing and having an active executive committee to direct resources within their areas of responsibility, and set the vision and mission for the technical TRCC. The executive TRCC's portfolio also includes the review and approval of actions proposed by the technical committee. Having an active executive committee facilitates data sharing agreement among state agencies.

2. The technical committee (our committee) consists of representatives from all stakeholders and organizations and is responsible for the oversight and coordination of the state's traffic records system. This committee also is responsible for developing strategies, coordinating implementation and tracking progress of programs and projects

3. The current three subcommittees consist of highly technical individuals who will provide an in-depth analysis of traffic safety data-related issues.

Traffic Records Assessment
Mehdi mentioned that Illinois has been scheduled to conduct a traffic records assessment in February, 2016. We have received the Traffic Records Program Assessment Advisory and the Procedures Manual, which are the core documents needed for the assessment. We must respond to the 391 questions in the Advisory Manuel. Ken Martin has organized the questions and will be sending to the appropriate people for response. Mehdi asked the committee members to volunteer to work on the following areas and report to the technical committee at the next TRCC meeting on July 21, 2015. After a lengthy discussion, the list of projects and people who were assigned to work are as follows:

Traffic Records Assessment	Ken Martin, Greg Piland and Gary Dameron
Reviewing and evaluating Traffic Records Strategic Plan	Ken Martin and Jessica Keldermans
Developing performance measures for all	Mehdi Nassirpour, Ken Martin, Dan Lee,

existing databases	Dan Leonard, Darin Ashby and Ruth Kafensztok
Developing deliverables for current Traffic Records Projects	Jessica Keldermans, Darin Ashby

Brief report on the Current 408/405 Grants:

Crash Outcome Data Evaluation System (CODES): Division of Traffic Safety

- We are in a process of hiring a new CODES Analyst to replace Mr. Wo who resigned last December.
- Mehdi Nassirpour was a speaker at the 2015 National Lifesavers Conference which was held in Chicago on March 15-17. He reported on the effects of safety belts on head injuries and their associated hospital charges.

Data Analysis / Data Reporting of Statewide Databases: Loyola University/Chicago
No major activities

Imaging Enhancement: Illinois Secretary of State
No major activities

EMS Data Access Expansion: Illinois Department of Public Health
No major activities

Data Warehouse: Illinois Secretary of State
Gary reported that they have been making a progress in developing project specifications.

Crash Reconstruction: Illinois State Police
No representative from ISP was present

Crash Data Integration and Web Reporting: Chicago Department of Transportation
Jessica reported that CPD is still targeting May 2015 for the implementation of the system pilot test. The pilot test will be implemented in CPD Districts 1 and 18.

Lastly, Mehdi noted that several of the current traffic records-related projects show that Illinois has made improvements which are required to be qualified for funding from NHTSA. It does not have to be projects funded through 408/405 grants.

The meeting adjourned at 11:00AM. The next meeting is on July 21, 2015.

State Traffic Safety Information Systems Improvements Attachment #7

Illinois Traffic Records Coordinating Committee Members

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Revised—5/8/15

State Traffic Safety Information Systems Improvements Attachment #8

Section 405c/408 Interim Progress Report

State: Illinois Report Date: 6/30/2015 Submitted by: Mehdi Nassirpour

Regional Reviewer:

System to be Impacted	**__X_CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ___EMS/INJURY OTHER specify: Hospital Discharge Data**
Performance Area(s) to be Impacted	**_X__ACCURACY _X___TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ___INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	☐ **Narrative Description of the Measure:** Approximately 350,000-400,000 crash reports are completed by the Illinois law enforcement and processed by the State each year. These reports continue to be generated using several types of electronic field data collection software or are manually generated by law enforcement officers. Numerous projects and system improvements have led to more timely and accurate crash data, and have improved the accessibility and linkage of that data for analytic purposes. During the last few years, Illinois has developed standard information transfer formats and protocols, such as XML for the locals and state police departments to transfer their crash data to statewide databases located at the Illinois Department of Transportation (IDOT). The performance measures are : 1. Percent electrically reported crashes through XML during the last 12 months 2. Mean number of days from the date of reported crash until it is entered into Illinois Crash File by month.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Based on the 2011 Illinois Traffic Records Assessment, Illinois funded and promoted the electronic reporting system among the state and local law enforcement agencies. In addition, the Illinois TRCC has provided funding for the Chicago Police Department (CPD) to develop its own electronic reporting system. The electronic crash report system and training all the police department within the city of Chicago have been completed. Starting September 2015, the Chicago CPD will start reporting their crash data electronically. It should be noted that Chicago accounts for one quarter of the total number of crash reports in the State.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s).** In 2014 and 2015 we have been able to increase number percent electronically crashes and reduce mean number of days from the date of reported crash until it is entered into Illinois Crash File. This has been done through an extensive marketing plan that IDOT launched in 2014 and 2015. In 2015 and 2016, the Chicago Police Department will start reporting transferring their crash data to IDOT electronically.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** There two measures: 1. Percent electrically reported crashes through XML during the last 12 months 2. Mean number of days from the date of reported crash until it is entered into Illinois Crash File by month.

Date and Baseline Value for the Measure

Percent Electronic Reporting Crashes

Percent Electronic Reporting Crashes by Month (Baseline Data)

May-13	Jun-13	July	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
31.0%	30.9%	30.3%	30.6%	30.3%	31.7%	34.6%	36.3%	38.6%	35.6%	35.6%	35.8%

Mean Number of Days

Mean Number of Days from the Date of Reported Crash Until It is Entered into Illinois Crash File by Month for Combined Paper and Electronic Crash Submission (Baseline Data)

May-13	Jun-13	July	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
19.5	18.7	20.6	20.2	19.4	19.7	20.7	20.4	19.2	18.4	16.9	16.9

Date and Current Value for the Measure

Percent Electronic Reporting Crashes

Percent Electronic Reporting Crashes by Month (Current Data)

May-14	Jun-14	July	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15
36.5%	37.4%	38.5%	39.5%	39.7%	42.0%	43.4%	43.9%	46.3%	43.9%	43.5%	45.1%

Mean Number of Days

Mean Number of Days from the Date of Reported Crash Until It is Entered into Illinois Crash File by Month for Combined Paper and Electronic Crash Submission (Current Data)

May-14	Jun-14	July	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15
16.1	16.2	15.6	15.7	14.5	14.7	14.5	13.2	13.1	11.5	10.8	9.6

Regional Reviewer's Conclusion

Check one

___Measurable performance improvement *has* been documented
___Measurable performance improvement has *not* been documented
___Not sure

If "has not" or "not sure": What remedial guidance have you given the State?

Comments

Based on the data 2014 and 2015 data, the timeliness of the crash data has improved significantly due to an increase in electronic submission of crash data. The mean number of days from the date of reported crash until It is entered into Illinois crash file decreased by 6.5 days from 16.1 days in May 2014 to 9.6 days in April 2015

The percent electronic reporting crashes increased by 8.6 percentage points from 36.5 percent in May 2014 to 45.1 percent in April 2015.

The mean number of days from the date of reported crash until It is entered into Illinois crash file decreased by 6.5 days from 16.1 days in May 2014 to 9.6 days in April 2015.
Graphic presentations of the "timeliness measures" are displayed in the next six graphs

Figure 1: Percent Electronic Reporting Crashes by Month (Baseline Data Versus Current Data)

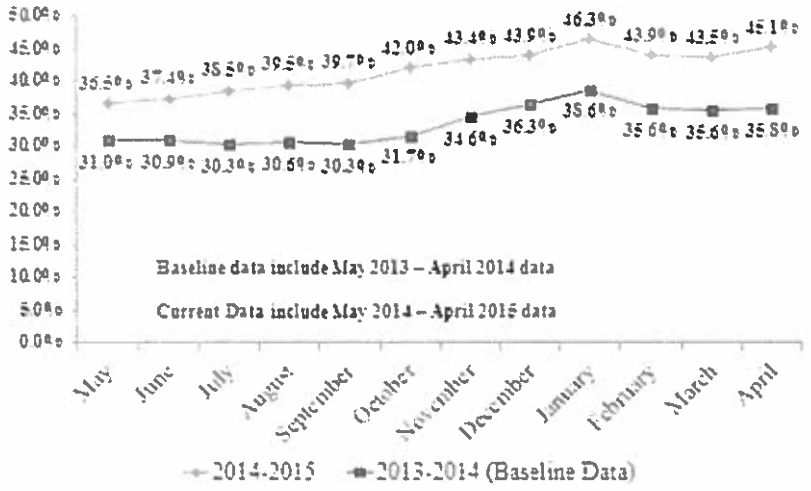
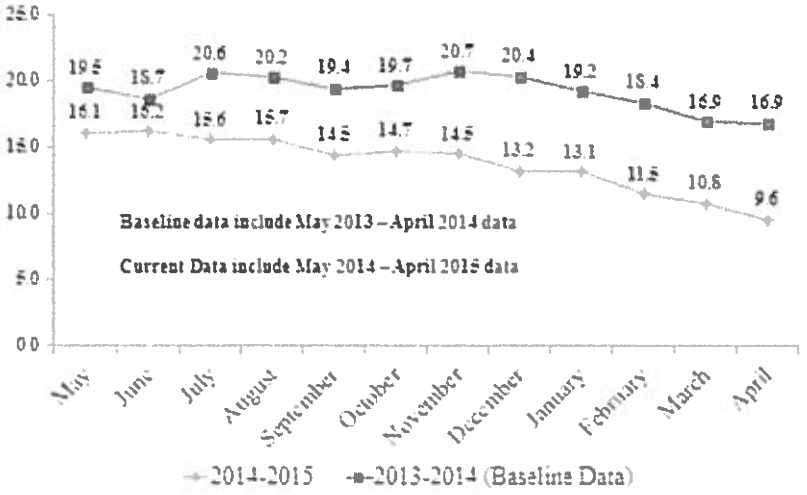


Figure 2: Mean Number of Days from the Date of Reported Crash Until It is Entered into Illinois Crash File by Month for Combined Paper and Electronic Crash Submission (Baseline Data Versus Current Data)



Section 405/408 Interim Progress Report

State: Illinois Report Date: 6/30/2015 Submitted by: Mehdi Nassirpour

Regional Reviewer:

System to be Impacted	**X CRASH DRIVER VEHICLE ROADWAY CITATION/ADJUDICATION X EMS/INJURY OTHER specify: Hospital Discharge Data**
Performance Area(s) to be Impacted	**ACCURACY TIMELINESS COMPLETENESS ACCESSIBILITY UNIFORMITY X INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure:** Linked 2011 crash data to 2011inpatient hospital discharge data and 2011 emergency department (ED) to provide hospital costs and utilization patterns among those who were injured or died as a result of traffic crashes in Illinois. Specifically, the linked data provide descriptive information on number of discharges, average length of stay, primary injuries, types of crash controlling for demographics (age and gender), belt status, vehicle type, expected payment source and discharge status and several other factors. In addition, analytical models were developed to study the relationship between hospital charges, belt status and alcohol impairment, controlling for several demographic, vehicle and crash characteristics. The performance measure is "# of years of linked crash/hospital inpatient discharges and ED data". It should be noted that the 2011 crash and ED data linkage was performed in 2013-2014. We just completed the 2011 crash/hospital inpatient and ED linkages. The linked data includes linkage process, imputation and making data available for users (mainly Highway Safety Office staff, CODES Advisory Group and Illinois Traffic records Coordinating Committee members, and NHTSA's CODES program staff).
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Crash Outcome Data Evaluation System (CODES). Link crash data to health care data in order to determine hospital charges and utilizations patterns among crash victims who were hospitalized. This is one of the recommendations of the Traffic Records Assessment team who conducted a comprehensive assessment in April 2011. So far, we have five years of linked crash/hospital discharge data and two years of linked crash and hospital ED data.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s).** In 2014, we have been able to link 2011 crash data to 2011 hospital discharge data and ED data. The data linkage as well as the imputed missing links and missing values have been completed. In addition, Descriptive analyses were performed and results were shared with highway safety program managers (Office of Highway Safety and Motorcycle Training Section), CODES Advisory Group, and Traffic Records Coordinating Committee in July, 2014. The linked data have enabled us to conduct a few studies on the data quality issues, such as accuracy, completeness of several items including the severity of injuries. Enclosed an example of liked data that we used to study motorcycle related injuries and their associated cost.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** Since there is no unique ID to link crash and health care data, we have used LinkSolv linkage software (a probabilistic methods of linking two or more databases using indirect linkage variables, such data of crash, data of admission, data of birth, gender, zip-code, city, county, and other variables) to link selected databases. In addition, imputation models (using SAS and IVEware software) were used to impute missing values of selected variables.

Date and Baseline Value for the Measure

	Baseline	Number of linked Databases				
Year	2001	2002	2003	2009	2010	2011
Inpatient	0	1	2	3	4	5
Emergency Dept.	0	0	0	0	1	2

Date and Current Value for the Measure

	Baseline	Number of linked Databases				
Year	2001	2002	2005	2009	2010	2011
Inpatient	0	1	2	3	5	6
Emergency Dept.	0	0	0	0	2	3

In June 2014, 2011 crash/hospital discharge and ED data linkage was completed. The data linkage includes actual linkage process, imputation of missing links and missing values for selected variables, and comprehensive descriptive and multivariate analyses.

Regional Reviewer's Conclusion

Check one

___Measurable performance improvement *has* been documented

___Measurable performance improvement has *not* been documented

___Not sure

If "has not" or "not sure": What remedial guidance have you given the State?

Comments

Several specific reports on the linked data are produced and presented at the several CODES and TRCC quarterly meetings. Enclosed please presentations based on the linked data.

Section 405c/408 Interim Progress Report

State: Illinois Report Date: 6/30/2015 Submitted by: Mehdi Nassirpour

Regional Reviewer:

System to be Impacted	**_X_CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION _ _EMS/INJURY OTHER specify: Hospital Discharge Data, Trauma Registry, Death Records**
Performance Area(s) to be Impacted	**_ _ACCURACY _ ___TIMELINESS _____COMPLETENESS _X_ACCESSIBILITY ____UNIFORMITY ___INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	❑ **Narrative Description of the Measure:** This interactive data system supports querying of four statewide databases, providing health related descriptive information at the state, EMS region, and county level. These databases include the Illinois Department of Public Health (IDPH) Death Certificate Database, IDPH Trauma Registry Database, Illinois Department of Transportation (IDOT) Traffic Crash Database and the Illinois Hospital Association (IHA) Hospital Discharge Database (http://app.idph.state.il.us/emsrpt/). The performance measures are : 1. Total of visits of the EMS data Reporting System site by month for the last two years
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Based on the 2011 Illinois Traffic Records Assessment, Illinois funded IDPH to develop an interactive query system to provide general descriptive data on four databases.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s).** Based on the 2014 and 2015 data on number of visits EMS Data Reporting System, the total number of visits has increased by 21.2 percent from 16,434 in 2014 (May 2013 to April 2014) to 19, 434 visits in 2015 (May 2014 to April 2015). This has been done through an extensive marketing plan that IDPH along with EMSC at the Loyola University launched in 2014 and 2015.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** There two measures: 1. Total Number of Visits of EMS Data Reporting System by Month
Date and Baseline Value for the Measure Mean Number of Days	

Percent Electronic Reporting Crashes by Month (Baseline Data)

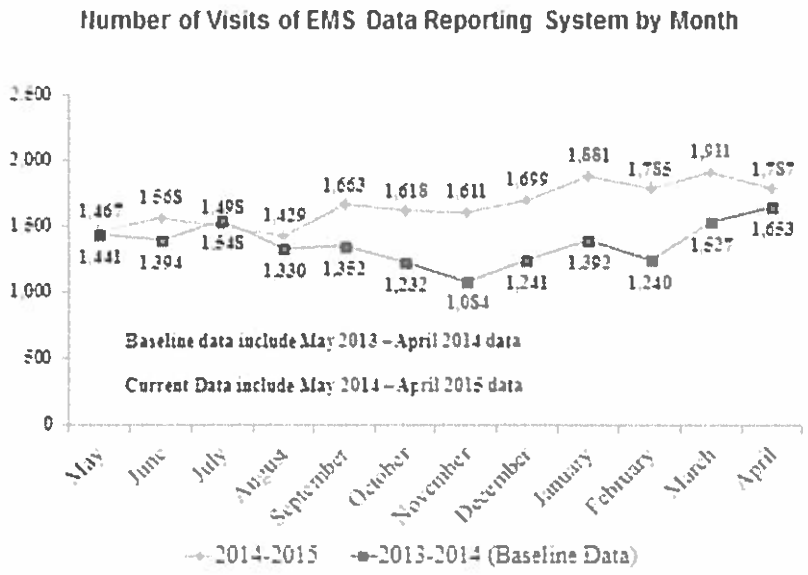
May-13	Jun-13	July	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
1,441	1,394	1,548	1,330	1,352	1,232	1,084	1,241	1,392	1,240	1,527	1,653

Date and Current Value for the Measure Percent Electronic Reporting Crashes	

Percent Electronic Reporting Crashes by Month (Current Data)

May-14	Jun-14	July	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15
1,467	1,568	1,498	1,429	1,663	1,618	1,611	1,699	1,881	1,785	1,911	1,787

Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	Based on the data 2014 and 2015 data, the number of visits increased has improved significantly due to marketing efforts and availability of useful data for the public. As I indicated earlier, the total number of visits has increased by 21.2 percent from 16,434 in 2014 (May 2013 to April 2014) to 19, 434 visits in 2015 (May 2014 to April 2015). Graphic presentation of the "Accessibility measure" is displayed in the attached graph



Distracted Driving (23 CFR 1200.24)

Distracted Driving
Attachment #9

Written Basic

137 SPEC TYPE-SPNGFLD W623960 1128130614

01. A person who REFUSES to submit to a chemical test, or tests, of his/her blood, breath or urine for the purpose of determining the level of alcohol and/or drug content:
a. will receive a driver's license suspension for twelve months on first offense.
b. will receive a driver's license suspension for 36 months for second or more refusals within a 5-year period.
c. may have this used as evidence against him/her in court if charged with DRIVING UNDER THE INNFLUENCE of alcohol and or drugs [DUI].
d. all of the above.

02. Encountering a Funeral Procession, drivers must:
a. pass any vehicle in an organized funeral procession.
b. yield the right-of-way to all vehicles in the procession.
c. join the procession in order to secure the right-of-way.

03. When you come to a stop sign, you must stop your vehicle:
a. as close to the stop sign as possible.
b. at a marked stop line, before entering the crosswalk, or before entering the intersection if there is no crosswalk.
c. at a place near the intersection, providing you come to a complete stop.

04 When driving on a slippery road and the rear end of your vehicle starts to skid, you should:
a. turn the front wheels in the direction of the skid.
b. hold the wheel firmly and steer straight ahead, braking gradually.
c. apply the brakes quickly.

05. If you are driving and you need to use your wireless phone, it is best to:
a. carefully use your wireless phone, but do not talk for a long time.
b. slow down and make the call.
c. use a hands-free device so you can keep both hands on the steering wheel.

06. When you are driving and one of your tires has a blowout, you should:
a. apply the brakes quickly to reduce speed.
b. grip the steering wheel firmly, take your foot off the gas pedal, and let the vehicle slow down before you drive onto the shoulder.
c. quickly steer onto the right shoulder.

07. Your driver's license will be suspended if, after being arrested for DRIVING UNDER THE INFLUENCE of alcohol and/or drugs[DUI]:
a. you take a chemical test [breath, blood or urine] and register an amount of alcohol equal to or over the legal level of intoxication [.08%].
b. you refuse to take a chemical test [breath, blood or urine].
c. you take a chemical test and register any trace of a controlled substance or cannabis [marijuana].
d. all of the above.

08. If a pedestrian is crossing in the middle of the street, not at a crosswalk [jaywalking] even if it is illegal, you:
a. must stop for them.
b. do not have to stop for them.
c. should honk your horn at them.

09. Where should you place a child under 12 years old in a vehicle equipped with air bags?
a. The front seat.
b. The back seat.
c. In either the front or back seat.

10. When passing another vehicle, you should not cut back into the right lane until you can see the vehicle that you just passed in your rearview mirror.
a. True
b. False

137 SPEC TYPE-SPNGFLD W623960 1128130614

11. Motorcycle operators have the right to:
    a. use a complete traffic lane.
    b. share a traffic lane with a vehicle.
    c. use the shoulder of a roadway.

12. When there are flashing signals at a railroad crossing and the train clears the crossing, how soon should you proceed?
a. Just as soon as the train clears the crossing.
b. After you check to make sure another train is not approaching on another track.
c. Follow the vehicle ahead of you.

13. When a person who is blind, using a white cane or other assistive device, or a guide dog enters an intersection or is crossing a street, the driver should yield the right-of-way.
    a. True
    b. False

14. When making a left or right turn in a business or residential district, a continuous signal to turn must be given:
a. not less than 100 feet before turning.
b. at least 50 feet from the intersection.
c. only when vehicles are coming toward you.

15. To prevent a fatigue-related crash while driving:
    a. continue driving so you will reach your destination sooner.
    b. drive late at night when there are not as many users on the roadway.
    c. stop frequently to drink coffee, exercise, or nap.

16. The driver and front-seat passengers [age 8 and above] are required to wear seat safety belts while riding in a motor vehicle on Illinois roadways.
a. True
b. False

17. A yellow-dashed line on the roadway means:
    a. passing is prohibited on both sides.
    b. passing is permitted on both sides.
    c. passing is permitted on your side.

18. Motorcycles are entitled to use the full width of a traffic lane, the same as a vehicle. Therefore, when you are driving a vehicle and want to pass a motorcycle, you should:
a. cautiously pass the motorcycle, sharing the same lane that it is using.
b. follow the motorcycle without passing it.
c. do not pass the motorcycle in the same lane that it is using, but change lanes and pass the way you would pass another vehicle.

19. Any person, regardless of age, is prohibited from using a wireless telephone at any time while driving in a school speed zone, or a highway construction or maintenance speed zone.
    a. True
    b. False

20. Headlights are required:
a. from dusk to dawn.
b. during periods of poor visibility.
c. when weather conditions require the use of windshield wipers.
d. all of the above.

Written Basic

137 SPEC TYPE-SPNGFLD W643980 1128130614

01. When headlights are required, bright lights should be dimmed at least 500 feet before meeting and 300 feet before overtaking another vehicle.
a. True
b. False

02. When approaching a railroad grade crossing that does NOT have ANY warning system [such as electric flashing lights or gates], you should:
a. increase speed and cross tracks as quickly as possible.
b. continue at your normal speed.
c. look, listen, slow down in case you have to stop, and proceed when safe to do so.

03. When driving along the highway and the front right wheel of your vehicle runs off the pavement, you should:
a. grasp the steering wheel tightly and take your foot off the accelerator.
b. apply the brakes immediately and swing back onto the pavement quickly.
c. quickly swing back onto the pavement at your normal speed.

04. When passing a bicyclist or pedestrian who is riding or walking on the road or shoulder of the roadway, you must keep a minimum of three feet between your vehicle and the bicyclist or pedestrian.
a. True
b. False

05. When approaching any animals that are standing near the roadway:
a. speed up to scare them away.
b. slow down and use caution.
c. swerve to avoid the animal.

06. When parking your vehicle facing uphill with a curb:
a. your wheels should be turned toward the curb.
b. your wheels should be turned away from the curb.
c. your wheels should face straight ahead.

07. A driver moving out of an alley, private road, or driveway within an urban area must:
a. stop only if there are vehicles coming down the street.
b. stop before reaching the sidewalk and yield to pedestrians and vehicles before proceeding.
c. sound his/her horn and exit quickly.

08. When making a left or right turn in a business or residential district, a continuous signal to turn must be given:
a. not less than 100 feet before turning.
b. at least 50 feet from the intersection.
c. only when vehicles are coming toward you.

09. Unauthorized use of a vehicle displaying a parking placard or plates for persons with disabilities may result in a fine, as well as a suspension and/or revocation of the plates or placard.
a. True
b. False

10. A driver may not enter a highway railroad crossing unless there is sufficient space on the other side of the crossing to accommodate the vehicle without obstructing passage of a train or other railroad equipment using the rails.
a. True
b. False

11. When a two-lane pavement is marked with a single, solid yellow line on your side of the center line:
a. you must slow down and proceed with caution.
b. construction work is going on ahead, slow down.
c. you must not cross the yellow line to pass another vehicle.

137 SPEC TYPE-SPNGFLD W643980 1128130614

12. It is unlawful for any person to leave the roadway and travel across private property to avoid an official traffic control device.
a. True
b. False

13. When passing another vehicle, you should not cut back into the right lane until you can see the vehicle that you just passed in your rearview mirror.
a. True
b. False

14. A driver may type, send, or read a text message while operating a motor vehicle.
a. True
b. False

15. When there are flashing signals at a railroad crossing and the train clears the crossing, how soon should you proceed?
a. Just as soon as the train clears the crossing.
b. After you check to make sure another train is not approaching on another track.
c. Follow the vehicle ahead of you.

16. A steady yellow traffic light means:
a. the traffic light is about to change to red.
b. the traffic light is about to change to green.
c. traffic is clear and you may go through the intersection.

17. Which of the following is the single greatest factor in fatal motor vehicle accidents?
a. Alcohol
b. Bad road conditions
c. Bad weather conditions
d. Mechanical problems

18. If you MUST drive during foggy weather, you should turn on the low-beam headlights and:
a. drive at a speed that will allow you to stop within your field of vision.
b. flash your lights routinely.
c. keep your foot on the brake pedal so your taillights will be seen more easily.

19. When turning left and there is a bicyclist entering the intersection from the opposite direction, you should wait for the bicyclist to pass before making the turn.
a. True
b. False

20. When a traffic light shows both a red light and a green arrow in the direction you wish to turn, you:
a. must stop and remain stopped until the red light has changed.
b. have the right-of-way over pedestrians in turning in the direction of the arrow.
c. may proceed in the direction of the arrow with caution.

Motorcyclist Safety (23 CFR 1200.25)

Motorcyclist Safety
Attachment #10

vidual's violation of Section 9-3 or Section 9-3.2 of the Criminal Code of 1961 [720 ILCS 5/9-3 or 720 ILCS 5/9-3.2] or his or her violation of a traffic regulation governing the movement of vehicles under this Code or a similar provision of a local ordinance.

(b) If a driver subject to this Section is stopped by a police officer that has probable cause to believe that the driver has committed a violation described in subsection (a) of this Section, the police officer shall:

(1) as soon as practicable contact the U.S. Department of State office in order to verify the driver's status and immunity, if any;

(2) record all relevant information from any driver's license or identification card, including a driver's license or identification card issued by the U.S. Department of State; and

(3) within 5 workdays after the date of the stop, forward the following to the Secretary of State of Illinois:

(A) a vehicle accident report, if the driver was involved in a vehicle accident;

(B) if a citation or charge was issued to the driver, a copy of the citation or charge; and

(C) if a citation or charge was not issued to the driver, a written report of the incident.

(c) Upon receiving material submitted under paragraph (3) of subsection (b) of this Section, the Secretary of State shall:

(1) file each vehicle accident report, citation or charge, and incident report received;

(2) keep convenient records or make suitable notations showing each:

(A) conviction;

(B) disposition of court supervision for any violation of Section 11-501 of this Code [625 ILCS 5/11-501]; and

(C) vehicle accident; and

(3) send a copy of each document and record described in paragraph (2) of this subsection (c) to the Bureau of Diplomatic Security, Office of Foreign Missions, of the U.S. Department of State.

(d) This Section does not prohibit or limit the application of any law to a criminal or motor vehicle violation by an individual who has or claims immunities or privileges under Title 22, Chapter 6 of the United States Code [22 U.S.C. § 254a et seq.].

(Source: P.A. 92-160, § 5.)

Effective Date.
Section 99 of P.A. 92-160 made this section effective upon becoming law. The Act was approved July 25, 2001.

Article II.

Parties in Criminal Cases

Section
625 ILCS 5/16-201 Parties to a crime
625 ILCS 5/16-202 Offenses by persons owning or controlling vehicles

625 ILCS 5/16-201. Parties to a crime

Sec. 16-201. *Parties to a crime.* Every person who commits, attempts to commit, conspires to commit, or aids, or abets in the commission of any act declared to be a crime, whether individually or in connection with one or more other persons or as principal, agent or accessory, shall be guilty of such offense, and every person who falsely, fraudulently, forcibly, or wilfully induces, causes, coerces, requires, permits, or directs another to violate any provision of this Act is likewise guilty of such offense.

(Source: P.A. 76-1586.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 16-201.

625 ILCS 5/16-202. Offenses by persons owning or controlling vehicles

Sec. 16-202. *Offenses by persons owning or controlling vehicles.* It is unlawful for the owner, or any other person, employing or otherwise directing the driver of any vehicle to require or knowingly to permit the operation of such vehicle upon a highway in any manner contrary to law.

(Source: P.A. 76-1586.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 16-202.

CHAPTER 17.

ILLINOIS HIGHWAY SAFETY LAW

Section
625 ILCS 5/17-101 Powers and duties of governor

625 ILCS 5/17-101. Powers and duties of governor

Sec. 17-101. *Powers and duties of governor.* The Governor, in addition to other duties and responsibilities conferred upon him by the constitution and laws of this State is empowered to contract and to do all other things necessary in behalf of this State to secure the full benefits available to this State under the Federal Highway Safety Act of 1966, as amended [23 U.S.C. § 401 et seq.], and in so doing, to cooperate with Federal and State agencies, agencies private and public, interested organizations, and with individuals, to effectuate the purposes of that enactment, and any and all subsequent amendments thereto. The Governor is the official of this State having the ultimate responsibility for dealing with the Federal Government with respect to programs and activities pursuant to the National Highway Safety Act of 1966 [23 U.S.C. § 401 et seq.] and any amendments thereto. To that end he shall coordinate the activities of the Secretary of State and the State Board of Education and of any and all departments and agencies of this State and its subdivisions, relating thereto.

(Source: P.A. 81-1508.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 17-101.

CHAPTER 18A.

ILLINOIS COMMERCIAL RELOCATION OF TRESPASSING VEHICLES LAW

Article
I. Definitions, Policy and Jurisdiction
II. Duties and Powers
III. Requirements and Prohibitions
IV. Licenses
V. Rates and Charges — Liens
VI. Fees
VII. Counties Covered

Article I.

Definitions, Policy and Jurisdiction

Section
625 ILCS 5/18a-100 Definitions
625 ILCS 5/18a-101 Declaration of policy and delegation of jurisdiction
625 ILCS 5/18a-102 Local regulation

Motorcyclist Safety
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in Section 15 [625 ILCS 44/15] to the Department for approval. The Department, after consultation with the Agency, shall determine the appropriate emission reduction credit to be awarded to owners who carry out their programs and to be used by the owners of stationary sources to satisfy the post-1996 emission reduction requirements under the Clean Air Act Amendments of 1990 [42 U.S.C. § 7401 et seq.]. Emission reduction credits shall not be awarded to owners for programs that are required under the Clean Air Act [42 U.S.C. § 7401 et seq.] or the Environmental Protection Act [415 ILCS 5/1 et seq.] or that are substantially the same as an owner's employees' existing level of use of employee commute options programs. The Department shall adjust credits to avoid duplicating the credits the State takes for similar transportation demand management practices under the applicable State Implementation Plan. Credits may be revoked for failure to achieve the reductions called for in the owner's voluntary program.
(Source: P.A. 89-493, § 20.)

625 ILCS 33/25. Voluntary compliance

Sec. 25. *Voluntary compliance.* Within 30 days after the effective date of this amendatory Act of 1996, the State of Illinois shall notify the United States Environmental Protection Agency to remove the mandated Employee Commute Options requirement from the State Implementation Plan for ozone. The State of Illinois shall also notify the United States Environmental Protection Agency that emissions reductions achieved from voluntary implementation of the Voluntary Employee Commute Options Emission Reduction Credit Act by an owner are creditable toward the level of emission reductions required under other post-1996 stationary source emission reduction programs.
(Source: P.A. 89-493, § 25.)

625 ILCS 33/30. Rules

Sec. 30. *Rules.* The Department is authorized to adopt rules that may be necessary to accomplish the purposes of this Act.
(Source: P.A. 89-493, § 30.)

625 ILCS 33/35. Review under Administrative Review Law; venue

Sec. 35. *Review under Administrative Review Law; venue.* An owner who does not agree with the credit awarded for his or her program, whose program is disapproved, or whose credit is revoked may seek relief under the Administrative Review Law [735 ILCS 5/3-101 et seq.], as amended now or hereafter, and the rules adopted pursuant to that Law.

Those proceedings for judicial review of final administrative decisions of the Department under this Act shall be commenced in the Appellate Court in the District in which the party applying for review resides, but if the party is not a resident of this State, the venue shall be the Fourth Appellate District.
(Source: P.A. 89-493, § 35.)

625 ILCS 33/40 through 625 ILCS 33/50 [Not Set Out]

Note.
These sections as found in P.A. 89-492, §§ 40 through 50 contained amendatory provisions.

Cycle Rider Safety Training Act

Section

625 ILCS 35/1 [Short title; legislative declaration]
625 ILCS 35/2 [Definitions]
625 ILCS 35/2.01 [Cycle defined]
625 ILCS 35/2.02 [Cycle Rider defined]
625 ILCS 35/2.03 [Cycle Rider Safety Training Courses defined; Courses defined]
625 ILCS 35/2.04 [Department defined]
625 ILCS 35/2.05 [Driver's License defined]
625 ILCS 35/2.06 [Person defined]
625 ILCS 35/3 [Powers and duties]
625 ILCS 35/4 [Organization of Training Centers; courses]
625 ILCS 35/5 [Rules and regulations]
625 ILCS 35/6 [Cycle Rider Safety Training Fund]
625 ILCS 35/7 [Funds for conduct of courses]

625 ILCS 35/1. [Short title; legislative declaration]

Sec. 1. This Act shall be known and may be cited as the "Cycle Rider Safety Training Act". It is the policy of this State to promote safety for persons and property connected with the use and operation of motorcycles, motor driven cycles and motorized pedalcycles.
(Source: P.A. 86-1005.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 801.

625 ILCS 35/2. [Definitions]

Sec. 2. As used in this Act, the terms specified in Sections 2.01 through 2.06 [625 ILCS 35/2.01 through 625 ILCS 35/2.06] have the meanings ascribed to them in those Sections unless the context clearly requires a different meaning.
(Source: P.A. 82-649.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 802.

625 ILCS 35/2.01. [Cycle defined]

Sec. 2.01. "Cycle" means a motorcycle, motor driven cycle or moped, as defined in The Illinois Vehicle Code [625 ILCS 5/1-100 et seq.].
(Source: P.A. 86-1005; 96-554, § 10.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 802.01.

625 ILCS 35/2.02. [Cycle Rider defined]

Sec. 2.02. "Cycle Rider" means every person who rides and is in actual physical control of a cycle.
(Source: P.A. 82-649.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 802.02.

625 ILCS 35/2.03. [Cycle Rider Safety Training Courses defined; Courses defined]

Sec. 2.03. "Cycle Rider Safety Training Courses" and "Courses" mean courses of instruction in the use and operation of cycles, including instruction in the safe on-road operation of cycles, the rules of the road and the laws of this State relating to motor vehicles, which courses meet the minimum requirements of this Act and the rules and regulations issued hereunder by the Department and which have been approved by the Department as meeting such requirements.
(Source: P.A. 82-649.)

Note.
This section was Ill.Rev.Stat., Ch. 95 ½, para. 802.03.

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last updated 6/9/15

Sites

	Site #	UNIVERSITY OF IL		
1	572	Canton (Spoon River College)		Mason
2	500	Champaign (U of I)		Champaign
3	507	Danville (Area College)		Vermillion
4	570	Decatur (Richland CC)		Macon
5	571	East Moline (Rock Island Cnty Fair)		Rock Island
6	562	East Peoria (ICC)		Tazwell
7	561	Galesburg (Carl Sandburg)		Knox
8	543	Joliet (Junior College)		Will
9	548	Kankakee (Airport)		Kankakee
10	566	LaSalle (JC Whitney)		LaSalle
11	567	Montgomery (CAT)	double	Kendall
12	569	Pontiac (CAT)		Livingston
13	563	Springfield (EPA)		Sangamon

range total 14

	Site #	HARPER COLLEGE		
1	759	Arlington Heights (Army Base)		Cook
2	756	Bridgeview (Courthouse)		Cook
3	749	Chicago (95th St. S.O.S.)		Cook
4	750	Chicago (Elston St. S.O.S.)		Cook
5	729	Chicago Heights (Prairie State Colle		Cook
6	760	Cicero (Morton College)		Cook
7	758	Crestwood (American Auto Auction)		Cook
8	745	McCook (Electro-Motive)		Cook
9	755	Northbrook (Allstate Insurance)		Cook
10	751	Palatine (Harper College)		Cook
11	735	South Holland (S. Sub. C. C.)	double	Cook

range total 12

	Site #	NORTHERN IL UNIVERSITY		
1	311	Crystal Lake (McHenry College)		McHenry
2	300	Dekalb (NIU)		DeKalb
3	301	Dekalb (NIU Convo Center)	double	DeKalb
4	315	Elgin (Elgin C.C.)		Kane
5	308	Freeport (Highland C. C.)		Stevenson
6	314	Grayslake (College of Lake Co.)	triple	Lake
7	355	North Chicago (Great Lakes VA Hospital)		Lake
8	353	Rockford (Jefferson High School)		Winnebago
9	350	Rockford (Rock Valley College)		Winnebago
10	356	South Beloit (High School)		Winnebago

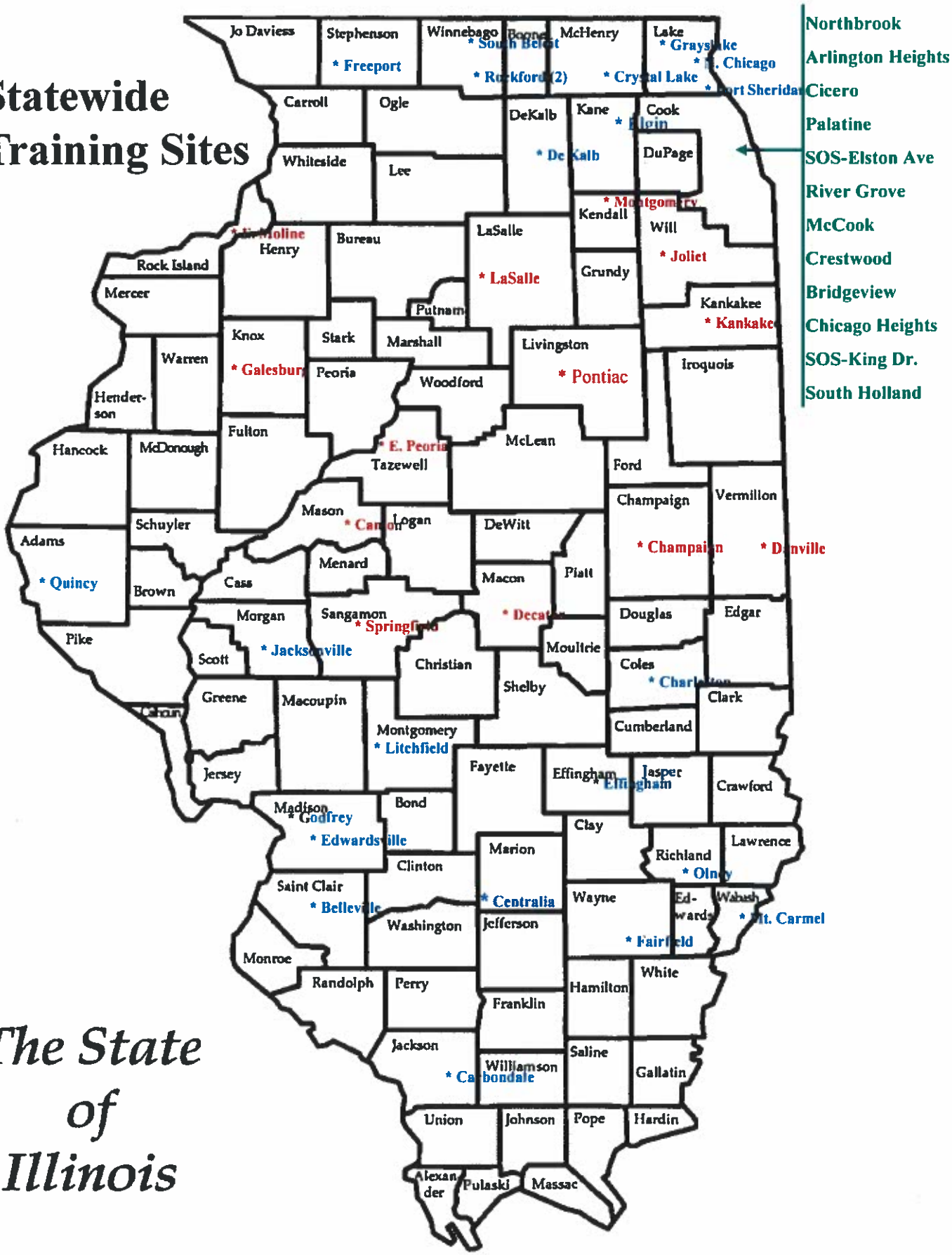
range total 13

	Site #	SOUTHERN IL UNIVERSITY		
1	001	Belleville (SWIC)		St. Clair
2	000	Carbondale (SIU)	triple	Jackson
3	016	Centralia (Kaskaskia College)		Clinton
4	040	Charleston (Coles County Airport)		Coles
5	002	Edwardsville (SIU-E)	double	Madison
6	012	Effingham (Armory)		Effingham
7	015	Fairfield (Frontier CC)		Wayne
8	003	Godfrey (Lewis & Clark)		Madison
9	007	Jacksonville (High School)		Morgan
10	009	Mt. Carmel (Wabash College)		Wabash
11	008	Olney (Central College)		Richland
12	005	Quincy (Municipal Airport)		Adams

range total 15

Total # of sites = 46
Total # of ranges = 54

Statewide Training Sites



The State of Illinois

Note: Carbondale, DeKalb and Grayslake have 3 ranges; Glen Ellyn, N. Chicago, Rockford, South Holland and Edwardsville have 2 ranges; All others have 1 range per site.

PowerPoint state of ill cycle 2011 ptt

Complete List of Counties in the State	2013 Motorcycle Registration Data by County		Training Site Information by County			Training was offered in the county during the month(s) selected:																					
	Training Available	No Training	Number of Training Sites in County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15
Adams	3,381		1	Yes			x	x	x	x	x	x	x						x	x	x	x	x	x	x		
Alexander		190			No																						
Bond		889			No																						
Boone		2,040			No																						
Brown		316			No																						
Bureau		1,900			No																						
Calhoun		224			No																						
Carroll		934			No																						
Cass		669			No																						
Champaign	5,504		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Christian		2,048			No																						
Clark		1,114			No																						
Clay		680			No																						
Clinton	2,022		1	Yes			x		x	x	x	x	x							x	x	x	x	x	x		
Coles	2,510		1	Yes			x	x	x	x	x	x	x									x	x	x	x	x	
Cook	74,851		11	Yes			x	x	x	x	x	x	x	x					x	x	x	x	x	x	x		
Crawford		1,209			No																						
Cumberland		780			No																						
DeKalb	4,084		2	Yes			x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
DeWitt		1,227			No		x		x	x	x	x	x							x	x	x	x	x	x		
Douglas		1,340			No		x		x			x									x		x		x		
DuPage		22,716			No																						
Edgar		1,024			No																						
Edwards		278			No																						
Effingham	2,075		1	Yes				x	x	x	x	x	x					x	x	x		x	x	x	x	x	
Fayette		1,074			No																						
Ford		753			No																						
Franklin		2,559			No																						
Fulton		2,178			No																						
Gallatin		241			No																						
Greene		738			No																						
Grundy		2,488			No																						
Hamilton		342			No																						
Hancock		1,104			No																						
Hardin		173			No																						
Henderson		453			No																						
Henry		3,011			No																						
Iroquois		1,176			No																						
Jackson	2,024		1	Yes		x	x	x	x	x	x	x	x	x				x	x	x	x	x	x	x	x	x	
Jasper		440			No																						
Jefferson		1,703			No																						
Jersey		1,147			No																						
Jo Daviess		1,224			No																						
Johnson		614			No																						
Kane	13,439		1	Yes			x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Kankakee	3,904		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Kendall	4,263		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Knox	2,540		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Lake	19,600		2	Yes			x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		

LaSalle	5,916		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Lawrence		709			No																						
Lee		1,861			No																						
Livingston	1,748		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Logan		1,222			No																						
McDonough		1,214			No																						
McHenry	13,906		1	Yes			x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
McLean		5,754			No																						
Macon	4,482		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Macoupin		2,703			No																						
Madison	11,373		2	Yes		x	x	x	x	x	x	x	x	x				x	x	x	x	x	x	x	x	x	
Marion		2,281			No																						
Marshall		729			No																						
Mason	931		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Massac		656			No																						
Menard		674			No																						
Mercer		883			No																						
Monroe		1,496			No																						
Montgomery		2,058			No																						
Morgan	1,777		1	Yes					x	x	x										x	x	x				
Moultrie		825			No																						
Ogle		2,909			No																						
Peoria		6,456			No																						
Perry		1,045			No																						
Piatt		1,094			No																						
Pike		619			No																						
Pope		175			No																						
Pulaski		190			No																						
Putnam		408			No																						
Randolph		1,710			No																						
Richland	1025		1	Yes				x	x	x	x									x	x	x	x				
Rock Island	5,831		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
St. Clair	8,475		1	Yes		x	x	x	x	x	x	x	x	x				x	x	x	x	x	x	x	x	x	
Saline		1,171			No																						
Sangamon	7,813		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Schuyler		361			No																						
Scott		258			No																						
Shelby		1,280			No																						
Stark		364			No																						
Stephenson	2,302		1	Yes			x	x	x	x	x	x	x						x	x	x	x	x	x	x		
Tazewell	7,612		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Union		685			No																						
Vermilion	3,084		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Wabash	560		1	Yes			x	x	x		x	x							x	x	x		x	x			
Warren		758			No																						
Washington		734			No																						
Wayne	671		1	Yes			x		x			x									x		x		x		
White		631			No																						
Whiteside		3,365			No																						
Will	19,964		1	Yes		x	x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Williamson		3,239			No																						
Winnebago	9,973		3	Yes			x	x	x	x	x	x	x					x	x	x	x	x	x	x	x		
Woodford		1,730			No																						
TOTALS	247,640 (MC registrations with sites)	113,243 360,883 (MC registrations without sites)	46 (Training sites in County)	31 (Counties with Sites)	71 (Counties without Sites)																						

Excel: motorcycle registrations by county 2015

Motorcyclist Safety
Attachment #13

Illinois requires their motorcycle instructors to be certified by the Motorcycle Safety Foundation (MSF) and meet the following requirements:

1. Have passed a beginner course.

2. Have a valid class M (State of Illinois – motorcycle) driver's license or its equivalent from another state.

3. Have a safe riding and driving record (out–of-state instructors shall furnish a copy of their driving record) which for purposes of this program shall be no more than two convictions for violations of traffic regulations governing the movement of vehicles committed within a 12 month period, and no possibility that the instructors license could be suspended.

   Instructors or Instructor Candidates convicted of serious traffic violations such as, but not limited to, DUI (driving under the influence), DWS or DWR (driving while suspended or revoked), or reckless driving shall be disqualified for a period of three years.

4. Have as a minimum valid Red Cross, Green Cross or military basic first aid card or a Department approved equivalent.

5. Have knowledge of basic motorcycle maintenance.

6. Have the ability to operate a five-pound (minimum) dry-chemical (Type ABC) fire extinguisher.

7. Have met the standards of the Instructor Course, including the following:

   a) Have successfully completed an instructor training course that met all standards of the beginner course and demonstrated riding ability by successfully passing either the Motorcycle Operator Skills Test (MOST), the MOST II, the Alternate-MOST, or the beginner course Skills Test to the satisfaction of the Chief Instructor; and,

   b) Under the supervision and the presence of a Chief Instructor, have successfully practice taught at least two hours. This two (2) hour minimum shall include at least ½ hour each of both classroom and range beginner course lessons. (Practicing instructor names shall be listed separately from student names on the appropriate Training Attendance Records).

8. Have valid certified instructor card or have had Regional Center documentation (properly completed an instructor preparation form and anonymous knowledge test answer sheets) of such completion submitted to the Department within two (2) weeks of completion of instructor certification requirements.

9. May attend no more than one beginner course per calendar year as a student, and then only if space is available, all other students will have priority in enrolling.

10. Maintain certification by notifying the Department of any address or name changes.

11. Complete an annual update prior to teaching.

Please see the attached Instructor Certification list for Illinois from the MSF website.

RiderCoach Recertification Search

State: IL
State Certified:
MSF Status: Active
MSF ID#
First Nm
Last Nm
Add'l Cert
Lives in State
Search Clear
Page Size 500 Reset

RiderCoach List for State of IL 714 Found

MSF ID	First Name	Last Name	City	State	MSF Cert Date	MSF Cert Expires	Status	State Certified
425	EUGENE	SATRUN	MOKENA	IL	04/12/2015	04/12/2017	A	No
848	FRED	MARTIN	Charleston	IL	05/19/2014	05/19/2016	A	No
5373	EDWARD	KUBIK	PARK RIDGE	IL	10/06/2014	10/06/2016	A	No
6208	ROBERT	RITTER		IL	02/04/2013	02/04/2015	A	No
6314	STEPHEN	BAUERMEISTER	PARIS	IL	04/06/2015	04/06/2017	A	No
6319	GEORGE	BURCKHARTT	MOWEAQUA	IL	11/17/2014	11/17/2016	A	No
6323	DAVID	TAYLOR	DAWSON	IL	04/05/2015	04/05/2017	A	No
6767	CAROLANN	DUNN	Woodstock	IL	09/01/2014	09/01/2016	A	No
20131	SCOTT	HAAS	ROCHELLE	IL	02/04/2013	02/13/2017	A	No
20174	ERIC	JONES	QUINCY	IL	03/23/2015	03/23/2017	A	No
20177	JOHN	SOWERS	LONGMONT	CO	02/10/2014	02/10/2016	A	No
20534	JOSEPH	HAUTZINGER	PRAIRIE VIEW	IL	10/06/2014	10/06/2016	A	No
20696	RANDALL	RILEY	CRESTWOOD	IL	04/05/2015	04/05/2017	A	No
20697	FRANK	WALLACE	ASHLAND	IL	03/30/2015	03/30/2017	A	No
23321	EDWARD	BRENNAN	Columbia	TN	09/15/2013	09/15/2015	A	No
23691	MATTHEW	CAMBRON	MILWAUKEE	WI	02/04/2015	02/13/2017	A	No
24073	JAMES	CLAYTON	SANDWICH	IL	11/17/2014	11/17/2016	A	No
24635	DANIEL	BITLER	STREAMWOOD	IL	04/27/2015	04/27/2017	A	No
24969	ROBERT	EVERETT	Peoria	IL	12/08/2014	12/08/2016	A	No
24975	ROBERT	WALTER	CANTON	IL	03/23/2014	03/23/2016	A	No
25391	ALTON	STEVENS	APTOS	CA	02/22/2014	02/22/2016	A	No
25773	DAVID	RUOCCO	Eagan	MN	06/29/2014	06/29/2016	A	No
25987	ARTHUR	BUCKHEISTER	ELGIN	IL	04/01/2015	04/01/2017	A	No
26001	JASON	WEST	ATLANTA	IL	07/07/2014	07/07/2016	A	No
26002	LLOYD	WISSEN	STREATOR	IL	05/23/2014	05/23/2016	A	No
26137	MIRIAM	ROMAIS	NEW YORK	NY	02/04/2013	02/04/2015	A	No
26280	WILLIAM	RHOADES	FORT GIBSON	OK	05/03/2015	05/03/2017	A	No
26335	GUY	BAGNALL	SKOKIE	IL	04/05/2015	04/05/2017	A	No
26337	JAMES	FICKE	HUNTLEY	IL	03/24/2014	03/24/2016	A	No
26340	LARRY	MACKAY	WAUCONDA	IL	04/05/2015	04/05/2017	A	No

	26342	GARY	URANKAR	CICERO	IN	11/17/2014	11/17/2016	A	No
	26484	PAUL	DE SMET	CRAWFORDSVILLE	IN	10/13/2014	10/13/2016	A	No
	26486	KEVIN	KIEFFER	Brownsburg	IN	06/09/2014	06/09/2016	A	No
	26670	JETHRO	BLACK	ALTON	IL	07/28/2014	07/28/2016	A	No
	26685	RICKY	GILLESPIE	DAVENPORT	IA	05/16/2014	05/16/2016	A	No
	26719	JERRY	ROCHEN	HIGHLAND	IL	03/30/2015	03/30/2017	A	No
	26747	DONNA	MCBRIDE	EAGLE RIVER	AK	02/04/2015	02/13/2017	A	No
	26959	TAMERON	MARTIN	HENDERSON	NV	05/17/2015	05/17/2017	A	No
	26961	KRISHNA	HEAD	JOLIET	IL	04/05/2015	04/05/2017	A	No
	27259	LEON	WINFREY	Menomonee Falls	WI	04/12/2015	04/12/2017	A	No
	27260	LARRY	SMALL	SPRINGFIELD	IL	07/07/2014	07/07/2016	A	No
	27394	KARLA	MEYER	TROY	IL	03/30/2015	03/30/2017	A	No
	27396	JARED	BORRENPOHL	Carbondale	IL	02/04/2015	02/13/2017	A	No
	27404	GARY	TRESEMER	DURAND	IL	03/24/2014	03/24/2016	A	No
	27511	FRANCIS	CARIOTI	MOUNT PROSPECT	IL	10/13/2014	10/13/2016	A	No
	27512	MATTHEW	CLAY	BLOOMINGTON	IL	05/19/2014	05/19/2016	A	No
	27515	AUSTIN	NG	CHICAGO	IL	10/13/2014	10/13/2016	A	No
	27593	WILLIAM	CRUZ	WINTERS	CA	02/04/2015	02/13/2017	A	No
	27716	ROBERT	SIMPSON	POUGHKEEPSIE	NY	02/04/2015	02/13/2017	A	No
	28100	DEANNA	ZEHR	URBANA	IL	05/19/2014	05/19/2016	A	No
	28295	MARY (SUZY)	LUETSCHWAGER	GRIFFITH	IN	11/03/2014	11/03/2016	A	No
	28356	EDWARD	NOLTE	RENO	NV	03/10/2014	03/10/2016	A	No
	28361	REX	MCKINNEY	MADISONVILLE	KY	03/18/2015	03/18/2017	A	No
	28394	PEGGY	PENDER	NORTH LIBERTY	IN	09/29/2014	09/29/2016	A	No
	28577	BRADLEY	WICKELL	MILLSTADT	IL	03/30/2015	03/30/2017	A	No
	28588	JEFFREY	SLUITER	Rockford	IL	03/24/2014	03/24/2016	A	No
	28589	DANIEL	STRICKLER	LAKE ZURICH	IL	04/01/2015	04/01/2017	A	No
	28601	SCOTT	WALLACE	Libertyville	IL	05/12/2014	05/12/2016	A	No
	28678	ERIK	HANKS	Champaign	IL	02/04/2015	02/13/2017	A	No
	28682	THOMAS	KORN	DANVERS	IL	11/17/2014	11/17/2016	A	No
	35560	SKIP	STARKEY	CARBONDALE	IL	02/04/2015	02/13/2017	A	No
	37357	GILBERT	HEITKA	MATTOON	IL	01/23/2014	01/23/2016	A	No
	37963	JAMES	SHULTS	Algonquin	IL	10/06/2014	10/06/2016	A	No
	38365	STEVEN	HONDEL	TRENTON	IL	03/30/2015	03/30/2017	A	No
	38421	MICHAEL	MOORE	PLAINFIELD	IN	02/04/2015	02/13/2017	A	No
	38495	MARK	MLSNA	BROOKFIELD	WI	04/01/2015	04/01/2017	A	No
	38642	DANIEL	WEBER	KIRKLAND	WA	05/11/2015	05/11/2017	A	No
	39708	James	Kelly	Champaign	IL	02/04/2013	06/30/2015	A	No
	39933	JAMES	FOUSEK	LISLE	IL	04/01/2015	04/01/2017	A	No
	40554	JIMMY	WILSON	BRIDGETON	MO	07/28/2014	07/28/2016	A	No
	42233	DONALD	KAMES	ELBURN	IL	04/01/2015	04/01/2017	A	No
	44202	BOB	MARCUS	Glen Carbon	IL	09/01/2014	09/01/2016	A	No
	44521	WILLIAM	TURKUS	MONROE TOWNSHIP	NJ	02/04/2015	02/13/2017	A	No
	44606	NICOLAS	NIELSEN	NAPERVILLE	IL	10/13/2014	10/13/2016	A	No
	44808	VICKY	WALTER	CANTON	IL	03/23/2014	03/23/2016	A	No
	45224	BARBARA	HEITKA	MATTOON	IL	05/19/2014	05/19/2016	A	No

45303	WARREN	WEST	El Paso	IL	11/17/2014	11/17/2016	A	No
46069	GLENN	HELLER	BATAVIA	IL	11/17/2014	11/17/2016	A	No
46074	WILLIAM	BOKINA	OAK LAWN	IL	04/27/2015	04/27/2017	A	No
46269	PATRICIA	BEDNAREK	HARWOOD HEIGHTS	IL	04/27/2015	04/27/2017	A	No
46296	MELVIN	BARNUM	COLLINSVILLE	IL	03/23/2015	03/23/2017	A	No
46300	GREGORY	KARM	ELGIN	IL	04/27/2015	04/27/2017	A	No
46357	RICHARD	WATSON	MILL CREEK	IN	11/03/2014	11/03/2016	A	No
46652	ROBERT	BOUYER	CHICAGO	IL	10/06/2014	10/06/2016	A	No
47217	GARY	AKERMAN	ROSCOE	IL	06/01/2015	06/01/2017	A	No
47218	JOSEPH	FERGUSON	ROCKFORD	IL	03/24/2014	03/24/2016	A	No
47240	MICHAEL	TYLER	Odessa	MO	02/24/2014	02/24/2016	A	No
77093	C. VERNON	HANKS	HEYWORTH	IL	02/04/2015	02/13/2017	A	No
82072	MARK	MAY	RITCHIE	IL	04/05/2015	04/05/2017	A	No
85090	GREG	PATZER	MADISON	WI	02/04/2015	02/13/2017	A	No
88182	DONALD	SHIELDS	GLENSHAW	PA	04/07/2014	04/07/2016	A	No
88830	JOHN	SUDLOW	OAKWOOD	IL	02/04/2015	02/13/2017	A	No
92442	KERRY	WILLEY	HOPEDALE	IL	02/04/2015	02/13/2017	A	No
96270	VICTOR	HARI	GILMAN	IL	04/06/2015	04/06/2017	A	No
105136	CHARLES	MARICICH	LANSING	IL	04/05/2015	04/05/2017	A	No
105609	LISA	JOHNSON	Cedar Park	TX	02/04/2013	02/04/2015	A	No
105949	MICHAEL	DELATHOUWER	ROCK ISLAND	IL	06/16/2014	06/16/2016	A	No
106361	DENNIS	DRDA	ROCKFORD	IL	03/24/2014	03/24/2016	A	No
106363	PAUL	FREY	ROCKFORD	IL	03/24/2014	03/24/2016	A	No
106364	KENNETH	OPPERMAN	DURAND	IL	04/01/2015	04/01/2017	A	No
106367	LINDA	TATE	EL PASO	IL	11/17/2014	11/17/2016	A	No
106369	JON	BAKER	Elmhurst	IL	05/04/2015	05/04/2017	A	No
106370	CARLA	KANAK	Sierra Vista	AZ	02/04/2015	02/13/2017	A	No
106372	DONALD	ANDERSON	CHICAGO	IL	10/06/2014	10/06/2016	A	No
106378	JOHN	MATUGA	CAMPTON HILLS	IL	04/01/2015	04/01/2017	A	No
106381	ROBERT	WILLIAMS	ITASCA	IL	05/04/2015	05/04/2017	A	No
106480	KEVIN	GARCIA	SAINT CHARLES	MO	03/30/2015	03/30/2017	A	No
106483	DAVID	SARANDIS	Alton	IL	03/30/2015	03/30/2017	A	No
106896	PHILIP	ANTON	SUGAR GROVE	IL	11/17/2014	11/17/2016	A	No
106899	BERNARD	TOLLENSDORF	FAIRBURY	IL	07/07/2014	07/07/2016	A	No
107094	ANTHONY	CHOBOT	MOKENA	IL	10/06/2014	10/06/2016	A	No
107095	SARAH	LAHALIH	CHICAGO	IL	02/04/2015	02/13/2017	A	No
107096	JOHN	PANEK	BURBANK	IL	02/02/2015	02/02/2017	A	No
107097	HEIDI	REIBLE	URBANA	IL	05/19/2014	05/19/2016	A	No
107098	JAMES	VOCE	JOHNSBURG	IL	04/01/2015	04/01/2017	A	No
107099	EZELL	WILLIAMS	OAK PARK	IL	10/06/2014	10/06/2016	A	No
107687	ROBERT	LAKE	PAPILLION	NE	10/17/2014	10/17/2016	A	No
109508	THOMAS	DECKER	CLARKSTON	MI	04/08/2015	04/08/2017	A	No
109674	MICHELLE	HAVRANEK	CLINTON	UT	02/04/2015	02/13/2017	A	No
110123	LAURA	LOS	CHICAGO	IL	04/01/2015	04/01/2017	A	No
110124	RICHARD	MATUS	DES PLAINES	IL	04/01/2015	04/01/2017	A	No
110125	MICHAEL	ROMPALA	GRAYSLAKE	IL	05/03/2015	05/03/2017	A	No

	110127	KEITH	ZAWILA	MUNDELEIN	IL	04/01/2015	04/01/2017	A	No
	110140	STEVEN	YOUNG	BELGRADE	ME	06/22/2015	06/22/2017	A	No
	110168	MATTHEW	MAZUR	LAKE IN THE HILLS	IL	03/24/2014	03/24/2016	A	No
	110169	HOWARD	SCHMIDT	NAPERVILLE	IL	04/01/2015	04/01/2017	A	No
	110171	CHARLES	BRADLEY	ROCKFORD	IL	05/04/2015	05/04/2017	A	No
	110173	GERALD	KUBASZKO	BARTLETT	IL	04/01/2015	04/01/2017	A	No
	110174	SUZIE	KWAN	CHICAGO	IL	04/12/2015	04/12/2017	A	No
	110255	MICHAEL	DECKARD	Marissa	IL	03/23/2015	03/23/2017	A	No
	110259	JEREMY	ROSENE	CARBONDALE	IL	03/30/2015	03/30/2017	A	No
	110445	DEBRA	GOETTIG	CHAMPAIGN	IL	03/23/2014	03/23/2016	A	No
	110448	ROBERT	PRYDE	CROWN POINT	IN	02/02/2015	02/02/2017	A	No
	110456	ALFREDO	GONZALEZ	HUNTINGTON BEACH	CA	07/23/2015	07/23/2017	A	No
	110777	KEITH	JENKINS	NORMAL	IL	07/07/2014	07/07/2016	A	No
	110782	BRIAN	STUFFLEBEAM	Normal	IL	08/25/2014	08/25/2016	A	No
	110784	LINDA	WISSEN	STREATOR	IL	12/15/2014	12/15/2016	A	No
	110808	HECTOR	EIDE	Harrisburg	PA	02/04/2015	02/13/2017	A	No
	110838	JOSEPH	RZEPNICKI	Portage	IN	02/02/2015	02/02/2017	A	No
	110839	BERNIE	SEBOK	TINLEY PARK	IL	04/05/2015	04/05/2017	A	No
	110842	THOMAS	BROZEK	Downers Grove	IL	04/05/2015	04/05/2017	A	No
	110846	EDWARD	KORANDA	STEGER	IL	04/12/2015	04/12/2017	A	No
	110847	CHRISTOPHER	MCKEE	BLOOMINGDALE	IL	10/13/2014	10/13/2016	A	No
	111113	KEVIN	FRANTUM	Wildomar	CA	02/04/2015	02/13/2017	A	No
	111368	CHAD	SVASTISALEE	CHICAGO	IL	03/18/2014	03/18/2016	A	No
	112200	ANTHONY	TAM	River Forest	IL	05/04/2013	05/04/2015	A	No
	112205	CYRIL	SHAUGHNESSY	San Francisco	CA	04/01/2013	07/01/2015	A	No
	112206	CRAIG	ARPS	ALGONQUIN	IL	04/01/2015	04/01/2017	A	No
	112208	ROLLIN	HAMELBERG	ALGONQUIN	IL	04/01/2015	04/01/2017	A	No
	112210	JAMES	MILLER	Rapid City	SD	04/01/2015	04/01/2017	A	No
	112211	LARRY	SCALZITTI	BARRINGTON	IL	12/08/2014	12/08/2016	A	No
	112216	CYNTHIA	BAKER	CHICAGO	IL	04/18/2014	04/18/2016	A	No
	112219	STEVE	EDWARDS	LOCKPORT	IL	05/04/2015	05/04/2017	A	No
	112220	JAMES	KORBAL	HINCKLEY	IL	04/01/2015	04/01/2017	A	No
	112316	BRUCE	JOSEPH	PALM HARBOR	FL	06/16/2014	06/16/2016	A	No
	112751	JOHN	KERR	KENOSHA	WI	04/01/2015	04/01/2017	A	No
	112755	MICHAEL	RYAN	ANTIOCH	IL	04/01/2015	04/01/2017	A	No
	113185	CHARLES	NORWOOD	DUNEDIN	FL	10/13/2014	10/13/2016	A	No
	113194	FRANK	CLARK	SKOKIE	IL	04/27/2015	04/27/2017	A	No
	113200	JEFFREY	JOYCE	ST CHARLES	IL	02/04/2015	02/13/2017	A	No
	113203	DENNIS	SCHEU	SAVOY	IL	04/06/2015	04/06/2017	A	No
	114517	WILLIAM	TUCKER	MULVANE	KS	04/27/2015	04/27/2017	A	No
	114571	DAVID	JOHNSON	MONTGOMERY	IL	05/05/2015	05/05/2017	A	No
	114574	PEGGY	STRICKLER	LAKE ZURICH	IL	05/05/2015	05/05/2017	A	No
	115007	WILLIAM	LOWRY	Stella	NC	01/18/2015	01/18/2017	A	No
	115106	KAREN	SCHELLIN	KENOSHA	WI	10/05/2014	10/05/2016	A	No
	115180	TRACY	DAUGHERTY	Lostant	IL	06/15/2013	06/15/2015	A	No
	115184	BRYCE	MANNING	EDWARDSVILLE	IL	06/15/2013	06/15/2015	A	No

	115185	JAMES	RAIFSNYDER	Cordova	TN	06/15/2015	06/15/2017	A	No
	115582	STEVEN	STAPLES	MEMPHIS	TN	06/22/2015	06/22/2017	A	No
	115598	LINDBERGH	ASKEW	CHICAGO	IL	07/20/2013	07/20/2015	A	No
	115600	DAVID	CALASCIBETTA	NORTHBROOK	IL	07/20/2013	07/20/2015	A	No
	115601	STEVEN	HAYER	Des Plaines	IL	07/20/2015	07/20/2017	A	No
	115602	RICHARD	CASE	LAKE ZURICH	IL	07/20/2013	07/20/2015	A	No
	115605	NAMSOO "STEVE"	PARK	Chesapeake	VA	07/20/2015	07/20/2017	A	No
	115607	RICK	RUNGE	Grand Rapids	MN	07/20/2013	07/20/2015	A	No
	115609	JACOB	STRICKLER	Lakemoor	IL	07/20/2013	07/20/2015	A	No
	115610	SHERRI	ROMPALA	ROUND LAKE BEACH	IL	05/03/2015	05/03/2017	A	No
	115612	CHRISTOPHER	SPROULL	LINDENHURST	IL	07/20/2013	07/20/2015	A	No
	115615	RITA	LYBEK	Cottage Grove	WI	02/04/2015	02/13/2017	A	No
	116069	ANDREW	BRINKER	BARTONVILLE	IL	10/12/2013	10/12/2015	A	No
	116073	DENNIS	DANICEK	ITASCA	IL	10/12/2013	10/12/2015	A	No
	116077	RHONDA	JENKINS	NORMAL	IL	10/12/2013	10/12/2015	A	No
	116083	ROBERT	WROBEL	SANDWICH	IL	10/12/2013	10/12/2015	A	No
	116263	STEVEN	BASHAW	DOWNERS GROVE	IL	09/14/2013	09/14/2015	A	No
	116264	JUDY	DAYTZ	CHICAGO	IL	09/14/2013	09/14/2015	A	No
	116266	MARK	EICHHRON	LANSING	IL	09/14/2013	09/14/2015	A	No
	116270	JEFFREY	SHAW	Fox Lake	IL	09/14/2013	09/14/2015	A	No
	116271	CRAIG	WEIDLER	THOMASBORO	IL	09/14/2013	09/14/2015	A	No
	117906	GARY	LEWANDOWSKI	CLINTON TWP	MI	05/02/2014	05/02/2016	A	No
	118098	CYNTHIA	NORTHUP	Riverview	FL	05/23/2014	05/23/2016	A	No
	118340	JENNIFER	HOGAN	Batavia	IL	05/12/2014	05/12/2016	A	No
	118341	RICHARD	ANDERSON	PLANO	IL	05/12/2014	05/12/2016	A	No
	118343	JOHN	EDWARDS	HAMPSHIRE	IL	05/12/2014	05/12/2016	A	No
	118350	ROGER	SCOTT	ROLLING MEADOWS	IL	05/12/2014	05/12/2016	A	No
	118351	ARTHUR	LASCHOBER	WINFIELD	IL	05/12/2014	05/12/2016	A	No
	118422	GERARD	BLUM	LAKE ZURICH	IL	06/13/2014	06/13/2016	A	No
	118427	DOUGLAS	MATHER	HARVARD	IL	06/13/2014	06/13/2016	A	No
	118428	ROY	NEES	CHICAGO	IL	06/13/2014	06/13/2016	A	No
	118429	RANDALL	OLK	LAKE VILLA	IL	05/03/2015	05/03/2017	A	No
	118469	STEVEN	COCHRAN	BELLEVILLE	IL	06/20/2014	06/20/2016	A	No
	118554	GERALD	CASSADY	BUTLER	PA	05/16/2014	05/16/2016	A	No
	119101	ALEXANDER	ASCHOFF	LOMBARD	IL	06/27/2014	06/27/2016	A	No
	119103	DICK	MILLER	MORTON	IL	06/27/2014	06/27/2016	A	No
	119105	RAYMOND	MUCHA	NORMAL	IL	02/04/2015	02/13/2017	A	No
	119106	PAULETTE	KORTE	Trenton	IL	06/27/2014	06/27/2016	A	No
	119260	ETHAN	HALE	Manitou	OK	02/05/2015	02/05/2017	A	No
	119322	MARK	BEAIRD	KINGS	IL	08/01/2014	08/01/2016	A	No
	119328	MARK	WILSON	ST CHARLES	IL	05/26/2015	05/26/2017	A	No
	119599	MATTHEW	BIRD	SKOKIE	IL	06/20/2014	06/20/2016	A	No
	119607	WILLIAM	FORD	ROLLING MEADOWS	IL	04/25/2014	04/25/2016	A	No
	119994	DAVID	SAAM	Champaign	IL	02/04/2013	02/04/2015	A	No
	119995	MICHAEL	THOMAS	BLOOMINGTON	IL	10/24/2014	10/24/2016	A	No

119997	CHRISTOPHER	WHALEN	Northglenn	CO	10/24/2014	10/24/2016	A	No
120845	DARRIN	CASSIDAY	Jasper	MI	05/01/2015	05/01/2017	A	No
120861	HENRY	YEE	Evanston	IL	04/10/2015	04/10/2017	A	No
120868	BRENDA	OPPEL	Dayton	OH	04/17/2015	04/17/2017	A	No
121380	JOSHUA	FISHER	Ft Mitchell	KY	05/25/2015	05/25/2017	A	No
121467	MARK	PARCO	TRINITY	FL	02/04/2015	02/13/2017	A	No
121477	VANESSA	JONES	WALDORF	MD	11/16/2014	11/16/2016	A	No
121489	GREGORY	AVILA	SUGAR GROVE	IL	05/05/2015	05/05/2017	A	No
121492	LARRY	HARTL	SUGAR GROVE	IL	05/05/2015	05/05/2017	A	No
121494	MICHAEL	PROGAR	GLEN ELLYN	IL	06/29/2014	06/29/2016	A	No
121545	PAUL	WOLF	FULTON	IL	06/20/2013	06/20/2015	A	No
121645	TOM	KEENAN	GREENVILLE	WI	06/01/2014	06/01/2016	A	No
121660	JEFFREY	HUFF	KENOSHA	WI	10/05/2014	10/05/2016	A	No
121666	ROBERT	RAINAULT	CRYSTAL LAKE	IL	06/26/2015	06/26/2017	A	No
121667	ALAN	HOLMAN	CHICAGO	IL	06/26/2015	06/26/2017	A	No
121727	GRACELLEN	BOBRINITZ	Sainte Genevieve	MO	06/19/2015	06/19/2017	A	No
121729	MARION	HALL	WEST FRANKFORT	IL	06/19/2015	06/19/2017	A	No
121731	THOMAS	WELLS	COLLINSVILLE	IL	06/19/2013	06/19/2015	A	No
121732	JENNIFER	YAEGER	QUINCY	IL	06/19/2015	06/19/2017	A	No
121794	STEVEN	KIRSCH	WESTCHESTER	IL	07/10/2015	07/10/2017	A	No
121795	JUDE	GONZALES	Evanston	IL	07/10/2013	07/10/2015	A	No
121949	ROBERT	HUMPHREY	Williamsport	IN	07/31/2013	07/31/2015	A	No
121972	DAVE	ALLYN	CHATSWORTH	IL	07/09/2013	07/09/2015	A	No
121974	DEVIN	FERGUSON	MINIER	IL	07/09/2013	07/09/2015	A	No
121975	BRYON	HARTLEY	DAWSON	IL	07/09/2013	07/09/2015	A	No
121978	TYSON	RUSH	Mt. Vernon	IL	07/09/2013	07/09/2015	A	No
121980	DENNIS	SHUMWAY	OTTAWA	IL	07/09/2015	07/09/2017	A	No
121981	RICHARD	SMALL	MACKINAW	IL	07/09/2013	07/09/2015	A	No
121982	MOLLY	THOMAS	Mount Dora	FL	07/09/2013	07/09/2015	A	No
121983	JEFFREY	WITHEY	MINIER	IL	07/09/2013	07/09/2015	A	No
122289	JOHN	ROGERS	Beach Park	IL	09/23/2013	09/23/2015	A	No
122339	DAVID	HINSHAW	LOGANSPORT	IN	10/02/2013	10/02/2015	A	No
122371	TERRY	BRYAN	Surprise	AZ	10/09/2013	10/09/2015	A	No
122374	SUSAN	BRYAN	Surprise	AZ	10/09/2013	10/09/2015	A	No
122922	CHEREE	BLADES	GRIFFITH	IN	07/15/2015	07/15/2017	A	No
122925	PETER	FOSKARIS	Plainfield	IL	07/15/2015	07/15/2017	A	No
122927	THURLOW	HASKELL	CHICAGO HEIGHTS	IL	07/15/2013	07/15/2015	A	No
123384	TONI	BUHRKE	BLOOMINGDALE	IL	10/16/2013	10/16/2015	A	No
123385	TERRY	CARRELL	CHAMPAIGN	IL	10/16/2013	10/16/2015	A	No
123387	MATTHEW	NELSON	Wheaton	IL	06/03/2014	06/03/2016	A	No
123418	RICHARD	RANDOLPH	CLANTON	AL	02/04/2015	02/13/2017	A	No
123523	WILLIAM	MURPHY	MADISON	WI	06/22/2014	06/22/2016	A	No
123830	MICHAEL	STANLEY	Oquawka	IL	03/24/2014	03/24/2016	A	No
123915	DARREN	DOUGHERTY	Davenport	IA	04/09/2014	04/09/2016	A	No
124186	ROBERT	PELLETIER	Marion	IA	04/30/2014	04/30/2016	A	No
124449	THOMAS	MILES	BELLEVILLE	IL	05/01/2014	05/01/2016	A	No

124451	SHAWN	SMALLWOOD	Rushville	IN	05/01/2014	05/01/2016	A	No
124453	TIMOTHY	SOLIE	Tampa	FL	01/11/2015	01/11/2017	A	No
124543	JEFFREY	BEYER	LANSING	IL	05/21/2014	05/21/2016	A	No
124544	JOHN	CROWE	JOLIET	IL	05/21/2014	05/21/2016	A	No
124547	THOMAS	MACKEY	WOODRIDGE	IL	05/21/2014	05/21/2016	A	No
124548	TODD	MCFADDEN	Downers Grove	IL	05/21/2014	05/21/2016	A	No
124549	KAREN	KOUPENY	OAK LAWN	IL	05/21/2014	05/21/2016	A	No
124551	ROBERTO	VALLE	OAK PARK	IL	05/21/2014	05/21/2016	A	No
124552	DAVID JOSEPH	WOODRUFF	OAK PARK	IL	05/21/2014	05/21/2016	A	No
124611	BRUCE	LIERMAN	NORTH BENNINGTON	VT	05/21/2014	05/21/2016	A	No
124846	RICHARD	MASSIC	LIVONIA	MI	09/14/2014	09/14/2016	A	No
126013	RANDY	WHEELER	QUINCY	IL	06/18/2014	06/18/2016	A	No
126149	SCOTT	COLLINS	SAGINAW	MI	07/16/2014	07/16/2016	A	No
126254	GARY	CLAUSON	NEWARK	IL	06/25/2014	06/25/2016	A	No
126256	STEVEN	HATTEN	PEKIN	IL	06/25/2014	06/25/2016	A	No
126257	LARRY	HUNT	PERU	IL	06/25/2014	06/25/2016	A	No
126259	ANNA	RODEFFER	LA HARPE	IL	06/25/2014	06/25/2016	A	No
126264	DAVID	LEAVENS	BLOOMINGTON	IL	06/25/2014	06/25/2016	A	No
126654	SCOTT	NEVEN	STREAMWOOD	IL	07/08/2014	07/08/2016	A	No
127433	RICHARD	MAYR	EDDY	TX	11/19/2014	11/19/2016	A	No
127688	KEITH	KRAEHMER	AURORA	IL	10/22/2014	10/22/2016	A	No
127689	JAMES	VANDAHM	ROMEOVILLE	IL	10/22/2014	10/22/2016	A	No
128047	JOVANI	ROA	Lake in the Hills	IL	05/26/2015	05/26/2017	A	No
128337	CLAIRE	BOWE	Washington	DC	04/01/2015	04/01/2017	A	No
128339	JEFFREY	WEBER	CHICAGO	IL	04/01/2015	04/01/2017	A	No
128450	ANTHONY	BERTOLINI	RICHMOND	MI	05/07/2015	05/07/2017	A	No
128552	BRIAN	DERRY	O'Fallon	IL	04/29/2015	04/29/2017	A	No
128586	DAVE	MENDEZ	Eagle River	AK	04/27/2015	04/27/2017	A	No
128592	BENJAMIN	PARISH	Belleville	IL	04/27/2015	04/27/2017	A	No
130141	RICHARD	TANZINI	GREENE	NY	04/29/2015	04/29/2017	A	No
130155	JEFFREY	LOCKRIDGE	EVANSVILLE	IN	05/20/2015	05/20/2017	A	No
130175	JAMES	HITE	MATTOON	IL	05/22/2013	05/22/2015	A	No
130525	RICHARD	CYPLIK	MOKENA	IL	06/10/2015	06/10/2017	A	No
130642	MARK	HORNSTEIN	Greentown	IN	06/24/2015	06/24/2017	A	No
130657	RONALD	FOX	Poulsbo	WA	06/21/2013	06/21/2015	A	No
130662	GARRETT	ABBOTT	Centralia	IL	06/17/2015	06/17/2017	A	No
130663	BRIAN	BEERUP	Cape girardeau	MO	06/17/2015	06/17/2017	A	No
130664	JOSH	DUNCAN	MOUNT VERNON	IN	06/17/2013	06/17/2015	A	No
130665	DEBBI	JOSEPH	PALM HARBOR	FL	06/17/2013	06/17/2015	A	No
130668	BRIAN	LOWRY	O FALLON	IL	06/17/2015	06/17/2017	A	No
130672	WALTER	SHEWMAKER	ALTON	IL	06/17/2013	06/17/2015	A	No
130748	FRANK	BOENZI	GENEVA	IL	06/10/2015	06/10/2017	A	No
130749	JEFFREY	BRENTON	WOODSTOCK	IL	06/10/2015	06/10/2017	A	No
130750	ROY	GREGERSEN	Winnebago	IL	06/10/2015	06/10/2017	A	No
130751	MARK	HALE	ROCKFORD	IL	06/10/2013	06/10/2015	A	No
130752	DANA	HOMER	Baltimore	OH	06/10/2013	06/10/2015	A	No

	130753	JONATHAN	KLECKA	BROKEN ARROW	OK	06/10/2013	06/10/2015	A	No
	130758	JAMES	MAIER	ROCKFORD	IL	06/10/2015	06/10/2017	A	No
	130759	MICHAEL	LAWSON	BYRON	IL	06/10/2013	06/10/2015	A	No
	130768	SAMUEL	DEPIAZZA	EL PASO	TX	06/17/2015	06/17/2017	A	No
	131053	JEFFRY	ARCHER	HOMEWOOD	IL	05/06/2015	05/06/2017	A	No
	131135	STANLEY	BORYS	Long Grove	IL	08/12/2013	08/12/2015	A	No
	131136	MICHAEL	CROUSE	SPRING GROVE	IL	08/12/2015	08/12/2017	A	No
	131137	ELLIOT	HAMILTON	ARLINGTON HEIGHTS	IL	08/12/2015	08/12/2017	A	No
	131140	JAMES	WALTERS	WESTCHESTER	IL	08/12/2013	08/12/2015	A	No
	131141	MICHELLE	WIDELL	MACHESNEY PARK	IL	08/12/2013	08/12/2015	A	No
	131256	Shane	Brasmer	Andalusia	IL	06/24/2015	06/24/2017	A	No
	131258	GREGORY	COTE	EDWARDS	IL	06/24/2013	06/24/2015	A	No
	131261	TOMMY	KIPER	NORMAL	IL	06/24/2015	06/24/2017	A	No
	131262	PATRICK	KLOPFENSTEIN	MORTON	IL	06/24/2013	06/24/2015	A	No
	131264	KIMBERLY	THIERRY	GALESBURG	IL	06/24/2013	06/24/2015	A	No
	131582	ADAM	DALTON	CUBA	IL	09/23/2013	09/23/2015	A	No
	131583	TAMI	GHARST	DECATUR	IL	09/23/2013	09/23/2015	A	No
	131584	SHARON	HUNT	PERU	IL	09/23/2013	09/23/2015	A	No
	131585	ALAN	ROGERS	NAPERVILLE	IL	09/23/2013	09/23/2015	A	No
	131586	CHRISTINE	SERGISON	EAST PEORIA	IL	09/23/2013	09/23/2015	A	No
	131587	STACY	WROBEL	Downers Grove	IL	09/23/2013	09/23/2015	A	No
	132412	ANGELA	BATES	DANVILLE	IL	09/23/2013	09/23/2015	A	No
	132413	KENT	KRAUS	San Antonio	TX	09/23/2013	09/23/2015	A	No
	132415	ANDREW	MCMULLEN	Urbana	IL	09/23/2013	09/23/2015	A	No
	132416	APRIL	MURRAY	Hazel Crest	IL	09/23/2013	09/23/2015	A	No
	132417	AMIE	TONG	Greenwood	IN	09/23/2013	09/23/2015	A	No
	132696	JUAN	SALINAS	CHICAGO	IL	03/30/2014	03/30/2016	A	No
	132728	ENRICO	DELORENZO	Cary	IL	06/29/2014	06/29/2016	A	No
	133021	HAROLD	CAMPBELL	PARKERSBURG	WV	04/20/2014	04/20/2016	A	No
	133039	CHRISTINE LOU	CROWNER	BURLINGTON	IA	07/20/2014	07/20/2016	A	No
	133220	LENNART	BROERSHA	AURORA	IL	05/18/2014	05/18/2016	A	No
	133221	JAMES	BEYAH	HOFFMAN ESTATES	IL	05/18/2014	05/18/2016	A	No
	133332	TIMOTHY	BRUTCHER	Kapolei	HI	05/25/2014	05/25/2016	A	No
	133335	MARY	WELTZER	WINNEBAGO	IL	05/25/2014	05/25/2016	A	No
	133336	THOMAS	WELTZER	WINNEBAGO	IL	05/25/2014	05/25/2016	A	No
	133453	MICHAEL	ROBERTS	Athens	IL	05/04/2014	05/04/2016	A	No
	133531	MORGAN	HENTON	Olney	IL	06/15/2014	06/15/2016	A	No
	133533	REX	HUBBARD	GREENVILLE	IL	06/15/2014	06/15/2016	A	No
	133535	HARRY	NELSON	BETHALTO	IL	06/15/2014	06/15/2016	A	No
	133536	SETH	REITH	Merritt Island	FL	06/15/2014	06/15/2016	A	No
	133633	JERRY	WHITE	KANSAS CITY	MO	09/28/2014	09/28/2016	A	No
	133649	RANDY	FORD	GRIFFITH	IN	06/29/2014	06/29/2016	A	No
	133756	CRAIG	FRYE	WARRENVILLE	IL	06/22/2014	06/22/2016	A	No
	133760	DAVID	PLUMLEY	CHICAGO	IL	06/22/2014	06/22/2016	A	No
	133761	BRADEN	RITTENBERRY	Elburn	IL	06/22/2014	06/22/2016	A	No

133774	SHERMAN	KENNER	Franklin	IN	06/15/2014	06/15/2016	A	No
134198	ANGEL	VELAZQUEZ	MASCOUTAH	IL	06/30/2014	06/30/2016	A	No
134200	CURTIS	TOLER	Lebanon	IL	06/30/2014	06/30/2016	A	No
134214	GIGI	BEAIRD	KINGS	IL	07/26/2014	07/26/2016	A	No
134216	VLADIMIR	MALESEVIC	GLEN ELLYN	IL	07/26/2014	07/26/2016	A	No
134239	CHAD	BAILEY	Scott AFB	IL	08/25/2014	08/25/2016	A	No
134343	SCOTT	SCHOELLER	LAKE FOREST	IL	06/21/2014	06/21/2016	A	No
134344	WESLEY	STOGINSKI	CHICAGO	IL	06/21/2014	06/21/2016	A	No
134565	KIM	DUNNIGAN	Flatt	IL	09/29/2014	09/29/2016	A	No
134566	LARRY	FERGUSON	EUREKA	IL	09/29/2014	09/29/2016	A	No
134567	DEWAYNE	LEAVENS	BLOOMINGTON	IL	09/29/2014	09/29/2016	A	No
134568	KATE	DANNER	Roseville	IL	09/29/2014	09/29/2016	A	No
134633	ROBERT	LERGNER	KANKAKEE	IL	10/05/2014	10/05/2016	A	No
134634	DONALD	MARTIN	CHAMPAIGN	IL	10/05/2014	10/05/2016	A	No
134635	JOSHUA	REIBLE	CHAMPAIGN	IL	10/05/2014	10/05/2016	A	No
135519	DOUGLAS	DESCAMPS	Saint Charles	IL	03/01/2015	03/01/2017	A	No
136232	DONALD	BIRREN	GAGES LAKE	IL	05/03/2015	05/03/2017	A	No
136233	PATRICE	BOENZI	GENEVA	IL	05/03/2015	05/03/2017	A	No
136234	DENNIS	DOUGHERTY	BARRINGTON	IL	05/03/2015	05/03/2017	A	No
136236	NICK	MAZUR	McHenry	IL	05/03/2015	05/03/2017	A	No
136237	F. PETER	NESTER	CRYSTAL LAKE	IL	05/03/2015	05/03/2017	A	No
136240	CHAD	SOLOMON	DEERFIELD	IL	05/03/2015	05/03/2017	A	No
136526	ROBERT	HILL	Jenison	MI	04/13/2015	04/13/2017	A	No
136580	KATRINA	VLASICH	AURORA	IL	06/07/2013	06/07/2015	A	No
136581	LOREN	ELSEN	Stuart	FL	06/07/2013	06/07/2015	A	No
136582	JOHN	FAULHABER	JOLIET	IL	06/07/2015	06/07/2017	A	No
136583	SCOTT	FOTRE	LISLE	IL	06/07/2013	06/07/2015	A	No
136585	JASON	MORRIS	ROMEOVILLE	IL	06/07/2015	06/07/2017	A	No
136613	JOSEPH	DIGIACOMO	Orland Park	IL	05/24/2015	05/24/2017	A	No
136614	DONALD	GRISWOLD	PONTIAC	IL	05/24/2015	05/24/2017	A	No
136615	SUSAN	HALL	SPRINGFIELD	IL	05/24/2015	05/24/2017	A	No
136617	CODY	MCCLELLAN	Decatur	IL	05/24/2013	05/24/2015	A	No
136618	STEPHEN	MENDOLA	AURORA	IL	05/24/2015	05/24/2017	A	No
136620	JACOB	PITMAN	PRINCEVILLE	IL	05/24/2015	05/24/2017	A	No
136652	MARK	CHAPMAN	SWANSEA	IL	06/14/2015	06/14/2017	A	No
136654	JIMMY	KALERT	CARBONDALE	IL	06/14/2015	06/14/2017	A	No
136655	KYLE	MASTERS	CARTERVILLE	IL	06/14/2013	06/14/2015	A	No
136657	AUSTIN	STEINSICK	Indianapolis	IL	06/14/2013	06/14/2015	A	No
136711	RICHARD	GREENE	BLOOMSBURG	PA	06/07/2015	06/07/2017	A	No
136776	SMEDMORE	BERNARD	CHICAGO	IL	05/31/2015	05/31/2017	A	No
136866	ALBERT	DOMICO	ROCKFORD	IL	07/12/2013	07/12/2015	A	No
136872	LEE ANN	SLUITER	ROCKFORD	IL	07/12/2013	07/12/2015	A	No
136931	RAY	MILLER	MOLINE	IL	07/12/2015	07/12/2017	A	No
136940	JOSEMARIA	GONZALEZ	McFarland	CA	07/17/2013	07/17/2015	A	No
136996	JOHN	CYCOTTE	Port Charlotte	FL	07/29/2013	07/29/2015	A	No
137035	STEFAN	BOCKISCH	NUERNBERG		07/26/2013	07/26/2015	A	No
137084	MICHAEL	DORAN	MUNDELEIN	IL	10/05/2014	10/05/2016	A	No

137109	GREGORY	GILL	HOLY CROSS	IA	05/14/2014	05/14/2016	A	No
137243	DANIEL	BARTKIEWICZ	Hoffman Estates	IL	06/28/2015	06/28/2017	A	No
137244	MELANIE	COLANGELO	OAK FOREST	IL	06/28/2015	06/28/2017	A	No
137245	ALON	FRIEDMAN	CHICAGO	IL	06/28/2015	06/28/2017	A	No
137248	JACK	LYONS	STEGER	IL	06/28/2015	06/28/2017	A	No
137249	JANET	MERRITTE	CHICAGO	IL	06/28/2015	06/28/2017	A	No
137250	DONALD	PATRICK	UNIVERSITY PARK	IL	06/28/2013	06/28/2015	A	No
137251	JOSEPH	ROMANO	OAK LAWN	IL	09/13/2014	09/13/2016	A	No
137252	JOHN	WALKER	Denver	CO	08/17/2014	08/17/2016	A	No
137320	JEREMY	EILTS	Queen Creek	AZ	09/20/2013	09/20/2015	A	No
137321	DERRICK	GLASCOE	BELLWOOD	IL	09/20/2013	09/20/2015	A	No
137322	THOMAS	HASENSTEIN	PEORIA	IL	09/20/2013	09/20/2015	A	No
137323	SCOTT	MCKINNEY	Moweaqua	IL	09/20/2013	09/20/2015	A	No
137324	TERRY	MCROBERTS	DECATUR	IL	09/20/2013	09/20/2015	A	No
137325	JOSEPH	ROGERS	NORMAL	IL	09/20/2013	09/20/2015	A	No
137326	CURTIS	WESNER	EAST PEORIA	IL	09/20/2013	09/20/2015	A	No
137384	THOMAS	RINGLEIN	Scott AFB	IL	09/24/2013	09/24/2015	A	No
137432	LUTHER "TRAE"	BROOKS III	Lafayette	LA	09/27/2013	09/27/2015	A	No
137702	RONALD	BAKER	OBLONG	IL	09/27/2013	09/27/2015	A	No
137704	GENE	KIECA	Wisconsin Dells	WI	09/27/2013	09/27/2015	A	No
137705	ERNESTO	OANDASAN	BEACH PARK	IL	09/27/2013	09/27/2015	A	No
138291	DANIEL	LANDANDO	Ocklawaha	FL	04/22/2014	04/22/2016	A	No
138433	SCOTT	HEADLEY	Kalamazoo	MI	05/02/2014	05/02/2016	A	No
138434	ROBIN	OVERBEY	Princeton	IN	05/02/2014	05/02/2016	A	No
138513	LOUIS	HULSEY	Harker Heights	TX	02/04/2013	02/04/2015	A	No
138562	DONALD	GREEN	BRANDENBURG	KY	06/03/2015	02/13/2017	A	No
138635	KIMBERLY	KOLARIK	Urbana	IL	04/18/2014	04/18/2016	A	No
138653	MARK	BISHOP	MATHERVILLE	IL	05/23/2014	05/23/2016	A	No
138656	CHRISTOPHER	RECTOR	SPRINGFIELD	IL	05/23/2014	05/23/2016	A	No
138657	JIM	VANCIL	MINIER	IL	05/23/2014	05/23/2016	A	No
138658	ROBBY	WILSON	PEORIA	IL	05/23/2014	05/23/2016	A	No
138669	ALEXANDER	HAWKINS	LINDENHURST	IL	05/16/2014	05/16/2016	A	No
138670	RICHARD	MACKEY	HAMPSHIRE	IL	05/16/2014	05/16/2016	A	No
138674	KRISTINE	PAYNE	Wauconda	IL	05/16/2014	05/16/2016	A	No
138675	OWAIS	POTHLAWALA	CHICAGO	IL	05/16/2014	05/16/2016	A	No
138676	BARBARA	SANFORD	Woodstock	IL	05/16/2014	05/16/2016	A	No
138677	JEFFREY	STEWART	WAUCONDA	IL	05/16/2014	05/16/2016	A	No
138678	BRUCE	VOLOCYK	DES PLAINES	IL	05/26/2015	05/26/2017	A	No
138679	MICHELE	WIERZGAC	Elgin	IL	05/16/2014	05/16/2016	A	No
138680	SYDNEY	WILEY	Morton Grove	IL	05/16/2014	05/16/2016	A	No
138800	DANIEL	DEWITT	Newman	IL	06/22/2014	06/22/2016	A	No
138801	BRITTANY	HAMMEL	CARBONDALE	IL	06/22/2014	06/22/2016	A	No
138802	LEVI	MAYER	CARBONDALE	IL	06/22/2014	06/22/2016	A	No
138803	MICHAEL	METZROTH	Pleasant Plains	IL	06/22/2014	06/22/2016	A	No
138805	DAVID	COBERLY	BELLEVILLE	IL	06/20/2014	06/20/2016	A	No

	138806	ERIC	ECHOLS	TROY	IL	06/20/2014	06/20/2016	A	No
	138808	JOHN	GOODISKY	COLLINSVILLE	IL	06/20/2014	06/20/2016	A	No
	138809	BRENT	HOLTMAN	QUINCY	IL	06/20/2014	06/20/2016	A	No
	138810	DANIEL	LOWRY	O FALLON	IL	06/20/2014	06/20/2016	A	No
	138811	DOUGLAS	MEYER	TROY	IL	06/20/2014	06/20/2016	A	No
	138814	SAMUEL	SMART	LAKE ZURICH	IL	06/20/2014	06/20/2016	A	No
	138858	KEVIN	WRIGHT	CHICAGO	IL	06/06/2014	06/06/2016	A	No
	138859	DAVID	GORDON	ELGIN	IL	06/06/2014	06/06/2016	A	No
	138860	GEOFF	GODDARD	LILY LAKE	IL	06/06/2014	06/06/2016	A	No
	138862	JOE	MATCHETT	OSWEGO	IL	06/06/2014	06/06/2016	A	No
	138863	LAWRENCE	MCNAMARA	Buckeye	AZ	06/06/2014	06/06/2016	A	No
	138865	COLEEN	REGALMUTO	ADDISON	IL	06/06/2014	06/06/2016	A	No
	138866	SEAN	SEAMON	Wheaton	IL	06/06/2014	06/06/2016	A	No
	138868	MARK	BENOY	RIVERSIDE	IL	04/18/2014	04/18/2016	A	No
	138869	MICHAEL	JAMISON	Vonore	TN	04/18/2014	04/18/2016	A	No
	138870	TIFFANY	MIKES	HOMEWOOD	IL	04/18/2014	04/18/2016	A	No
	138871	WESLEY	NOWAKOWSKI	ARLINGTON HEIGHTS	IL	05/26/2015	05/26/2017	A	No
	138872	TANNER	GRIFFIN	Bourbonnais	IL	05/20/2014	05/20/2016	A	No
	138876	ROBERT	BLACKBURN	ST JOHN	IN	06/13/2014	06/13/2016	A	No
	138877	ZAIDA	ROMAN	CHICAGO	IL	06/13/2014	06/13/2016	A	No
	138878	ANASTASIA	SUHRBUR	BERWYN	IL	06/13/2014	06/13/2016	A	No
	138914	CLAYTON	DICKERSON	VICTORIA	IL	07/11/2014	07/11/2016	A	No
	138915	TAMMY	GARREN	BLOOMINGTON	IL	07/11/2014	07/11/2016	A	No
	138916	JAMES	GERKIN	WASHINGTON	IL	07/11/2014	07/11/2016	A	No
	138918	KENDRA	HELFTER	Davenport	IA	07/11/2014	07/11/2016	A	No
	138957	ARMANDO	ACTIS	CHANNAHON	IL	07/11/2014	07/11/2016	A	No
	138958	HOWARD	GROGAN	STREAMWOOD	IL	07/11/2014	07/11/2016	A	No
	138962	ELAINE	WINTERS	DURAND	IL	07/11/2014	07/11/2016	A	No
	156050	MATTHEW	BROTHERTON	CLINTON	IL	09/19/2014	09/19/2016	A	No
	156052	JACOB	DEHART	FRANKFORT	IL	09/19/2014	09/19/2016	A	No
	156114	CHRISTOPHER	HEAD	JOLIET	IL	10/05/2014	10/05/2016	A	No
	156115	DANIEL	KLEIN	VILLA PARK	IL	10/05/2014	10/05/2016	A	No
	156117	SCOTT	MOCHINSKI	Champaign	IL	02/04/2015	02/13/2017	A	No
	156118	RAYMOND	PROKASKI	CHICAGO	IL	10/05/2014	10/05/2016	A	No
	156686	MICHAEL	GREENE	CADIZ	KY	04/13/2015	04/13/2017	A	No
	156978	SELINA	ELDDINE	Hometown	IL	05/22/2015	05/22/2017	A	No
	156979	SCOTT	HIESTAND	PLAINFIELD	IL	05/22/2015	05/22/2017	A	No
	156980	JACOB	HODGSON	AURORA	IL	05/22/2013	05/22/2015	A	No
	156981	JON	JENSEN	NAPERVILLE	IL	05/22/2015	05/22/2017	A	No
	156982	ALLEN	MATLOCK	ROCKFORD	IL	05/22/2015	05/22/2017	A	No
	156983	MONICA	WHANG	PALOS HILLS	IL	05/22/2015	05/22/2017	A	No
	157034	CYNTHIA	BEARD	BRYANT	IL	05/22/2015	05/22/2017	A	No
	157035	WILLIAM	FLANNAGAN	AURORA	IL	05/22/2013	05/22/2015	A	No
	157037	KATHRYN	HALLEEN	PEORIA	IL	05/22/2013	05/22/2015	A	No
	157038	TYLER	LUKEHART	EDWARDS	IL	05/22/2013	05/22/2015	A	No
	157178	DEBORRA	BARNES	Pleasant Prairie	WI	05/15/2015	05/15/2017	A	No

157180	TIMOTHY	ECKMANN	Libertyville	IL	05/15/2015	05/15/2017	A	No
157182	JAMES	KREPEL	CRYSTAL LAKE	IL	05/15/2013	05/15/2015	A	No
157184	JENNA	STRICKLER	LAKE ZURICH	IL	05/15/2015	05/15/2017	A	No
157185	RICHARD	WICK	INGLESIDE	IL	05/15/2015	05/15/2017	A	No
157191	JOSE	MARTINEZ	WESTERVILLE	OH	06/19/2013	06/19/2015	A	No
157239	DAVID	DIVELEY	DIXON	IL	06/26/2015	06/26/2017	A	No
157240	MELANIE	MALONE	ROCKFORD	IL	06/26/2015	06/26/2017	A	No
157241	CARL	PALMER	ROCKFORD	IL	06/26/2015	06/26/2017	A	No
157242	PETER	RADEMACHER	WEST CHICAGO	IL	06/26/2015	06/26/2017	A	No
157244	RONALD	SEE	Naples	FL	06/26/2013	06/26/2015	A	No
157245	JON	SMAIL	JOHNSBURG	IL	06/26/2015	06/26/2017	A	No
157252	ROBERT	BAILEY	EAST ALTON	IL	06/19/2015	06/19/2017	A	No

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Bulk State Certification

○ Certify ALL RC's for results of *last search* (714 records)

○ De-certify ALL RC's for results of *last search* (714 records)

Update

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v.2.6.5603.28724

Motorcyclist Safety
Attachment #14

Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses:

Monitoring – The Illinois Department of Transportation, Division of Transportation Safety (IDOT/DTS) representatives as well as the Regional Center (Assistant) Coordinator will conduct periodic on-site reviews of the training to monitor program adherence to all requirements set herein. Where major safety violations are observed the aforementioned may, at their discretion, intervene and have the violation corrected. Monitoring by individuals other than those referenced above must be pre-approved by the DOT/DTS. (See attached TS 700 and TS 701 Forms)

Course Curricula – DOT/DTS shall make in consultation with the Regional Centers, Curriculum (Licensing and Secretary of State Related Tasks) Committee in Section I, Part 3.0 such modifications or additions to course curricula as it deems warranted to improve the safety, effectiveness or efficiency of the training.

Program Evaluation – IDOT/DTS will evaluate the CRSTP periodically to answer the following:

1. Is the program accomplishing its goals efficiently?
2. Is the program producing results that are contrary to is goals?

The evaluation may also examine the relative merit of individual Regional Center projects. Two types of evaluations will be conducted. The administrative evaluation will be based on actual activities compared with the plans, and unit costs (e.g., cost of training a motorcycle rider) or other aspects or operations efficiency. The impact evaluation will determine the extent to which the program has changed crash experience and/or injury severity, the relationship between the program and this change and program costs and benefits.

IDOT/DTS will define the method of evaluation, data to be collected, records necessary for data collection, criteria for the administrative and impact evaluation and responsibilities of those involved in the evaluation. An IDOT/DTS evaluation plan will be distributed to everyone directly involved.

Student Satisfaction Survey Form for Basic *RiderCourse*

Please help the MSF maintain high quality *RiderCourses* by providing feedback on your training experience. You can complete the following evaluation form online at msf-usa.org (click on "Participate"), or mail it to the MSF. To mail this form, fold it so that the MSF address is facing outward, and attach first-class postage. All information will be held in strict confidence. Your personal contact information will be used only for quality assurance purposes and may be shared with program administration. This information will not be sold or provided for commercial uses. Rev 01/14

A. As part of this basic motorcycling educational experience, did you complete the MSF Basic e*Course* available at www.msf-usa.org?
☐ Yes ☐ No

B. Course Site Name: _____ City / State: _____

C. Date course began: ____ / ____ / _____ RiderCoach Names: 1. _____ 2. _____ 3. _____ 4. _____

Circle the number corresponding to your response to each question. *(Use this form to rate your RiderCoach-facilitated classroom and range sessions, not the eCourse.)*

1. Overall Satisfaction with Course:	1 Very Low	2	3	4	5	6	7	8	9	10 Very High
2. When you compare your overall riding ability, both skills and strategies, from before you started the course to after you completed the course, how much improvement did you make?	1 Very Little	2	3	4	5	6	7	8	9	10 A Whole Lot
3. To what extent did the course motivate you to assess your own personal risk-taking?	1 Very Little	2	3	4	5	6	7	8	9	10 A Whole Lot

Rating: 1 = Poor or Very Strongly Disagree ⟷ 7 = Excellent or Very Strongly Agree

Course Logistics	Rating	RiderCoach: Rate each RC named above. Write a number from 1 (LOW) to 7 (HIGH) in the box provided	RC #1	RC #2	RC #3	RC #4
4. Registration was easy.	1 2 3 4 5 6 7	14. I felt respected.	☐	☐	☐	☐
5. A sufficient number of classes were available in my area.	1 2 3 4 5 6 7	15. RCs showed professional behavior and language.	☐	☐	☐	☐
6. The time between registering for the class and attending the class was reasonable.	1 2 3 4 5 6 7	16. RCs showed adequate preparation.	☐	☐	☐	☐
6a. Your waiting time? _____ days		17. RCs listened & encouraged discussion.	☐	☐	☐	☐
7. The cost of the course was about right. 7a. Tuition fee: $_____	1 2 3 4 5 6 7	18. RCs showed concern for my personal safety.	☐	☐	☐	☐

Classroom	Rating	Range (Riding Exercises)	Rating
8. Pace of the classroom.	1 2 3 4 5 6 7	19. Pace of the range instruction.	1 2 3 4 5 6 7
9. Quality of the classroom materials.	1 2 3 4 5 6 7	20. Amount of time to practice riding.	1 2 3 4 5 6 7
10. Opportunity to participate in discussions.	1 2 3 4 5 6 7	21. Clarity of range instructions.	1 2 3 4 5 6 7
11. Activities and discussions enhanced my understanding.	1 2 3 4 5 6 7	22. Timely coaching tips impacted my progress positively.	1 2 3 4 5 6 7
12. Classroom experiences directed me toward significant self assessment.	1 2 3 4 5 6 7	23. Training motorcycle condition.	1 2 3 4 5 6 7

13. Which activities, self-assessments and/or exercises helped you the most? _____

24. At any time did you find yourself challenged beyond your level of comfort? ☐ NO ☐ YES - Pls describe: _____

Comments and/or Suggestions for Improvement on any aspect of the course. (Additional note pages welcomed!)

--Tape to close here--

Demographics (Providing responses to these questions is strictly voluntary.)

25. Do you currently ride a motorcycle regularly?
[] Yes – Estimated # of miles you ride annually _____ [] No

26. Age [] Under 21 [] 21-24 [] 25-34 [] 35-44 [] 45-64 [] 65 or Over

27. Gender [] Male [] Female

28. Did you pass the classroom knowledge test? [] Yes [] No

29. Did you pass the riding skill test? [] Yes [] No

30. What was your skill level prior to entering the training class?
[] Never ridden motorcycle [] Beginner [] Experienced

31. Are you a returning rider? (stopped riding for some years and starting again) [] Yes, stopped for _____ years [] No

32. Primary reason for signing up for a class?
[] Waive licensing skill test [] Learn to ride
[] Other, specify: _____

33. What will be your next steps in motorcycling?
_____
_____

---- FOLD HERE ---------- FOLD HERE ---

MSF STUDENT SURVEY

Place Postage Stamp Here

Motorcycle Safety Foundation
2 Jenner, Suite 150
Irvine, CA 92618-3812

---- FOLD HERE ---------- FOLD HERE ---

FOLD THIS SECTION IN FIRST

Name: _____

Street Address: _____

City: _____ **Zip Code:** _____

Email Address: _____ @ _____

How did you find out about the training program? (check all that apply)

[] Friend/Family [] DMV [] Court System [] Insurance Company [] Motorcycle Dealer/Shop
[] msf-usa.org Website [] State or Local Website [] Internet Story / Blog [] Radio/TV Ad
[] Print Ad [] Magazine Article/TV News Story [] MC Show/Event [] College/Adult Ed Publications [] Other _____

May MSF contact you in the future to discuss this survey? [] YES [] NO

Illinois Department of Transportation

Illinois Cycle Rider Safety Training Program
On-Site Monitoring Report for Classroom

Agreement: _____
Monitor: _____

Site: _____ Date: _____

Time (From): _____ (To): _____ Number of Students: _____ Unit(s): _____

Instructor: _____ Assistant: _____

Rating System:

+ = Satisfactory
- = Improvement Needed
N/O = Not Observed
N/A = Not Applicable

_____ 1. **Stated Unit Objectives**: The objective, as stated in the Instructor guide, was given at the beginning of each unit.

_____ 2. **Effectively Used Visual Aids**: Visual aids were used correctly. When appropriate, chalkboards, riding gear, charts, etc., were used to enhance the discussion.

_____ 3. **Used Correct Terminology**: The terminology stated in the Instructor guide was maintained. Slang terms were not used.

_____ 4. **Conducted Correctly**: The techniques were correctly demonstrated and applied. Students were observed and corrected when required.

_____ 5. **Correctly Demonstrated Techniques**: When appropriate, demonstration materials and equipment were available and information/techniques were correctly given.

_____ 6. **Presented Accurate Information**: Facts about motorcycling were correct; personal opinions were not presented as facts. The Instructor demonstrated knowledge and expertise.

_____ 7. **Effectively Used Questions and Evaluated Understanding**: The lesson was student-oriented; the instructor involved students by using direct and open questions to ensure student understanding. Instructor lecturing was kept to a minimum.

_____ 8. **Allowed Time for Student Questions and Evaluated Understanding**: Students were encouraged to ask questions. The Instructor was positive and non-threatening to ensure student understanding. Instructor lecturing was kept to a minimum.

_____ 9. **Summarized and Evaluated**: The lesson was briefly summarized and the Instructor evaluated student understanding.

_____ 10. **Maintained Logical Learning Sequence**: The Instructor did not go beyond the level of information presented in the lesson. (Maintained the building block process as designed.)

_____ 11. **Accomplished Unit Objectives**: Lesson objectives were achieved by the Instructor's ability to teach. Students showed evidence they were learning through their participation in the classroom.

_____ 12. **Completed Unit Within Prescribed Time**: The lesson was completed within the guidelines established by the Instructor guide. Overtime was not a result of the Instructor's inability to present the lesson.

_____ 13. **Covered All Instructor Guide Points**: All topics on the left page were covered.

Additional Comments:

Illinois Department of Transportation

Illinois Cycle Rider Safety Training Program
On-Site Monitoring Report for Range

Agreement: _____
Monitor: _____

Site: _____ Date: _____

Time (From): _____ (To): _____ Number of Students: _____ Exercise(s): _____

Instructor: _____ Assistant: _____

Rating System:

+ = Satisfactory
- = Improvement Needed
N/O = Not Observed
N/A = Not Applicable

_____ 1. **Range Layout**: The cones were placed on the range according to the configurations on the range cards. Any variations were approved prior to the beginning of class.

_____ 2. **Instructors and Students Wore Proper Protective Gear**: A helmet, eye protection, long sleeves, full-fingered gloves, long pants and sturdy boots were worn by those riding a motorcycle.

_____ 3. **Stated Exercise Objectives**: The objectives stated on the range cards were given to the students prior to the exercise.

_____ 4. **Gave Clear and Concise Directions**: Students could hear and understand the directions.

_____ 5. **Demonstrated Exercises Correctly**: When required, the demonstrations were correctly ridden. If the assistant provided a weak demonstration, the Instructor assured students understood the correct way to do the exercise.

_____ 6. **Identified Evaluation Points During Demonstrations**: Evaluation points were correctly utilized.

_____ 7. **Used Appropriate Instructor Positions:** Instructor positions were correct according to the range cards. When necessary, the Instructor changed position to assure visual range control was adhered to and students could be evaluated.

_____ 8. **Utilized Coaching Tips**: The coaching tips were correctly used.

_____ 9. **Correctly Evaluated and Coached Students**: Instructors correctly identified students riding errors and used the appropriate commands and simulation to facilitate learning.

_____ 10. **Achieved Exercise Objectives**: Exercises were conducted according to the range cards and students demonstrated they were learning.

_____ 11. **Completed Exercise Within Allotted Time**: Lessons were conducted within reasonable time according to the range cards and course size. Overtime was not the result of the Instructor's inability to conduct the lessons correctly.

_____ 12. **Maintained Safe Learning Environment**: Unsafe actions were addressed immediately and effectively. Range rules were adhered to.

_____ 13. **Condition of Range, Equipment and Facility**: The surface of the range was safe for operating motorcycles. Motorcycles, helmets, etc. were in good condition.

Additional Comments:

Addendum 6

Methodology Used to Set Targets for 2014-2016 for Core Traffic Safety Performance Measures in Illinois

In order to establish 2014-2016 targets for the core traffic safety performance measures, DTS used five-year rolling averages. The data DTS used to calculate the rolling averages were based on 2005-2013 data, except for total fatalities and seat belt measures that were based on 2006-2014 data.

Core Measures	Data Source
Total Traffic Fatalities	FARS
Serious Traffic Injuries	Crash Data
Total Fatalities Per 100M VMT	FARS/IDOT
Rural Fatalities Per 100M VMT	FARS/IDOT
Urban Fatalities Per 100M VMT	FARS/IDOT
Serious Traffic Injuries Per 100M VMT	Crash Data/IDOT
Unrestrained Occupant Fatalities	FARS
Impaired Driving Fatalities	FARS
Speed-Related Fatalities	FARS
Motorcyclist Fatalities	FARS
Unhelmeted Motorcyclist Fatalities	FARS
Drivers Age 20 or Younger Involved in Fatal Crashes	FARS
Pedestrian Fatalities	FARS
Pedal-cycle Fatalities	FARS
Observed Seat Belt Use	Annual Observational Survey/IDOT

The following steps were used to set 2014-2016 targets:

1. Calculated the rolling averages using the 2005-2013 FARS, crash data, and observational survey data. For example, the rolling average of total fatalities for 2009 is 1,164 which is an average of 2005-2009 total fatalities.
2. Ordinary Least Squares Method (OLS) was used to estimate coefficients and the measures of fit of the linear trend model to set targets for 2014-2016. This is a common methodology (also known as a “line of best fit”) is often used to project future fatality numbers and rates. Most spreadsheet software offers a “Linear Trend” function, which projects what the fatalities would be in the future if the trend were to continue.
3. Calculated 70 percent upper bound and lower bound Prediction Interval (PI).
4. Determine whether DTS met the target by comparing the actual data (when they become available) to the average or actual and lower and upper prediction limits.

Core Highway Safety Performance Measures														
Selected Measures	**Actual Rolling Average**					**2014 Projected Figures**			**2015 Projected Figures**			**2016 Projected Figures**		
Year	**2009**	**2010**	**2011**	**2012**	**2013**	**AVG**	**Prediction Limits***		**AVG**	**Prediction Limits***		**AVG**	**Prediction Limits***	
							L 70%	**U 70%**		**L 70%**	**U 70%**		**L 70%**	**U 70%**
Total Fatalities	1,164	1,077	1,009	951	940.6	**924 (Actual)**			883	839	927	850	799	900
Total Severe Injuries	15607	14488	13379	12686	12455	11292	10767	11816	10481	9876	11087	9671	8975	10367
Total Fatality	1.088	1.01	0.954	0.904	0.896	0.8	0.8	0.9	0.8	0.7	0.8	0.7	0.7	0.8
Rural Fatality	1.682	1.58	1.542	1.486	1.49	1.4	1.4	1.5	1.4	1.3	1.4	1.3	1.3	1.4
Urban Fatality Rate	0.874	0.812	0.752	0.708	0.7	0.6	0.6	0.7	0.6	0.6	0.6	0.5	0.5	0.6
Total Severe Injury Rate	12.29	11.95	11.55	11.87	11.66	10.9	10.4	11.3	10.2	9.6	10.7	9.4	8.8	10.1
Unrestrianed Occupants	380.4	343	305.4	282.2	269.8	231.6	216.2	246.9	203.4	185.6	221.1	175.2	154.8	195.5
Impaired	402.4	369.2	335.6	312.2	305.4	269.7	254.3	285	244.6	226.9	262.3	219.5	199.1	239.8
Speed	463.6	445.6	422.6	395.4	402.4	374.1	358.5	389.7	356.9	338.9	374.9	339.6	318.9	360.3
Motorcyclist Fatalities	142.4	137	139.6	137.8	141.2	139.1	135.2	143	139	134.5	143.5	138.8	133.6	144
Unhelmeted	107.8	105.2	106.2	105	108.2	106.7	104.1	109.2	106.7	103.8	109.7	106.8	103.4	110.2
Young Driver	201.8	181.2	159.2	132	128.6	101.9	91.6	112.1	82.3	70.5	94.2	62.8	49.2	76.4
Pedestrian	144.4	134.4	133.4	126.8	124.8	118.7	115	122.4	114	109.7	118.3	109.4	104.4	114.3
Pedalcycle	21.8	22.4	23	25.2	25.8	26.9	26.1	27.6	28	27.1	28.8	29	28	30
Belt Usage Rate		90.58	91.56	92.26	92.9	**94.1 (Actual)**			94.9	94.4	95.3	95.8	95.3	96.3

*Prediction Limits include Lower 70%(L) and Upper 70% (U)