

FY2007 Highway Safety Plan



Illinois Department
of Transportation
Division of Traffic Safety

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Executive Summary

In 2005, the lives of 1,360 people ended on Illinois roadways. Although the past two years have been the safest in 60 years, far too many people are being killed on our roadways. With that in mind, the Fiscal Year (FY) 2007 Highway Safety Plan (HSP) will continue with aggressive highway safety programs to keep the reduction in fatalities a downward trend.

The Illinois Department of Transportation's (IDOT) main goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2007 HSP will continue with mobilization enforcement grants with local and state law enforcement agencies, paid media for the mobilizations, a Community Outreach Coordinator, a Motorcycle/Pedestrian/Pedal Cycle Coordinator, a Traffic Safety Resource Prosecutor, and Mobile Data Capture and Reporting (MCR) and Crash Information System (CIS). New initiatives include: a new speed enforcement program for local law enforcement agencies, an increased emphasis on our pedestrian and pedal cycle programs, teen traffic safety outreach, and a paid media campaign for the May 2007 motorcycle awareness month. The passage of the new federal highway bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has given IDOT the ability to fund additional highway safety programs to help change the behavior of drivers on Illinois roadways.

This Highway Safety Plan reflects the National Highway Traffic Safety Administration (NHTSA) Great Lakes Regional Action Plan's goals and addresses five emphasis areas of the Illinois' Comprehensive Highway Safety Plan.

This FY 2007 Illinois Highway Safety Plan is guided by the DTS mission...

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

This plan presents the Illinois Department of Transportation's annual and long-term initiatives designed to carry out its mission.

Key Accomplishments

Figure 1
Motor Vehicle Fatality Rates Per 100 Million Vehicle Miles of Travel in Illinois
(1985-2005)

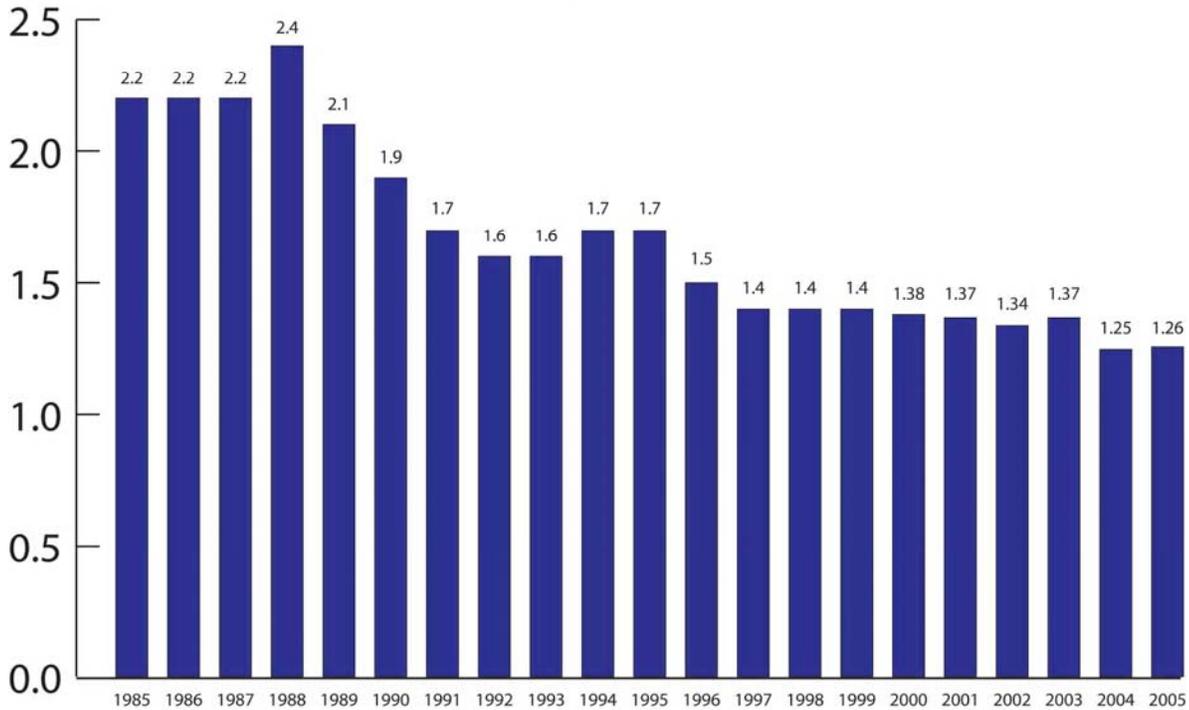


Figure 1 shows the motor vehicle fatality rate per 100 million vehicle miles of travel since 1985. The fatality rate has decreased from 2.2 in 1985 to 1.26 in 2005. The 2004 fatality rate represented the lowest fatality rate since 1985. Illinois is below the national average of 1.46 per 100 million VMT. The main contributing factors to the reduction in the fatality rate continue to be effective alcohol and safety belt campaigns.

Data Source: FARS

Figure 2
Front Seat Occupant Restraint Usage Rates
(1985-2006)

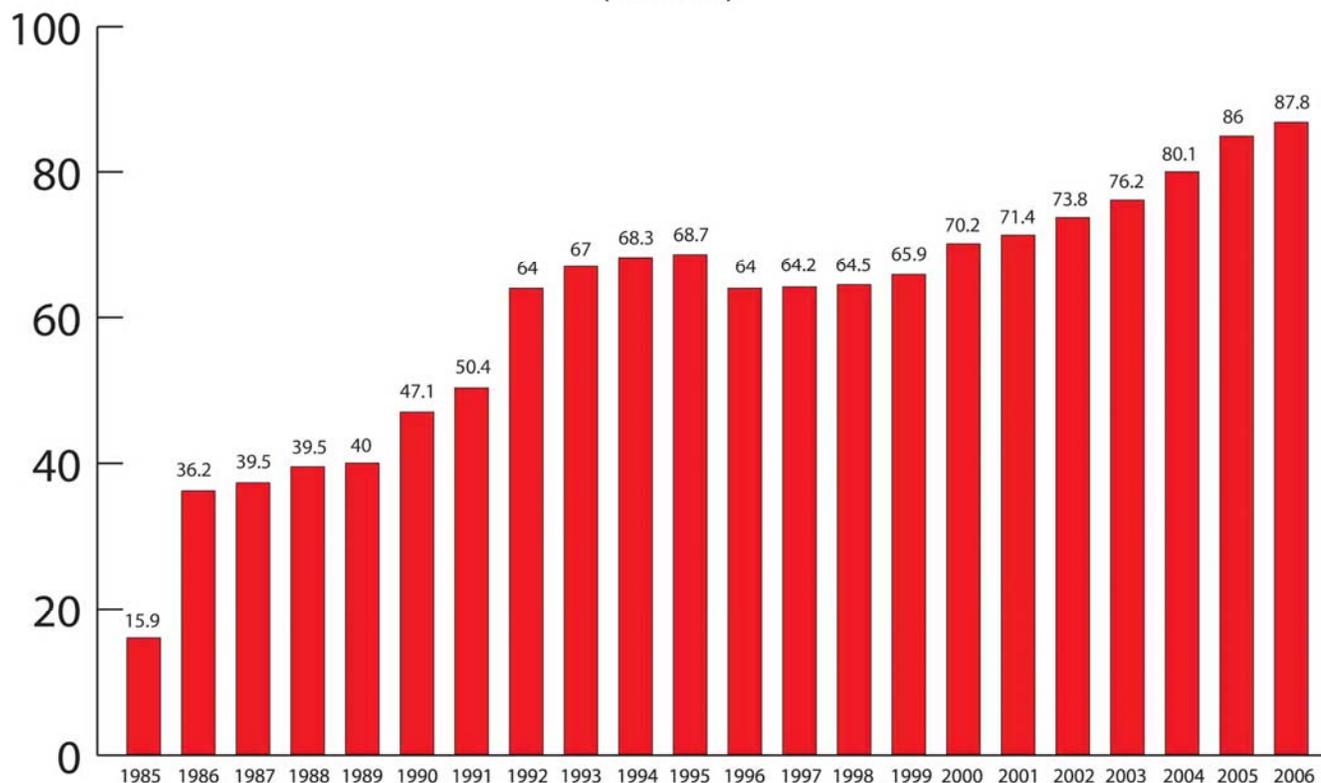
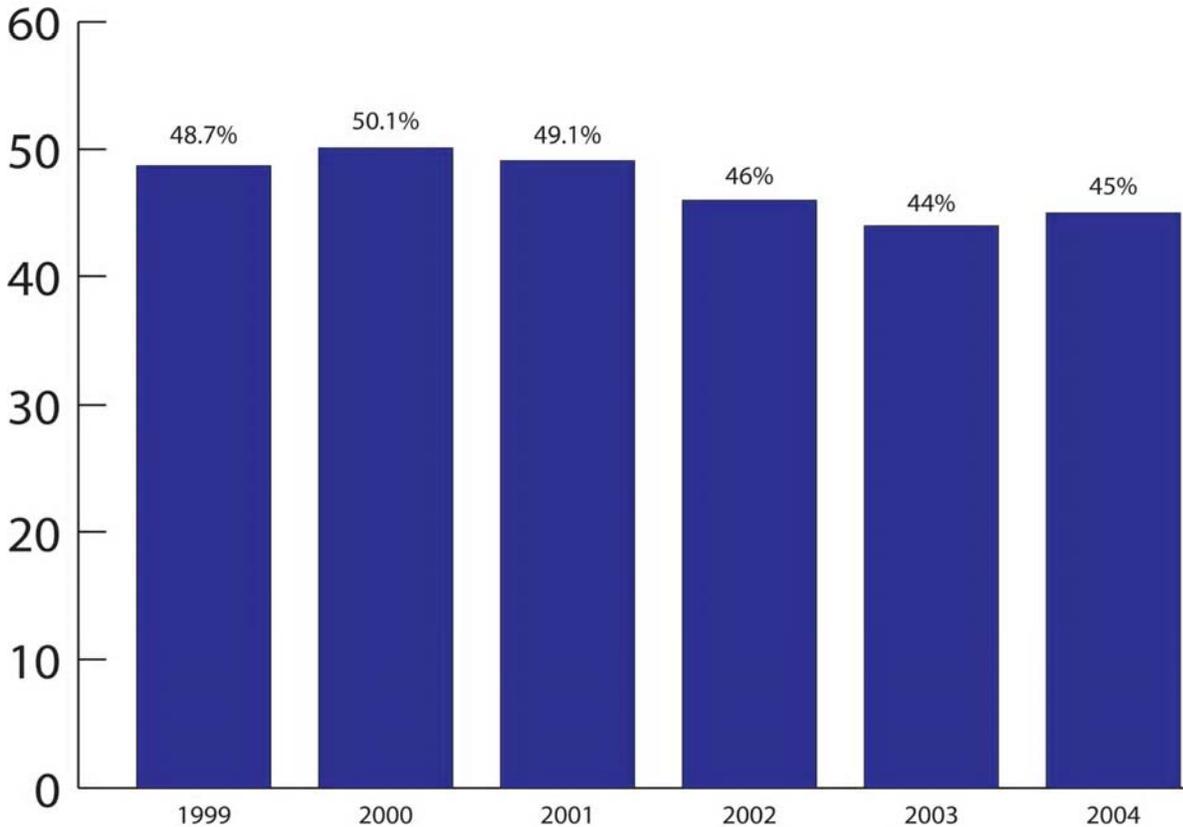


Figure 2 shows occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the safety belt law became effective, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase, peaking in 2006 at 87.8 percent. There was an increase of over 71.9 percentage points since the first survey was conducted in April 1985.

Based on the observational safety belt survey conducted in June 2006 in Illinois, the usage rate increased by 1.8 percentage points from 86.0 percent in July 2005 to 87.8 percent in June 2006. As compared to the June 2003 safety belt survey results (before the primary belt law became effective on July 3, 2003) the usage rate increased by 11.6 percentage points from 76.2 percent in July 2003 to 87.8 percent in June 2006.

Figure 3
Motor Vehicle Alcohol Related Fatality Percent
(Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois
(1999-2004)



Data Source: FARS

Figure 3 shows the percent of alcohol-related fatalities since 1999. This rate is an imputed number since a large number of killed drivers and passengers are not tested for alcohol. According to Figure 3, the percent of alcohol-related fatalities decreased by 3.7 percentage points from 48.7 percent in 1999 to 45 percent in 2004. The main reasons are tougher impaired driving laws (e.g., 0.08 law) and several alcohol and safety belt mobilizations.

Key Goals for FY 2007

Goal 1: To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.00 by Federal Fiscal Year (FFY) 2007.

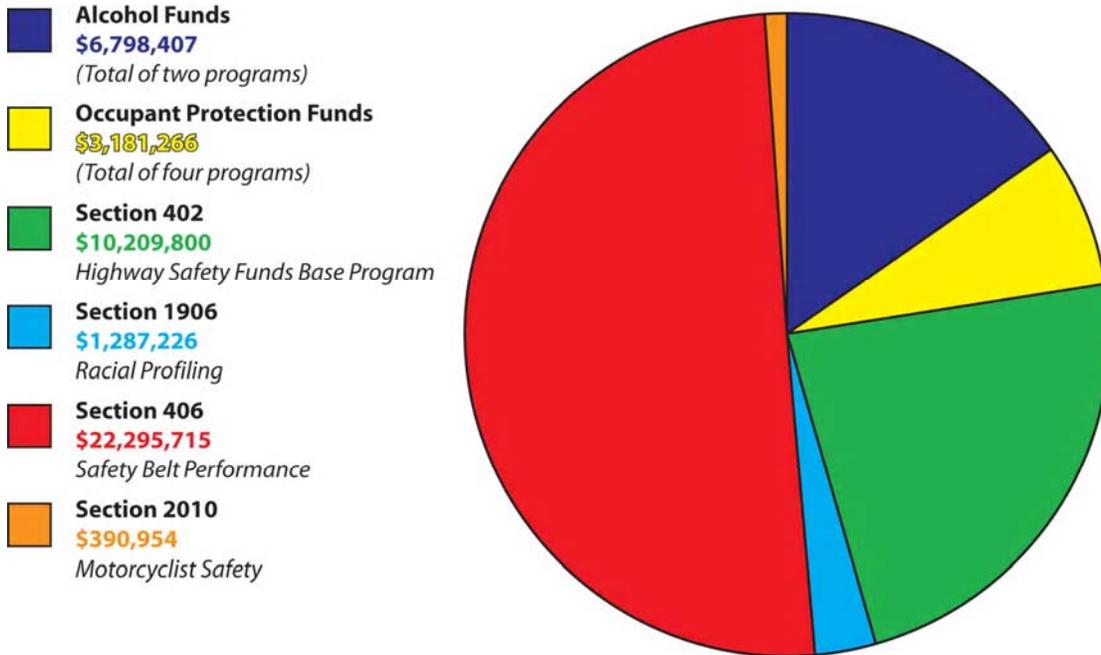
1.37

Goal 2: To achieve a statewide safety belt usage rate of 90.0 percent by FFY 2007.

Goal 3: To achieve an alcohol-related fatality rate of 0.53 deaths per 100 million VMT by FFY 2007.

FUNDING AREAS

FY 2007
Estimated Federal Funds



On August 10, 2005, the President of the United States signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills brought surface transportation into the 21st century, the Intermodal Surface Transportation Efficiency Act of 1999 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and develop our vital transportation infrastructure.

A general description of each program area follows illustrating estimated funding levels for FY 2007.

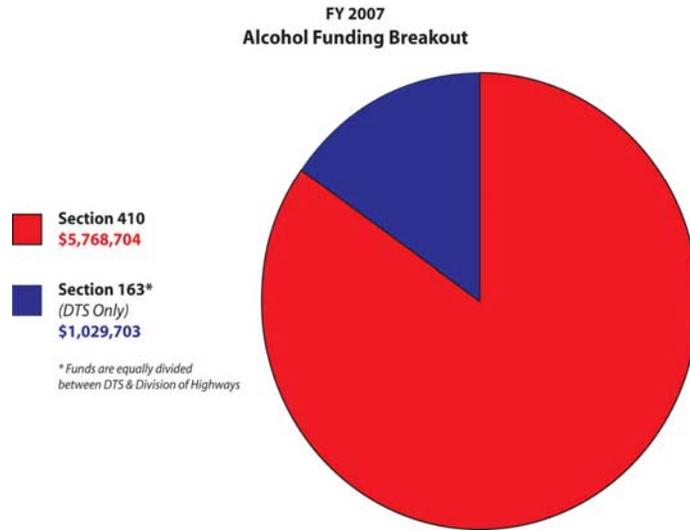
HIGHWAY SAFETY FUNDS BASE PROGRAM

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

ALCOHOL FUNDS

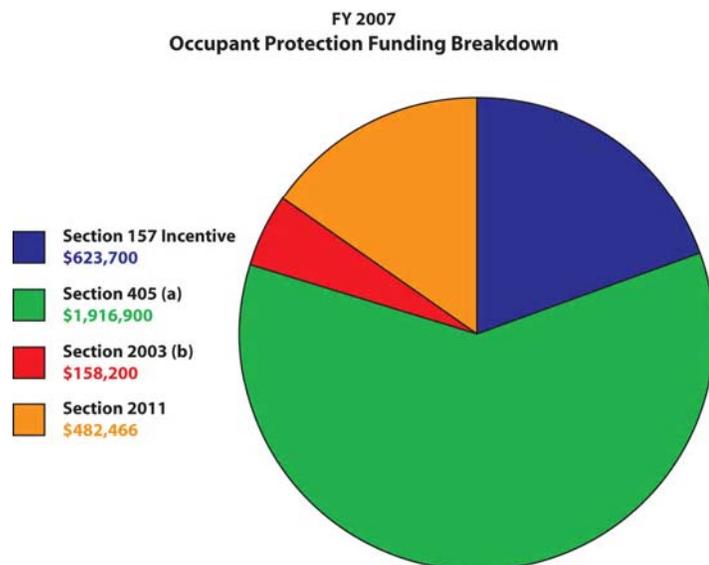
Section 410: SAFETEA-LU amends the alcohol-impaired driving countermeasures incentive grant program (under Section 410 of Chapter 4 of Title 23) to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence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

Section 163: An alcohol incentive grant program to encourage states to establish 0.08% blood alcohol concentration (BAC) as the legal limit for drunk driving offenses. A state may use these funds for any project eligible for assistance under Title 23. In Illinois, these funds are equally divided between DTS and the Division of Highways.



OCCUPANT PROTECTION FUNDS

Section 157 Incentive: Safety Incentive Grants for Usage of Seat Belts to encourage states to increase safety belt usage rates. A state is eligible if it has a safety belt usage rate greater than the national average for the two preceding calendar years, or the state's safety belt usage rate in the previous calendar year was higher than the state's "base safety belt usage rate."



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

Section 2003(b): A child passenger protection education incentive grant program to encourage states to implement child passenger protection programs. A state may use these grant funds to implement programs that are designed to (a) prevent deaths and injuries to children; (b) educate the public concerning all aspects of the proper installation of child restraints, appropriate child restraint design, selection, placement, and harness threading and harness adjustment on child restraints; and (c) train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use.

SAFETY BELT PERFORMANCE GRANT

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

INCENTIVE GRANT TO PROHIBIT RACIAL PROFILING

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

MOTORCYCLIST SAFETY GRANT

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

CRASH OUTCOME DATA EVALUATION SYSTEM (CODES)

NHTSA recently awarded IDOT \$281,000 to develop a CODES (Crash Outcome Data Evaluation System) program in Illinois. This project will be based on collaboration between IDOT and the Illinois Department of Public Health (IDPH). Under this grant, IDOT will link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharges, and vital records (death certificates).

ESTIMATED FEDERAL FUNDING AVAILABLE

	New Allocation	Reprogrammed Funds	Total
402	\$ 8,500,000	\$ 1,709,800	\$ 10,209,800
405	\$ 1,290,600	\$ 626,300	\$ 1,916,900
410	\$ 4,250,000	\$ 1,518,704	\$ 5,768,704
2003b	\$ 0	\$ 158,200	\$ 158,200
157 Incentive	\$ 0	\$ 623,700	\$ 623,700
406	\$ 22,295,715	\$ 0	\$ 22,295,715
163	\$ 0	\$ 1,029,703	\$ 1,029,703
1906	\$ 643,613	\$ 643,613	\$ 1,287,226
2010	\$ 195,477	\$ 195,477	\$ 390,954
Total	\$ 37,175,405	\$ 6,505,497	\$ 43,680,902

Problem Identification

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

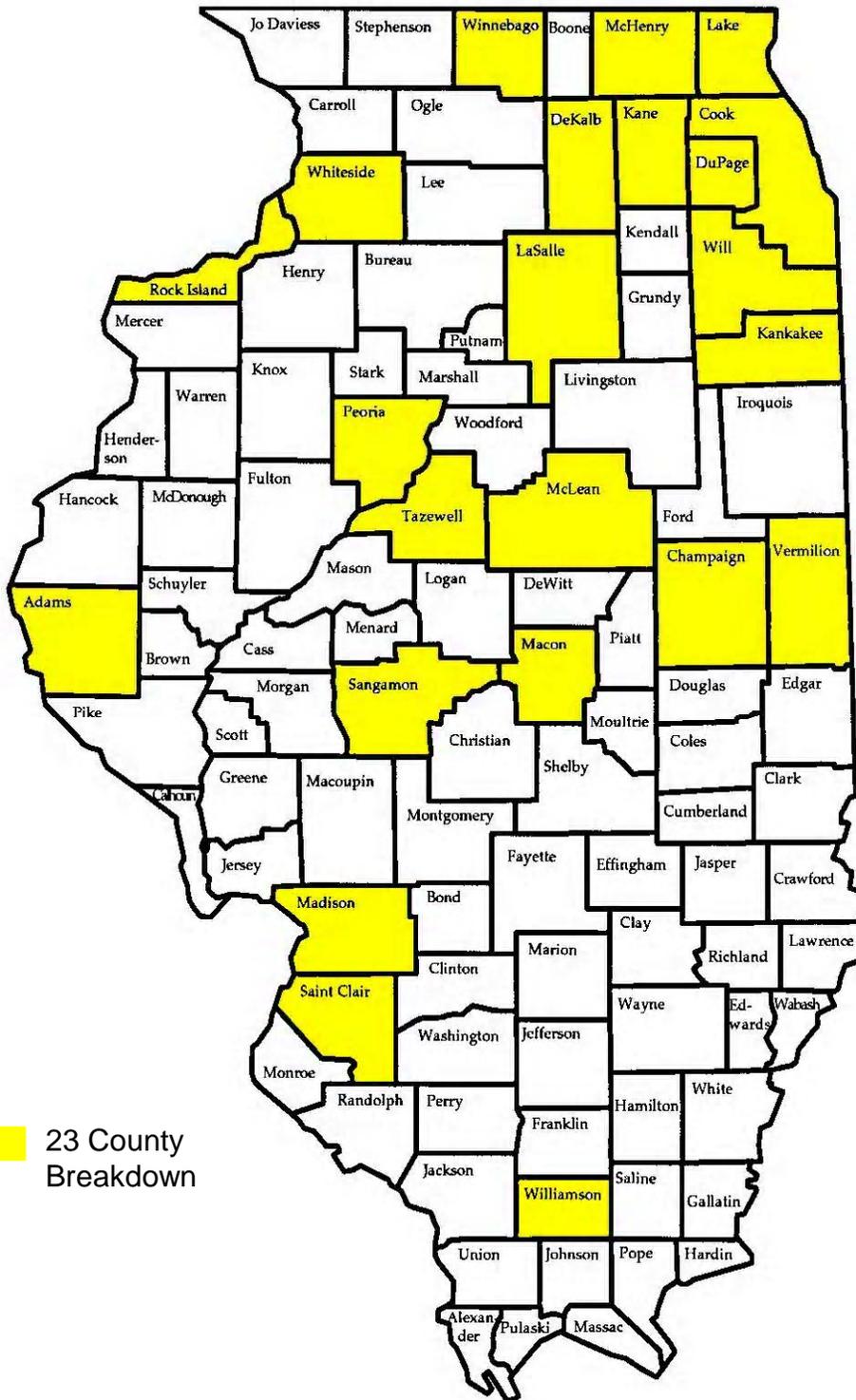
For the FY 2007 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois’ experience in each of the existing Illinois highway safety priority areas, such as safety belt and alcohol. These two areas have been determined by NHTSA to be most effective 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 and suggestions received from the public during the public hearing sessions around the state. During the last four 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). Based on the 2004 FARS data, 70 percent of fatalities and 60 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records, and emergency medical services. The main data sources that have been used in the problem identification process are:

1. Crash data (1999-2004)
2. FARS data (1999-2005, except for alcohol which is 1999-2003)
3. VMT data (1999-2004)
4. Census data (2000-2004 estimates)
5. Trauma Registry Data (2002-2004)
6. Observational safety belt and child safety seat surveys (1999-2006)
7. Telephone and Driver Facility Surveys (2002-2006)

The main independent variables that we have used in this process are: demographics (e.g., age, gender, region and county), crash type (e.g., fatalities, severe injuries), safety equipment used status and other behavioral variables that are only available in the telephone surveys.

Process for Developing Goals

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT, population). 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 (five years for the fatality-related goals and three years for the injury-related goals since the injury data prior to year 2000 were incomplete and do not include all the crash data). The selected overall goals are listed by appropriate measures, targets, data source used and strategies on how to achieve these goals by selected target dates. Performance measures of selected goals include rate, ratio and percent. The main exposure data item that was used in this process is VMT.



23 County Breakdown

Highway Safety Plan Process

Public Hearings

In April and May 2006, the Division of Traffic Safety (DTS) held eight public hearings on highway safety planning in Batavia, Carterville, Chicago, Fairview Heights, Loves Park, Orland Park, Pekin and Springfield. The goal of these hearings is to receive information from grantees, law enforcement agencies and the public on highway safety issues, problem areas and proposed countermeasures. Local law enforcement leaders, grantee appointed managers, emergency medical services (EMS), Fire Departments, religious leaders, community leaders, legislators, traffic safety partners, etc. were invited to express their concerns about traffic safety in their communities. DTS heard from over 200 people representing local police departments, grassroot organizations concerned with highway safety and families of victims killed on Illinois roadways.

Assessments

In FY 2006, DTS in conjunction with NHTSA conducted two assessments of the motorcycle and traffic records programs. An assessment is a technical assistance tool that NHTSA offers to states to allow subject matter experts to review specific highway safety programs. The assessment program offers states a tool to use over time to review a specific highway safety program and note where improvements can be made. The assessment can be used as a management tool for planning purposes and for making decisions about how to best use available resources.

Traffic Records Assessment

On May 1-5, 2006, Illinois conducted a traffic records assessment. The purpose was to determine whether the Illinois traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The assessment identified 21 major recommendations in eight sections. The eight sections are: roadway data, crash data, driver and vehicle data, healthcare data, training, citation data, traffic records coordinating committee and strategic planning.

Motorcycle Safety Program Assessment

The Illinois Motorcycle Assessment was conducted on October 23-28, 2005, in Springfield, Illinois. Twenty-five presentations were made to the assessment team, and some presenters provided additional information and clarification. The assessment team identified 13 recommendations to enhance Illinois' program. In FY 2007 DTS plans to hire a firm to develop a strategic plan to assist in implementing the 13 recommendations.

Survey Results

DTS's Evaluation Unit conducts surveys throughout the year to gauge the effectiveness of highway safety programs. The Evaluation Unit conducts annual safety belt and child safety seat observation surveys for Illinois. The safety belt survey is based on a random selection of interstate highways, US/IL Highways, and several local and residential streets. Based on DTS's June 2006 observational safety belt survey, the safety belt usage rate increased by 1.8 percentage points from 86.0 percent in July 2005 to 87.8 percent in June 2006.

Highway Safety Plan Committee

The HSP Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Director of Traffic Safety. Other committee representatives include: Deputy Director, Special Assistant to the Director, Assistant to the Deputy Director, Bureau Chief of Safety Programs and Administrative Services, LEL Coordinator, Acting Bureau Chief of Safety Data and Data Services, Special Projects Coordinator, Bureau Chief of Employee Services, a representative from the Office of the Secretary and the Special Studies and System Manager. In June and July 2006, the HSP Committee convened to review 219 local 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 increasing safety belt and child passenger usage rates?
2. Does this project request fit into NHTSA's emphasis areas?
3. Will this project request help IDOT/DTS accomplish their program goals?
4. Does this project request fall with IDOT/DTS's 23 county breakdown for Problem ID?
5. If the project request is a renewal, how was their performance last year?

The HSP committee members were also supplied information on the project requests, updated program goals, revamped project specifications, a new five-year study of crash data within counties making up 85 percent of Illinois' population, other vehicle fatality and crash data from various sources, annual statewide safety belt survey results, projects anecdotal data and recommendations from DTS staff.

During this process, the HSP Committee members were assigned project requests to review. A Project Request Review Form was completed for each project request. This form provides the required information the committee feels is critical for inclusion in the Highway Safety Program. Besides asking for basic information, i.e., agency name, project title, previous and requested funding levels, it also provides more specific information, i.e., project goal, contribution to IDOT's goals, committee member recommendation and ineligible costs. Each committee member presents the appropriate information to the HSP Committee. The HSP Committee reviewed all 219 local project requests.

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

HSP Advisory Committee

The HSP committee is assisted in its efforts by a subcommittee, the Highway Safety Advisory Committee on Grants. This subcommittee is chaired by the Bureau Chief of Safety Programs and Administrative Services and is composed of staff needed to accomplish the tasks assigned by the HSP Committee. This subcommittee meets on a monthly basis and develops policies and procedures for recommendation to the HSP Committee as follows:

1. Reviews and updates local project specifications.
2. Recommends changes in grant agreement language.
3. Assists in compiling and analyzing information and data required by the HSP to make a knowledgeable review of grant applications.
4. Develops new program ideas for program initiatives.
5. Revise DTS performance goals.
6. Other duties as assigned by the HSP Committee or the Director.

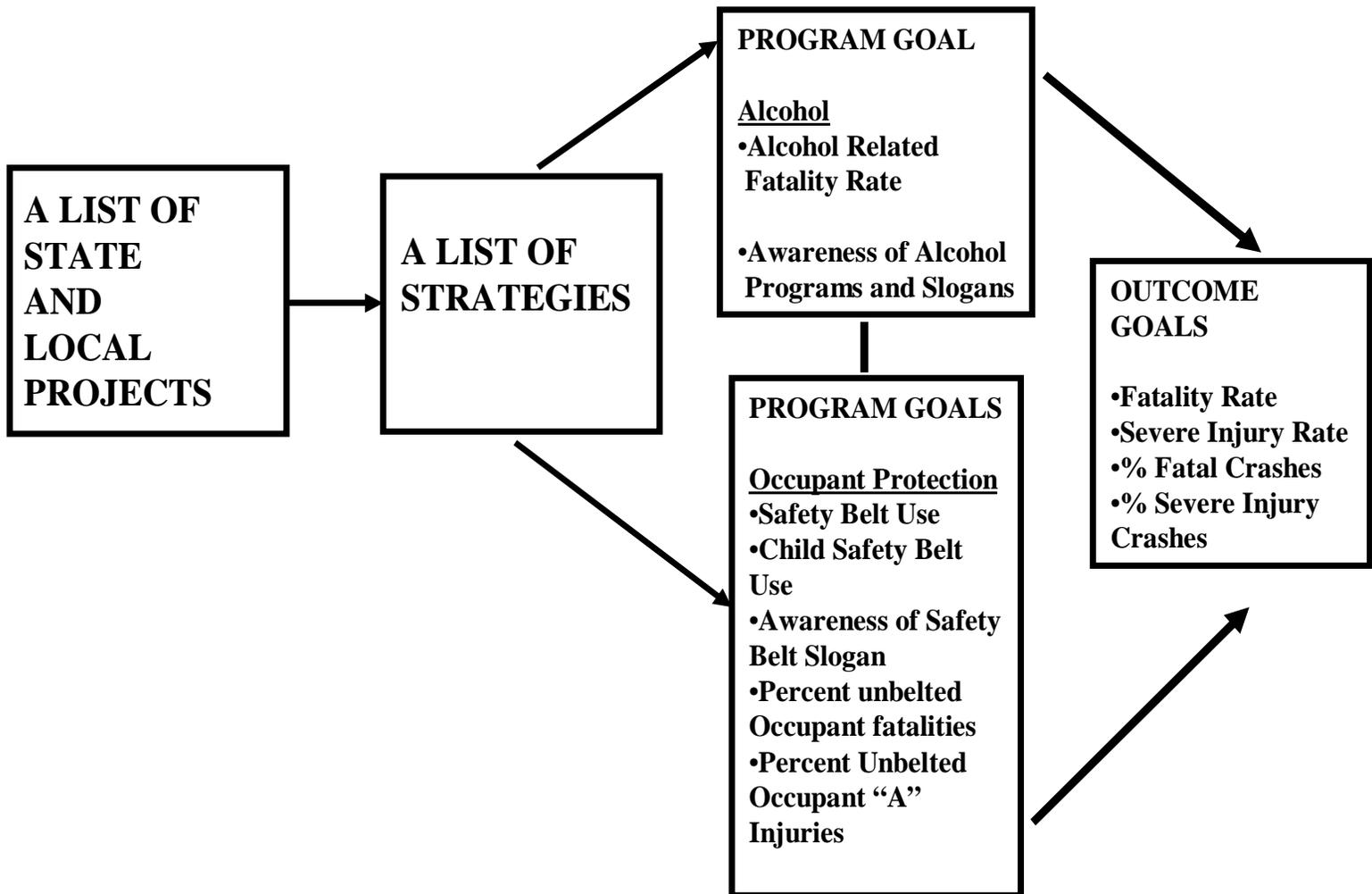
Local project specifications were revised to include new objectives and performance directed measures to keep the projects focused on reducing injuries and fatalities on Illinois roadways. DTS's Evaluation Unit provided updated objectives and performance driven measures for the local project specifications.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

The FY 2007 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.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Item	Comment
January – April	Problem Identification Project Spec Revisions Goal Development	Development of DTS’s 23 county breakdown.
April - May	DTS Public Hearings	DTS will conduct eight Public Hearings across the state on highway safety issues.
May - July August 1 - August 15	Local Project Selection/ State Agency Selection Internal DTS management/IDOT management review of HSP projects/goals	Meetings (10 – 15), local project managers and state agency project managers present projects to committee for inclusion in FY 2007 HSP.
August 15 – August 25	Final Highway Safety Plan review	Meetings (1-3) review and comment to finalize HSP.
September 1	HSP due to NHTSA	
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2006 Annual Report.
December	Complete AER including management review	
December 31	AER due to NHTSA	
Monthly Meetings	HSP Advisory Committee	Keep HSP Committee apprised of HSP updates and goal revisions.

Overall Highway Safety Goals, Strategies and Local/State Projects



Overall Goals CY 2004-2007

Goal: To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.0 by January 1, 2008.

Measurement:

$$\text{Fatality Rate} = \frac{\text{Total Number of Fatalities}}{\text{Total VMT}} \times 100 \text{ Million}$$

Target 1: Achieve incremental decreases in annual fatality rate.

Goal	Target Year				
	2003	2004	2005	2006	2007
Proposed Fatality Rate Per 100 Million	1.37	1.25	1.12	1.06	1.00

Goal: To reduce the statewide severe injury rate (per 100 Million VMT) from 2003 level of 17.7 to 16.4 by January 1, 2008.

Measurement:

$$\text{Severe Injury Rate} = \frac{\text{Total Number of "A" Injuries}}{\text{Total VMT}} \times 100 \text{ Million}$$

Target 1: Achieve incremental decreases in annual severe injury rate.

Goal	Target Year				
	2003	2004	2005	2006	2007
Proposed Severe Injury Rate Per 100 Million	17.7	17.3	17.0	16.7	16.4

Goal: To reduce the statewide percentage of fatal crashes (to total fatal and injury crashes) from the 2003 level of 1.39 percent to 1.28 percent by January 1, 2008.

Measurement:

$$\text{Percentage of Fatal Crashes} = \frac{\text{Total Number of Fatal Crashes}}{\text{Total Fatal and Injury Crashes}} \times 100$$

Target 1: Achieve incremental decreases in annual percentage of fatal crashes.

Goal	Target Year				
	2003	2004	2005	2006	2007
Proposed Percentage of Fatal Crashes	1.39	1.36	1.34	1.31	1.28

Goal: To reduce the statewide percentage of severe injury crashes (to total fatal and injury crashes) from the 2003 level of 15.75 percent to 14.53 percent by January 1, 2008.

Measurement:

$$\text{Percentage of Severe Injury Crashes} = \frac{\text{Total Number of "A" Injury Crashes}}{\text{Total Fatal and Injury Crashes}} \times 100$$

Target 1: Achieve incremental decreases in annual percentage of severe injury crashes.

Goal	Target Year				
	2003	2004	2005	2006	2007
Proposed Percentage of Severe Injury Crashes	15.75	15.44	15.13	14.82	14.53

List of Proposed Strategies for Overall Goals

- Accomplish DTS alcohol goals (1 & 2) and occupant protection goals (1 & 2).
- Support passage and enactment of mandatory motorcycle helmet law.
- Engage in further analysis and problem ID of motorcycle crash data.

FY 2007 PROGRAM OVERVIEW

OCCUPANT PROTECTION

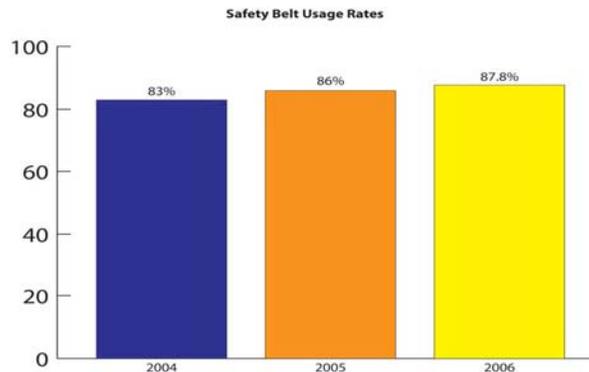
PROBLEM STATEMENT

GENERAL

- 1,360 persons were killed (1,001 were occupants) in 1,230 crashes in 2005.
- Travel decreased by less than 1 percent compared to the previous year.
- The mileage death rate increased by less than 1.0 percent from 2004 to 2005.
- There was an average of 1.1 deaths per fatal crash.
- 27.4 percent of the fatal crashes occurred at intersections.
- 82.5 percent of the fatal crashes occurred on dry roadways.
- 47.1 percent of the fatal crashes occurred during daylight hours.
- 58.2 percent of the fatal crashes occurred on urban roadways.
- 29.2 percent of the fatal crashes involved a collision with a fixed object.

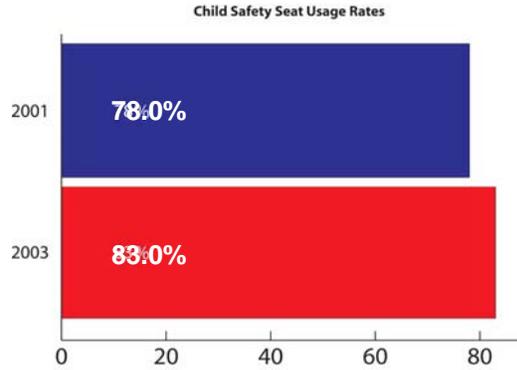
Since July 3, 2003, Illinois has had a primary safety belt law. The 2006 statewide safety belt usage rate rose to 87.8 percent. Safety belt usage by road type shows 94 percent usage on interstate highways and 87.1 percent on state highways. It should be noted that the 2005 and 2006 safety belt surveys include pickup truck drivers and

passengers who tend to have significantly lower usage rates than the front seat occupants of passenger cars. The Collar Counties (DuPage, Kane, Lake, McHenry, and Will) had the highest usage rate at 89.0 percent followed by the Downstate Counties (Champaign, Macon, Montgomery, Peoria, Rock Island and St. Clair) at 87.2 percent. Cook County, excluding the City of Chicago, had a usage rate of 85.6 percent. The city of Chicago had the lowest usage rate at 84.4 percent.



The July 2003 child safety seat usage survey indicated a usage rate of 83.0 percent. This is an increase of 5 percent from the April 2001 child safety seat usage rate of 78.0 percent.

Currently in Illinois, over 1,597 Child Passenger Safety (CPS) technicians are available and an additional 67 are certified instructors for the NHTSA Standardized Course. CPS technicians check for correct installation of child safety seats and offer advice in choosing appropriate restraints for a child’s height and weight. In 2005, over 18,000 safety seats were checked by certified child passenger safety technicians. DTS will conduct a child safety seat usage survey in FY 2007.



PROGRAM GOALS

Goal: Increase the statewide safety belt usage rate by 0.9 percentage points from 80.1 percent in 2003 to 90.0 percent by January 1, 2008.

Measurement: Statewide Observational Survey Results

$$\text{Safety Usage Rate} = \frac{\text{Total \# of Belted Front Seat Occupants of Passenger Cars and Pickup Trucks}}{\text{Total \# of Observed Front Seat Occupants of Passenger Cars and Pickup}} \times 100$$

Target 1: Achieve incremental increases in annual statewide safety belt survey rates.

Goal	Target Year				
	2003	2004	2005	2006	2007
Safety Belt Usage Rate	80.1%	82.2%	86.0%	88.0%	90.0%

Goal: Increase the statewide child safety seat usage rate by 15 percentage points from 60 percent in 2003 to 75 percent by January 1, 2008.

Measurement: Statewide Observational Survey Results

$$\text{Child Safety Seat Usage Rate} = \frac{\text{Total \# of Children who are Correctly Buckled Up}}{\text{Total \# of Children Observed}} \times 100$$

Target 1: Achieve incremental increases in annual statewide Child Safety Seat survey usage rates.

Goal	Target Year				
	2003	2004	2005	2006	2007
Child Safety Seat Usage Rate (Correct Use)	60%	64%	68%	72%	75%

Note: Incorrect use = seat faces the wrong way, harness not used, seat not secured, belt across face.

Goal: Increase the percent awareness of the safety belt slogan “Click It or Ticket” by 10 percentage points from 80 percent in 2003 to 90 percent by January 1, 2008.

Measurement: Statewide Telephone Survey and Driver Facility Survey

Target 1: Achieve incremental increases in the awareness of the safety belt slogan “Click It or Ticket”.

Goal	Target Year				
	2003	2004	2005	2006	2007
Percent Awareness of Safety Belt Slogan	80%	83%	91%	93%	95%

Goal: Reduce the combined percent unbelted occupant fatalities by 15 percentage points from 76 percent in 2003 to 61 percent by January 1, 2008.

Measurement: Fatality Analysis Reporting System Data (FARS)

$$\% \text{ Unbelted Occupant Fatalities} = \frac{\text{Total \# of Occupant Fatalities who were unbelted or the Belt Status was "Unknown"}}{\text{Total \# of Occupant Fatalities (Belted + Unbelted + Unknown)}} \times 100$$

Target 1: Achieve incremental decreases in unbelted occupant fatalities.

Goal	Target Year				
	2003	2004	2005	2006	2007
Percent Unbelted Occupant Fatalities	76%	72%	68%	64%	61%

Goal: Reduce the combined percent unbelted occupant “A” injuries by 12 percentage points from 32.7 percent in 2003 to 20.7 percent by January 1, 2008.

Measurement: Crash Data

$$\% \text{ Unbelted Occupant Fatalities} = \frac{\text{Total \# of Occupant "A" injuries who were Unbelted or Belt Status was "Unknown"}}{\text{Total \# of Occupant "A" injuries (Belted + Unbelted + Unknown)}} \times 100$$

Target 1: Achieve incremental decreases in unbelted occupant “A” injuries.

Goal 5	Target Year				
	2003	2004	2005	2006	2007
Percent Unbelted Occupant “A” Injuries	32.7%	29.0%	26.0%	23.0%	20.7%

OCCUPANT PROTECTION PROGRAM OVERVIEW

In 2003, the Illinois Department of Transportation, Division of Traffic Safety began a five year Occupant Protection Plan for the state of Illinois. The division set out to:

1. Increase the statewide safety belt usage rate by 9.9 percentage points from 80.1 percent in 2003 to 90.0 percent by January 1, 2008.
2. Increase the statewide child safety seat usage rate by 15 percentage points from 60 percent in 2003 to 75 percent by January 1, 2008.
3. Increase the percent awareness of the safety belt slogan Click It or Ticket by 10 percentage points from 80 percent awareness in 2003 to 90 percent by January 1, 2008.
4. Reduce the combined percent unbelted occupant fatalities by 15 percentage points from 76 percent in 2003 to 61 percent by January 1, 2008.
5. Reduce the combined percent unbelted occupant "A" injuries by 12 percentage points from 32.7 percent in 2003 to 20.7 percent by January 1, 2008.

As we near the end of this five year process, we are confident that all five occupant protection goals will be met and many exceeded by 2008. In 2005, Illinois was at 86 percent safety belt compliance and 88 percent child safety seat compliance, while awareness of the Click It or Ticket slogan was at 91 percent. The statewide safety belt usage rate continues to rise. Currently, in 2006, our statewide safety belt usage rate is 87.8 percent. As we continue to reach our 2008 goals ahead of schedule, we have narrowed our occupant protection focus to two main criteria: 90 percent safety belt compliance and statewide access to child safety seat education and services. These two goals can only be reached using the NHTSA model of legislation, enforcement, strategic marketing, community education, and evaluation.

We are determined to reduce the number of unrestrained and improperly restrained motor vehicle occupants, thereby reducing Illinois' motor vehicle fatality and injury rates. In addition to our existing law enforcement initiatives, we will direct resources to increased law enforcement in rural areas, nighttime safety belt enforcement zones, teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, full utilization of certified Child Passenger Safety technicians in fitting stations, development and distribution of targeted marketing campaigns to 16-34 year old urban and rural males, and preparation of legislation to both increase safety belt and child restraint fines and to institute a statewide child safety seat education and distribution program.

Traffic Safety Legislation

Illinois' primary safety belt enforcement bill was signed into law by Governor Rod R. Blagojevich on July 3, 2003. During that same legislative session, the Illinois Child Passenger Protection Act came into focus with NHTSA recommendations for child booster seat use. Illinois law now stipulates that children under the age of eight must be properly restrained in either a booster seat or child safety seat. During the 2005 legislative session, the Illinois Teen Graduated Driver's licensing law was strengthened to require safety belt use by teenagers in every seating position when the driver is less than 19 years of age. These laws are an important tool for law enforcement agencies and community traffic safety groups in their continued efforts to save lives. The statewide safety belt usage rate rose two percentage points from 86.0 percent in 2005 to 87.8 percent in 2006. The statewide child safety seat usage rate rose five percentage points from 83.0 percent in 2003 to 88.0 percent in 2005. The primary safety belt law, teen graduated driver licensing laws, and Child Passenger Protection Act allow law enforcement to pull over and ticket motorists who refuse to buckle up or refuse to properly restrain their child passengers. Traffic safety legislation in Illinois is one tool in a multi-faceted effort to increase safety belt use to 90 percent by 2007. In Illinois, we plan to fully integrate Occupant Protection across the lifespan through the use of law enforcement mobilizations, paid and earned media to target groups, and Regional Occupant Protection Coordinators. Law enforcement mobilizations will complement year-round community education on adult safety belt use, teenage occupant protection in all seating positions and occupant protection for children under the age of 15.

Enforcement Efforts

Enforcement efforts in Illinois are enhanced by recent activities conducted within the statewide Click It or Ticket campaign. During the May 2006 Click It or Ticket (CIOT) period, 3,862 enforcement zones and 1,746 saturation patrols were conducted statewide by 275 state, county, and local agencies in an effort to increase the perception of risk of enforcement action against non-belt users. During the May 2006 safety belt enforcement period, 45,450 safety belt tickets were written along with 1,546 child safety seat tickets. Twenty-three safety belt mobilizations have been conducted since the program's inception in May 2000. In each instance, media events were conducted in five or more locations to warn of enhanced enforcement action. During the May 2005 Click It or Ticket mobilization, state agencies along with local police departments issued 56,322 citations. About 67 percent of the total citations were safety belt citations. In the May 2006 Click It or Ticket mobilization, the state agencies and local police departments issued 61,744 citations (preliminary figures). Almost 74 percent of all citations were safety belt citations. Remaining citations were for DUI, reckless driving, suspended licenses and uninsured motorists to name a few. The enforcement zones also apprehended 389 fugitives. Based on the success of the Click It or Ticket mobilizations and its direct impact on traffic safety in the state, IDOT will continue to direct resources to this campaign in this year's plan. IDOT will continue to vigorously seek partnerships with sheriff's departments and local law enforcement agencies that have not participated in past CIOT efforts. Law enforcement agencies will also be encouraged to send officers through a condensed traffic safety training modeled after the national traffic occupant protection strategies (TOPS) and occupant protection law enforcement trainings provided by NHTSA. Development of a state specific training will aid in disbursement of traffic safety education and reinforce grant goals and objectives.

During FY 2007, we will direct resources toward occupant protection mobilizations that correspond with the national traffic safety calendar. Each mobilization will increase safety belt usage among identified populations that have lower safety belt usage rates. In May, we will aim to increase the number of participating rural law enforcement agencies, and increase media outreach to 18-34 year old rural males. In November, we will hold a mini-mobilization with increased media outreach to 18-34 year old Hispanic and African-American males. In February, we will implement a mobilization to compliment national Child Passenger Safety Awareness Week, utilizing the medical community to increase child safety seat usage rates.

DTS will explore new innovative enforcement techniques (i.e. night time occupant protection enforcement zones) with local and state agency projects. Also, DTS will encourage its local enforcement projects Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Occupant Protection Enforcement Zone (OPEZ), Mobilizations and Illinois State Police and Office of the Secretary of the State enforcement projects to participate in other safety belt enforcement campaigns during the year (Thanksgiving, CPS Week, Fourth of July and Summer Sports/Music Festivals/Parents).

Public Information and Education

The CIOT campaign will continue for another year under the direction of IDOT with support from a public relations firm. The campaign in 2007 will partner with other traffic safety initiatives that target part-time safety belt users between the ages of 18–34. Preliminary studies suggest the statewide enforcement and public information campaign has directly contributed to the increase in Illinois’ safety belt usage rates. Preliminary studies also show that Hispanics, African-Americans, and truck drivers in rural areas do not buckle up at the same high rates as the general population. Paramount to the success of this campaign is the integration of state, county and local law enforcement agencies with Regional Occupant Protection Coordinators who can focus on increasing safety belt use among minority and rural populations. Regional Occupant Protection Coordinators will also focus on teenage safety belt use and child occupant protection. It is important to partner local agency efforts with local law enforcement efforts so that the CIOT message is repeated non-stop throughout the year and part-time safety belt users become full-time safety belt users. In FY 2007, we split the state into seven occupant protection regions that focus on occupant protection across the lifespan. Regional Occupant Protection Resource Centers persistently target the remaining portion of the public that do not buckle up with specific emphasis on our rural truck driving population and minorities between the ages of 18 and 34. Through the effective use of earned media, they enhance public awareness, understanding, and compliance with Illinois’ Occupant Protection laws. Regional Occupant Protection Coordinators are strategically located throughout the state to change the knowledge, attitude and behavior of motorists who do not respond to law enforcement initiatives. Regional Occupant Protection Coordinators will work with our Outreach Coordinator to assess the level and extent of existing traffic safety programs, plan multi-faceted campaigns for their regions, implement year-round Occupant Protection programming and evaluate their effectiveness.

OCCUPANT PROTECTION PROGRAM STRATEGIES

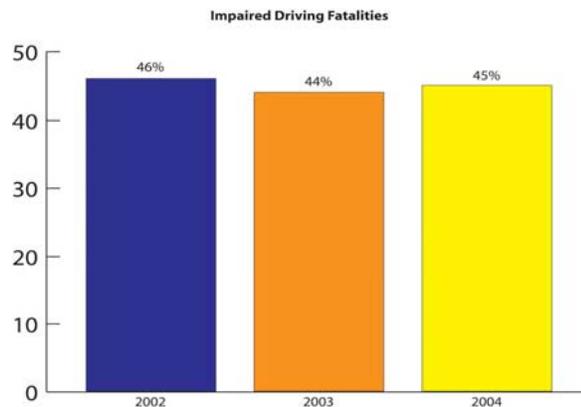
- Provide funding to conduct sustained and periodic enforcement/high intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Safety Belt Enforcement Zones, Speed Enforcement Program (SEP), Mobilizations and Law Enforcement Liaisons.
- Click It or Ticket mobilizations. (November 13–26, 2006 and May 14–June 2, 2007)
- Continue to fund an Occupant Protection Coordinator to oversee all of DTS’s occupant protection programs.
- Law Enforcement Liaisons.
- Develop a paid/earned annual media plan.
- Enforcement through the Illinois State Police’s Special Traffic Enforcement Project (sSTEP), Speed Patrols Enforcing and Educating Drivers (SPEED) and OREP projects and the Office of the Secretary of State Department of Police’s Speed Traffic Accident Reduction (STAR) and Anti-Drunk Driving Enforcement Project (ADDEP).
- Identify and focus on part-time belt users (16-34 year old males).
- Identify and analyze unbelted/belted crash related fatalities and “A” injuries for a three-year period in counties comprising 85 percent of the statewide population (23 target counties).
- Support occupant restraint and child passenger safety educational efforts (traffic safety partners, statewide and regional child passenger safety coordinators).
- Utilize network of child passenger safety advocates.
- Support state and national child passenger safety observances.
- Continue to strengthen the awareness of enforcement of the Primary Safety Belt Law through paid and earned media.
- Explore innovative enforcement strategies with local and state agency law enforcement agencies (i.e. Night time safety belt enforcement zones).
- Continue with seven Regional Occupant Protection Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.

IMPAIRED DRIVING

PROBLEM STATEMENT

- In 2005, 41.0 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC of 0.01 or greater).
- Total alcohol-related crash fatalities decreased from 637 in 2003 to 604 in 2004.
- In 2003, there were 639 people (44 percent) killed in alcohol-related crashes in Illinois according to NHTSA.
- In Illinois, 44 percent of all crash fatalities were related to alcohol compared to 40 percent average of all states, according to NHTSA.

Based on the actual fatalities in 2004 and 2005, the total number of alcohol-related fatalities decreased from 476 in 2004 to 440 in 2005. Alcohol-related fatal crashes decreased from 413 in 2004 to 385. In 2005, about 49 percent of all drivers involved in fatal crashes were tested for BAC. In 2005, drivers under the age of 21 accounted for 13.4 percent of driver fatalities and 37 percent of those fatalities were alcohol-related.



PROGRAM GOALS

Goal: By January 1, 2008, achieve alcohol-related fatality rate of .53 deaths per 100 million VMT from the Illinois 2003 rate of 0.61 VMT.

Measurement:

Formula: Current year alcohol-related crash fatalities divided by the current year VMT multiplied by 100 million.

$$\text{Alcohol-Related Fatality Rate} = \frac{\text{Total Alcohol-Related Fatalities}}{\text{Total VMT}} \times 100 \text{ million}$$

Target 1: Achieve incremental decreases in annual alcohol-related fatality rate.

Goal	2003	2004	2005	2006	2007
Alcohol-related Fatality Rate	.61	.59	.57	.55	.53

* Numbers based on NHTSA's inputted numbers.

Goal: Increase the percent awareness of the alcohol-related traffic safety slogan “You Drink & Drive. You Lose” by 30 percentage points from 55 percent in 2003 to 85 percent by January 1, 2008.

Measurement: Statewide Telephone Survey.

Target 1: Achieve incremental increases in the awareness of the alcohol-related slogan “You Drink & Drive, You Lose”.

Goal	2003	2004	2005	2006	2007
Awareness of YD&D. YL	55%	65%	75%	80%	85%

IMPAIRED DRIVING PROGRAM OVERVIEW

Enforcement Programs

DTS will continue with a strong emphasis on high visibility enforcement with local, county and state law enforcement agencies. DTS has programmed funds for Fourth of July and Labor Day impaired driving mobilizations. The Illinois State Police, through their Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE), projects will provide a statewide enforcement effort along with the Office of Secretary of State, Department of Police’s Anti-Drunk Driving Enforcement Project (ADDEP). DTS will also encourage its local and state agency enforcement agencies to participate in other impaired driving enforcement campaigns during FY 2007 (Halloween, holiday season, Super Bowl Sunday, St. Patrick’s Day, Cinco de Mayo and Fourth of July).

DTS provides funding for the following local law enforcement impaired driving projects:

- Local Alcohol Program (LAP) – encompasses all of the interrelated countermeasures required to produce a significant impact on a local community’s impaired driving problem, including task force formation, enforcement, public information and education.
- Roadside Safety Checkpoints (RSC) – is designed to provide law enforcement agencies the opportunity to conduct roadside safety checks.
- Mini-Alcohol Program (MAP) – is designed to reduce the incidence of alcohol-related motor vehicle crashes, and the resulting injuries, fatalities and property damage through highly visible increased enforcement of impaired driving laws, with a focus on state and national mobilizations.
- Mobilization Enforcement – is designed to provide funds for local police departments to conduct enhanced enforcement details during specified impaired driving mobilizations. In FY 2006 local law enforcement agencies conducted two enhanced enforcement details during the Fourth of July state impaired driving campaign and the Labor Day impaired driving national mobilization

It has been shown that the fear of arrest and subsequent driver license loss, along with the fear of prosecution and conviction, are the best deterrents to impaired driving. This is especially true in the 18-34 age demographic. To this end, DTS will continue to support the innovative combination of enhanced administrative support, training and enforcement. Enforcement efforts will focus on deterring youth from purchasing and using alcohol, continuation of state and local roadside safety checks and other DUI oriented patrols and identification and prosecution of previous DUI offenders who are driving following loss of driving privileges.

Training

Training members of law enforcement, the judiciary, prosecutors and probation staff will continue. DTS has three Law Enforcement Liaisons (LEL's) that are certified Standard Field Sobriety Testing (SFST) trainers. The LEL's also conduct training for local law enforcement agencies on roadside safety checkpoints and safety belt enforcement zones. The Illinois Law Enforcement Training and Standards Board (ILETSB) will include the full NHTSA SFST course in their basic law enforcement training.

Public education on impaired driving will target businesses, teens, communities, senior citizens and college campuses. Educational efforts will be coordinated through local health departments, prevention providers, community colleges, law enforcement and DTS's promotional events. On the local level, comprehensive programs will be supported. These include support for enforcement, public information and education/community outreach and prevention.

DTS will continue to fund the Administrative Office of the Illinois Courts (AOIC) Judicial Driving Under the Influence (DUI) Seminar which trains judges to make more informed decisions in DUI cases and better manage DUI offenders, with particular emphasis on identify and managing the high risk offender.

DTS will continue to fund the University of Illinois at Springfield (UIS) DUI Court Project in FY 2007. The primary goal of the DUI Court Training Seminars is to provide high quality specialized training for court personnel working with DUI offenders in Illinois. The seminars stress the importance of seeking acceptable and successful strategies to lower the driving risk to Illinois drivers from the impaired driver. Court personnel examine the sanctions and sentencing plans available and used throughout the state and compare the success and difficulties of enforcement and possible recidivism. A secondary, and no less important outcome of the training seminars, is to increase awareness and understanding of the DUI offender and related alcohol drug problems that affect the sanction and treatment options for the prosecutor and probation officer.

Impaired Driving Re-Assessment

Illinois conducted an Impaired Driving Re-Assessment in September 2003 and efforts are underway to incorporate resulting recommendations into DTS program efforts.

In response to the 28 priority recommendations from the Impaired Driving Re-Assessment, a Governor's Alcohol Abuse Task Force (AATF) has been formed. The AATF is chaired by three agencies, IDOT, the Department of Human Services and the Illinois State Police. Starting in May 2005, the AATF has met quarterly and will issue a final report in the fall of 2006. The AATF goals include ensuring that substance abuse policy makers and practitioners are aligned in pursuit of common goals, heightening the state's awareness of the impaired driving problem and encouraging local law enforcement and local traffic safety, substance abuse and injury prevention organizations, partnerships and coalitions to include impaired driving materials in their public information and education (PI & E) campaigns.

Also, in response to certain priority recommendations from the Impaired Driving Re-Assessment, IDOT has organized a Criminal Justice System Review Advisory Committee to address the court system recommendations and certain legislative recommendations. Starting with a planning group of selected members, the committee may ultimately include judges, prosecutors, defense attorneys, court clerks and the Office of the Secretary of State.

Paid Media

The impaired driving media campaign will include both earned and paid media. The impaired driving messages are repeated during the targeted publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to not drink and drive. The paid media campaigns for the national campaign will usually run two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic impaired driving message will be on selected 23 counties where 85 percent of the population resides, 70 percent of crash fatalities and 60 percent of alcohol-related crash fatalities occur.

The National Highway Safety Administration (NHTSA) has encouraged states to incorporate specialized mini-mobilization campaigns during selected periods throughout the year, more specifically Super Bowl, St. Patrick's Day, Cinco de Mayo, Fourth of July, Halloween and the holiday season. DTS will provide paid media during these selected campaigns throughout the year. DTS will continue with the same formula as the national campaigns purchasing radio and television time in selected markets to coincide with aggressive enforcement.

DTS plans to conduct either paid or earned media during the following selected campaigns:

Halloween

Thanksgiving
Holiday Season
Super Bowl Sunday
St. Patrick's Day
Cinco de Mayo
Memorial Day National Enforcement Mobilization
Motorcycle Awareness Month (May)
Fourth of July
Labor Day National Enforcement Crackdown

DTS also encourages all of its local and state agency highway safety projects to engage in earned media activities throughout the project year. Earned media activities include media events, letters to the editor of local newspapers, and media releases. DTS will conduct media events for the impaired driving national campaign and specialized 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, predominantly male audience).

Community Outreach

IDOT recognizes the importance of reaching all of Illinois with educational and enforcement activities it supports in striving to achieve its goal of reducing fatalities and injuries on our state's roadways. To this end, DTS hired Resolute Consulting Group as its community outreach coordinator. Resolute's goal is to deliver the impaired driving message to those populations that DTS has had difficulty reaching through paid media, public information and education campaigns and enforcement. Resolute Consulting will bring a fresh approach in delivering the impaired driving message. Resolute Consulting will work closely with DTS staff and our traffic safety partners to implement our goals and message. DTS will also continue with outreach activities at community events, parades and major and minor league ballparks throughout Illinois.

Law Enforcement Liaison

DTS will continue to fund a Law Enforcement Liaison (LEL) in FY 2007. The goal of the LEL is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of impaired driving issues. The LEL will also be responsible for overseeing numerous local law enforcement projects and organizing media events for the impaired driving campaigns.

Alcohol Program Coordinator

DTS will continue to fund an Alcohol Program Coordinator who will provide technical expertise as a specialist for IDOT in the administration of impaired driving programs. The Alcohol Program Coordinator goals include reducing the number of alcohol-related driving fatalities and injuries throughout the state. The Alcohol Program Coordinator will help implement the 28 priority recommendations from the 2003 Impaired Driving Re-Assessment, and those identified by the Alcohol Abuse Task Force.

Court Monitoring

DTS will fund two Court Monitoring projects with the Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving (MADD). A Court Monitoring program places trained volunteer monitors in courtrooms in their designated county to observe assigned DUI cases at all pertinent phases of the trial noting any plea offers in the court; whether or not the conviction was based on the original charge or a lesser-included crime. The goal is to raise public awareness, suggest tougher laws if needed, and hold all those involved in the court process, accountable for their actions. The AAIM court monitoring project will focus on Cook and collar counties and the MADD project will focus on four counties: Sangamon, Christian, Logan and Macon.

Underage Drinking Prevention Program

Underage drivers are provided information about alcohol and traffic safety in a variety of ways. Mandated driver education classes require alcohol and other drug information to be taught. The parent or guardian of a teen receiving an instruction permit receives an informational letter and brochure addressing the DUI issue. This brochure is distributed to all parents and novice drivers.

DTS funds the Think First program through local agencies. The purpose of the Think First program is to provide both young people and adults with basic information about how and why injuries to the head and spine occur. The program focuses information in order to provide listeners with reasons to change behaviors/attitudes that could result in serious injury. The Think First program was initially designed to be presented to teenagers through assembly or classroom presentations. The presentation begins with a discussion of head and spinal anatomy and a presentation of statistical evidence supporting the audience's vulnerability. The guest speaker is a young person who has had a head or spinal cord injury. This person then describes their injury, the cause, and emphasizes the physical, emotional and social consequences. Emergency medical personnel may be included to demonstrate proper bystander behavior should student's witness an incident in which persons may have suffered head and spinal cord injuries. Many times other safety experts are also invited to speak, such as an Illinois State Police Safety Education Officer or MADD representative. As the program closes, students are encouraged to ask questions and mingle with the presenters for more personal discussion.

DTS will continue to fund an outreach project with the Alliance Against Intoxicated Motorists (AAIM). AAIM in conjunction with Jerry Bryant television (JBTV) and Students Against Drunk Driving (SADD) will produce an alternative music video special television program in an MTV type format, which combines alternative music videos with the impaired driving messages.

Statements and materials will come from DUI crash victims, traffic safety professionals, government officials, law enforcement, AAIM, IDOT, MADD, SADD and the Office of the Secretary of State. The program also plays traffic safety public service announcement (PSA's)

and uses graphics from various agencies. The program airs during the Christmas-New Year's holiday weekend which matches the holiday season impaired driving countermeasures efforts.

The Office of the Secretary of State (SOS) will continue to develop an extensive public awareness campaign to promote the 0.08 BAC law and DUI sanctions in Illinois. SOS staff will conduct presentations at schools, parents clubs, and school assemblies to get the message out about impaired driving. In FY 2005, SOS developed three new PSA's: The Pact; Top of the Bottle; The Grave Spot. SOS also reproduced the Get the Point 0.08! print cards.

DTS funds the Sangamon County Regional Office of Education's, DUI Task Force Education Committee. The DUI Education Committee will provide public information and education prevention activities aimed at reducing the incidence of drinking and driving, therefore reducing the alcohol-related vehicle crashes and deaths among youth. The Sangamon County Regional Office of Education will accomplish this project by utilizing the following strategies:

- Sangamon County Youth Empowerment Summit
- Positive Choices Program
- Prevention Day 2007

DTS will support enforcement projects that target underage drinkers/drivers. The Office of the Secretary of State, Department of Police (SOS Police) and the Illinois State Police (ISP) will conduct saturation patrols, roadside safety checks, public presentations, training sessions, and unscheduled checks for sales of alcohol to minors.

The Eastern Illinois University's (EIU) program titled, A Team Approach to Prevention of Alcohol, Other Drug and Traffic Safety Problems in Higher Education will continue in FY 2007. This college level team approach was developed jointly by the U.S. Department of Transportation, Education and Health and Human Services. The service area for this project proposed by the Illinois Higher Education Center for Alcohol, Other Drug and Violence Prevention of EIU includes all public and private colleges and universities in Illinois. There are currently 80 colleges and universities actively involved in this project from throughout the state with another 32 institutions that receive prevention information, the *Campus-Community Connection* (the monthly newsletter) and invitations to participate in trainings, conferences and assessment. The overall goal of the program is to reduce alcohol-related traffic safety problem behaviors of college aged students.

One new underage prevention initiative for FY 2007 is the Illinois Liquor Control Commission's (ILCC), Tracking Alcohol in Illinois (TrAIL) program. This program will conduct investigations when underage alcohol consumption is suspected in an incident that results in serious consequences. This could be a car crash, alcohol poisonings/overdose or other events which cause serious injuries and fatalities.

If the above criteria are met, first responding officers on the scene will call a 24-hour hotline number to deploy a TrAIL investigator, who will assist the responding officer in the collection of evidence and will pursue a line of questioning to determine where the alcohol was purchased and served. The benefit of the program is to hold accountable those who provide alcohol to individuals under the age of 21.

Traffic Safety Resource Prosecutor

In May, 2006, DTS instituted the Traffic Safety Resource Prosecutor (TSRP) program in Illinois. The program is housed in IDOT-DTS and has been filled by Elizabeth Earleywine, a former Winnebago County, Illinois Assistant State's Attorney and former Senior Attorney with the National Traffic Law Center. The mission of the TSRP program in Illinois is to improve the quality of justice in traffic safety adjudications by increasing awareness of highway safety issues through the compilation, creation and dissemination of legal and technical information and by providing training and reference services for the benefit of the State's prosecutors and their traffic safety partners, particularly focusing on major traffic related offenses, such as driving under the influence and DUI-related vehicular homicide.

The TSRP program anticipates providing prosecutors, law enforcement and other traffic safety professionals with several programs throughout the fiscal year. The highlights of the year will be the presentation of one or two multi-day impaired driving courses. One will be the NTLC/NHTSA developed course, *Protecting Lives, Saving Futures*. The second offering would be the NTLC/NHTSA developed course *Prosecuting the Impaired Driver*.

Due to the fact that many of Illinois' counties are rural and many have only one prosecuting attorney, there is a great need for one day courses that can be brought to the various areas of the state. One such offering is already being conducted. It is called: *Practical DUI: Nuts & Bolts*. The one day course is designed to provide prosecutors with practical information needed to effectively present a DUI case. The course covers breath test instruments, alcohol toxicology, use of driving clues, physical observations, and standardized field sobriety tests in presenting a case, a legislative update, and a discussion of common defense challenges. The course is being presented in four geographical areas of the state: DeKalb, Mt. Vernon, Springfield and Peoria.

The TSRP intends to follow-up on the *Nuts & Bolts* course by offering the following one day courses in the next fiscal year: *Practical DUI: Legal Considerations and Pre-Trial Preparation* and *Practical DUI: The Basics of Drug Impairment*.

Training prosecutors, law enforcement and other traffic safety partners is only part of the overall Illinois TSRP Program Mission. The TSRP also anticipates authoring a DUI manual for prosecutors, assisting in the legislative process, and publishing a quarterly newsletter, among other projects. All of these projects are intended to improve the quality of traffic safety related adjudications in Illinois by creating a better informed and educated prosecutor and law enforcement officer and by improving the quality of the state's traffic safety laws.

IMPAIRED DRIVING PROGRAM STRATEGIES

- Continue to fund a Traffic Safety Resource Prosecutor.
- Fund four one day DUI trainings for Prosecutors.
- Conduct High Visibility Enforcement Campaign.

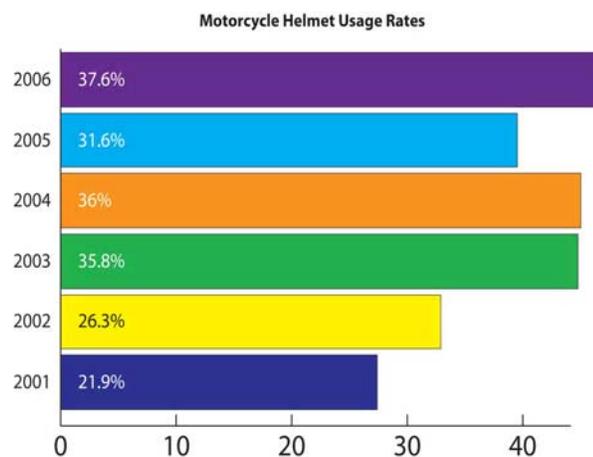
- Implement an Underage Drinking Prevention Program.
- Continue to fund the Alcohol Program Coordinator.
- IDOT's leadership in the Governor's Alcohol Abuse Task Force.
- Continue to promote the DUI awareness themes.
- Mobilization enforcement for local law enforcement agencies during the two impaired driving campaigns. (August 18 – September 4, 2006 and June 25 – July 8, 2007)
- Implement recommendations from the Illinois Impaired Driving Re-Assessment.
- Promote DUI courts with judges.
- Develop a DUI tracking system.
- Secure paid and earned media during the national and selected impaired driving mobilizations and campaigns.
- Identify and analyze alcohol-related crash fatalities by jurisdiction in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population.
- Provide funding to conduct sustained enforcement/high intensity public awareness campaigns. Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE).
- Conduct periodic DUI enforcement around pre-selected events (Mini-Grant Alcohol Program, Roadside Safety Checkpoints, Strike-Forces, and Mobilizations).
- Recognize accomplishments of DTS's Traffic Safety Partners (i.e., LEL Luncheons, TOP Cops).
- Coordinate sustained enforcement and paid media campaigns around pre-selected high drinking periods (i.e. Halloween, Super Bowl, St. Patrick's Day, Cinco de Mayo, Fourth of July, holiday season).
- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC) and the University of Illinois at Springfield's Local Alcohol Program (LAP).

MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM

PROBLEM STATEMENT

- In 2005, 157 motorcyclists, including passengers, were killed in 150 traffic crashes.
- 3,083 motorcyclists were injured on Illinois roads in 2004. That represents a 13.2 percent increase from an average of 2,677 for the previous three years. An additional 294 non-motorcyclists were injured in crashes involving motorcycles in 2004.
- 42.7 percent of the operator fatalities were between the ages of 25 and 44.
- 15.3 percent of the operator fatalities were between the ages of 15 and 24.
- 31.8 percent of the operator fatalities were 45 or older.
- There were 278 alcohol-related motorcycle crashes in 2004. Of these, 246 or 88.8 percent occurred between 4 p.m. and 4 a.m.
- In 2004, only 4.0 percent of passenger car/deer crashes and 2.0 percent of pickup truck/deer crashes resulted in death or injury to a motor vehicle occupant. 78 percent of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Almost nine out of ten motorcycle crashes occurred on dry pavement in 2005.
- Saturday and Sunday are the two most common days for alcohol-related and non-alcohol-related motorcycle crashes. Nearly half of the alcohol-related crashes occur on one of these two days.
- The three most frequent contributory causes cited in fatal motorcycle crashes in 2005 were: driving too fast, driver condition and failure to keep in proper lane.
- In 2005, 170 pedestrians (64 in the city of Chicago) were killed in Illinois.
- In 2005, 22 pedal cyclists (7 in the city of Chicago) were killed in Illinois.

Illinois does not have a motorcycle helmet law. Although several attempts have been made to pass a mandatory helmet law in the years since Illinois' law was repealed, none have been successful. According to the July 2006 motorcycle helmet use survey, motorcycle helmet usage increased 6 percentage points to 37.6 percent. A total of 1,135 motorcycle riders were observed. The city of Chicago had the highest usage rate at 43.6 percent. The Collar Counties (DuPage, Kane, Lake, McHenry and Will) and Cook County had helmet usage rates of 37.9 percent and 37.7 percent, respectively. The downstate counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair) had the lowest usage rate at 34.9 percent.



PROGRAM GOALS

Motorcycle Goal:

To reduce the statewide percentage of motorcycle fatalities from 9.8 percent in 2003 to 7.0 percent by January 2008.

$$\text{Percent Motorcycle Fatalities} = \frac{\text{Total Motorcycle Fatalities}}{\text{Total Fatalities}} \times 100$$

GOAL	TARGET YEAR				
	2003	2004	2005	2006	2007
Proposed Percent Motorcycle Fatalities	9.8%	9.7%	8.5%	7.5%	7.0%

Pedal cycle Goal

To reduce the statewide percentage of pedal cycle fatalities from 1.2 percent in 2003 to 0.8 percent by January 2008.

$$\text{Percent Pedal cycle Fatalities} = \frac{\text{Total Pedalcycle Fatalities}}{\text{Total Fatalities}} \times 100$$

GOAL	TARGET YEAR				
	2003	2004	2005	2006	2007
Proposed Percent Pedal cycle Fatalities	1.2%	1.2%	1.0%	0.9%	0.8%

Pedestrian Goal

To reduce the statewide percentage of pedestrian fatalities from 13.1 percent in 2003 to 10 percent by January 2008.

$$\text{Percent Pedestrian Fatalities} = \frac{\text{Total Pedestrian Fatalities}}{\text{Total Fatalities}} \times 100$$

GOAL	TARGET YEAR				
	2003	2004	2005	2006	2007
Proposed Percent Pedestrian Fatalities	13.6%	13.3%	13.0%	12.0%	11.0%

MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM OVERVIEW

Illinois' Motorcycle Safety Program Assessment

On October 24-28, 2005, the Illinois Department of Transportation, in cooperation with the National Highway Traffic Safety Administration, hosted a team of four program experts who conducted Illinois' first Motorcycle Safety Program Assessment. The four experts conducted a thorough review of the state's motorcycle safety efforts, identified strengths and provided recommendations to enhance the program.

Listed below are the 13 recommendations to enhance Illinois' program:

1. Increase the annual Cycle Rider Safety Training Program (CRSTP) appropriation to at least \$3.5 million by July 1, 2006.
2. Convene a technical working committee comprised of key stakeholders to develop a strategic motorcycle safety plan for Illinois.
3. Use federal funds wherever possible to address other motorcycle safety issues (impaired driving, aggressive driving, conspicuity, motorist awareness, etc.).
4. Create a task force of representatives from the insurance industry, law enforcement, medical professionals, motorcycle dealers, motorcycle organizations, safety advocates and other interested entities to explore ways to increase the use of helmets and protective clothing.
5. Continue to seek support for passage of a helmet law for all motorcycle operators and passengers.
6. Enact legislation to establish a provisional licensing system for motorcycles.
7. Enact legislation to reduce the period for which an instruction permit is valid to six months for motorcycle or motor-driven cycle applicants and limit the number of renewals.
8. Establish a protocol and timeline to conduct comprehensive annual program evaluations.
9. Establish a five-year plan for program development that includes milestones to meet forecasted training demand.
10. Design and implement a comprehensive impaired riding public information and education (PI&E) campaign.
11. Develop and implement a comprehensive and coordinated statewide plan to address both conspicuity and motorist awareness.
12. Develop a coordinated statewide plan for motorcycle safety and PI&E efforts.
13. Encourage the use of full protective equipment by motorcyclists through PI&E campaigns.

Motorcycle/Pedestrian/Pedal Cycle Coordinator

Due to the increasing number of motorcycle crash fatalities and injuries, the IDOT/DTS hired Edwards and Kelcey Consulting to coordinate a comprehensive approach to DTS's

motorcycle/pedestrian/pedal cycle programs. The firm will provide technical expertise as a specialist with IDOT and provide a comprehensive plan on reducing fatalities and injuries related to motorcycles/pedestrian/pedal cycle crashes.

Edwards and Kelcey Consulting will partner with the Chicagoland Bicycle Federation, Chicago Department of Transportation Bicycle and Pedestrian Program managers and other key stakeholders to develop strategy recommendations for DTS's highway safety program.

Programs

Due to an increase in fatalities and injuries associated with pedal cycle and pedestrian crashes, DTS in FY 2007 will fund a total of six bicycle and pedestrian highway safety programs.

Chicago Department of Transportation's (CDOT) Pedestrian Safety Program will provide traffic safety education at schools reached in 2001–2006 and respond to requests for services at new schools with an emphasis on hands-on skills training using the *Kids on Foot in Chicago* publication. CDOT will partner with the Chicago Transit Authority (CTA) to display safety messages on their fleet reaching an estimated one million people.

CDOT's Bike Safety Initiative will establish a public outreach program to promote safe bicycling in Chicago. CDOT's Bicycling Ambassadors will deliver bike safety and road sharing information throughout Chicago. The bicycle ambassadors will provide specific expertise on the practical ways that bicyclists and motorists can avoid car-bike crashes. CDOT will also partner with the Chicago Park District to teach bicycle safety to children enrolled at their summer camps.

The League of Illinois Bicyclists (LIB) will develop and market PSA's that urge motorists and bicyclists to make Illinois streets and highways safer by sharing the road during prime bicycling times. Better awareness and acceptance are keys to reducing common motorist-bicyclist collision types. LIB will also conduct a bicycle enforcement of safe roads project. This project will train Illinois law enforcement agencies at one-day regional conferences on state laws involving bicyclists, how to investigate bicycle and pedestrian crashes involving motor vehicles, how to enforce state laws affecting motorists and bicyclists to make communities safer for cycling. LIB will work with local law enforcement agencies and associations to develop the course curriculum and materials, scheduling the conference and presentations.

DTS will fund two projects with the Chicagoland Bicycle Federation. The Chicagoland Bicycle Federation will educate Cook County motorists on how to share the road with bicycle rider and Cook County adults, teens and children on safe bicycle handling and avoiding bicycle crashes and injuries. They will deliver the education in two ways: through community outreach and community bicycle classes offered through parks, schools and employer sites. The second project to be funded with the Chicagoland Bicycle Federation is the Drive with

Care–Northwest Chicago Crash Reduction campaign. This project will be a coordinated interdisciplinary campaign to reduce traffic crashes of all types by 50 percent in two years in a target area in northwest Chicago. Elected officials will form a task force of community, law enforcement, health educators, CDOT and business leaders who will analyze crashes and take action to achieve a reduction. Actions may include: enforcement, spot improvements, community-based social marketing, recommendations following major crashes and community engagement in the campaign crash reduction goal.

Training

The popularity of motorcycling has been on the increase for a number of years as evidenced by the number of motorcycles being sold. In 1998, there were 8,032 new motorcycles sold in Illinois. In 2004, there were 49,784 new motorcycles sold in Illinois which is an increase of about 520 percent over a six-year period. Motorcycle license plate registrations increased from 192,087 in 1998 to 273,122 in 2005 (42 percent). Clearly, the popularity of motorcycling has experienced significant growth and the motorcycle industry is very healthy.

Unfortunately, the increased popularity of motorcycling has been accompanied by an increase in fatalities, not only in Illinois, but across the nation. Illinois motorcycle fatalities totaled 99 in the year 1998. In 2004, Illinois motorcycle fatalities totaled 157 which is an increase of 58.6 percent. Since 1999, motorcyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2004, 49 motorcyclists in this group were killed compared to 14 in 1999. Alcohol and/or speed were the primary contributing factors in 67 percent of fatal single-vehicle motorcycle crashes in 2003 while being the primary contributing factors in only 35 percent of all single-vehicle crashes. In 2004, 41 percent of the motorcycle operators killed in Illinois tested positive for alcohol.

In response to the increasing injuries and fatalities, Illinois is working hard to expand the number of training courses we offer for beginning motorcycle riders. Although training is not the complete answer to the problem, past experience indicates that inexperienced, untrained riders are at a distinct disadvantage when they first take to the highways. Illinois' training program was established in 1976 using Federal Section 402 funds. The program is now self-supported through rider license and registration fees and utilizes over 380 instructors statewide. In 1998, the program trained 7,311 riders. In 2005, a total of 13,857 riders were trained which is an increase of 89.5 percent. To date, approximately 222,963 riders have received training through this program.

Illinois does not currently have a motorcycle helmet law. Illinois enacted a mandatory helmet law in 1968, however, it was repealed in 1969. Although several attempts have been made over the years to pass another helmet law, none have been successful. According to our July 2006 motorcycle helmet use survey, usage increased 6 percent over 2005 for an overall usage rate of 37 percent. Motorcycle helmet usage is required in all of the department's rider training courses. The courses are also used as an avenue to encourage full-time helmet usage by all riders.

Section 2010 Motorcyclist Safety Grant Application

In August 2006, DTS submitted the Section 2010 Motorcyclist Safety Grant Application to NHTSA. DTS's application proposes to develop a strategic plan for Illinois' motorcycle safety programs and development of a paid media campaign for Motorcycle Awareness Month in May 2007.

MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM STRATEGIES

- Implement recommendations from the Motorcycle Safety Program Assessment.
- Motorcycle/Pedestrian/Pedal Cycle Coordinator.
- Increase training opportunities for beginning motorcycle riders in Illinois through DTS's Cycle Rider Training Program.
- Fund the League of Illinois Bicyclists program dealing with proper bicycle-motor vehicle interaction.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.
- Provide technical assistance with the Safe Routes to School Initiative.

TRAFFIC RECORDS

PROBLEM STATEMENT

- Timely and accurate crash data.
- Complete and accurate crash reporting from law enforcement.

PROGRAM MISSION

To streamline the motor vehicle crash information processing system, improve upon existing processes, and provide timely and reliable data to members of the traffic safety community.

PROGRAM GOALS

1. Provide better data that is absolutely essential to reducing the human and economic cost of motor vehicle crashes.
2. Improve agency-specific data systems through identifying an information gathering process that includes interviews, technical group sessions, and systems analysis. Improvements may include internal agency process enhancements, electronic transmission of data (intra-agency and/or inter-agency) and an increased ability to analyze data and produce reports. System improvements will be accomplished based on the availability of resources.

ILLINOIS TRAFFIC RECORDS ASSESSMENT

Upon request by the IDOT/DTS, a national traffic records assessment team conducted a comprehensive assessment of the current traffic records on May 1-6, 2006.

The scope of this assessment covered all the components of a traffic records system. The main components of traffic records were:

- Crash Records System
- Citation Records System
- Driver Records System
- Roadway Information System
- Healthcare Data Systems
- Traffic Records Coordinating Committee (TRCC)
- Strategic Planning

The main recommendations of the assessment team included the following:

Crash Data

1. Implement the CIS revision to support electronic transfer and image creation from reports created using MCR.
2. Plan long-term for CIS to accept crash report data from other (non-MCR) field data collection software used by law enforcement agencies.
3. Invest in automation for Chicago Police Department (CPD) to reduce the number of paper crash reports processed manually at IDOT.
4. Develop a set of standard quality control matrix for reporting crash data quality on a routine, repeatable basis periodically throughout the year.

Citation Data

1. Promote and assist local courts without computerized case management systems and/or electronic conviction filing, in obtaining computerized management systems and in electronically filing convictions with the Office of Secretary of State (SOS).
2. Establish a statewide citation tracking system.

Driver and Vehicle Data

1. Begin recording owner names and addresses for persons with the identical requirements.
2. Record the driver histories from previous states of record on non-commercial drivers.
3. Coordinate the overlapping requirements of the crash file processing with those of the Driver Service Department (DSD).
4. Determine what is causing the creation of multiple driver records on the same individual, and correct the problem with strict adherence to the identification processes, and provide training throughout the field offices to assure that the DSD can identify problem drivers for the licensing and control operations of the DSD, the courts and other states.

Roadway Data

1. Accelerate the development and use of the Geographic Information System (GIS) as the IDOT enterprise system for all road and road-related information systems.
2. Accelerate the deployment and use of Global Positioning System (GPS) devices for the capture of location data by latitude/longitude coordinates for road and crash data.
3. Allow all legitimate users of IDOT data direct access to the GIS or provide them with the information in a medium and format for their manipulation and analysis.

Health Care Data

1. Use one data format for the EMS run form.
2. Move forward with a total electronic data submission process for EMS run reports.
3. Refine the CODES Board of Directors to include only the data owners. This will encourage discussion of data quality issues and data linking processes.
4. Establish a CODES Advisory Group (data users) that can provide direction and vision for the use of the linked CODES data.
5. Promote the availability and accessibility of the healthcare data, e.g., a State of Healthcare in Illinois Legislative Report.

Traffic Records Coordinating Committee (TRCC)

1. Identify an “executive group” from the leadership of participating agencies within the TRCC.

For more information on the Illinois Traffic Records Assessment refer to the report entitled: “Illinois Traffic Records Assessment”, Division of Traffic Safety, Illinois Department of Transportation.

STRATEGIC PLAN FOR TRAFFIC RECORDS IMPROVEMENT

Based on the findings of the traffic records assessment, DTS contracted with Data Nexus to develop a Strategic Plan for Traffic Records Improvement. In June 2006, the Data Nexus team developed a comprehensive plan that included a strategic action sequence showing the relationships (precedents and antecedents) for major tasks, actions, and activities that will fulfill the strategic goals of the plan. The plan also included an action item matrix to support the state in its efforts to implement the proposed tasks. Activities included:

- a) Develop strategic actions and a sequence for completion.
- b) Develop an action item matrix to use to track assignments and status.
- c) Produce the strategic plan.

Deliverable: State of Illinois Strategic Plan for Traffic Records Improvement.
Strategic initiatives are included that describe the steps from the current system to the desired one. The recommended sequence of events presented in PERT charts (or similar diagrams) and the action item matrix provided a means for tracking completion of tasks and performance measures. For a complete copy of the report, refer to the report entitled: Strategic Plan for Traffic Records” Improvement, Division of Traffic Safety, Illinois Department of Transportation.

RACIAL PROFILING STUDY

On July 1, 2006, the results from the second year of Illinois’ racial profiling study were released. The report was first submitted to the Governor and General Assembly. Then, with a press release from the Governor, the results were released to the public via IDOT’s website.

IDOT received data from 970 law enforcement agencies who reported 2,489,326 traffic stops for the year 2005. There were 45 agencies that either did not make any stops or failed to provide their data to IDOT. DTS will continue to contract with Northwestern University Center for Public Safety to analyze the data collected by IDOT for the Illinois Traffic Stop Study.

This report compared the number of minorities stopped by an agency compared to the benchmark Estimated Minority Driving Population provided for the particular agency. Also, the reason for the stop, outcome of stop, and whether a consent search was conducted were analyzed for Caucasian vs. Minority drivers. Once the report was completed, each agency was given the opportunity to provide a comment with their analysis before the report was given to the Governor and General Assembly. The Racial Profiling Study has been continued until July 2010.

TRAFFIC RECORDS PROGRAM STRATEGIES

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- Continue the implementation of the Mobile Capture and Reporting (MCR) System with

Illinois law enforcement agencies.

- Continue to fund the Office of the Secretary of State's Imaging Enhancement and Illinois Department of Public Health's Data Analysis programs.
- Develop and implement an operational plan to ensure the crash data file remains current, complete and accurate.
- Continue with a multi-disciplinary Statewide Traffic Records Coordinating Committee (STRCC) that forges partnership, assures that all constituents who have a stake in injury/crash reporting are represented, and can facilitate the sharing of traffic records information, address quality issues (timeliness, completeness, accuracy, and accessibility) and jointly implement solutions.
- Solicit the cooperation of STRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning System/Geographic Information System (GPS/GIS) user group to include state and local departments and agencies, community stakeholders and organizations, and individuals interested in highway-related GPS/GIS applications, and continue to fully explore the appropriate use of this technology on a statewide basis to provide for a statewide traffic records system which includes data from all public highways.
- Design and implement an automated, statewide citation/conviction system, using the Cook County citation accountability system as a foundation.
- Explore using interactive websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.
- Provide a forum for review and comment of traffic records issues within the state of Illinois.
- Review traffic-related data systems and vote on 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.

SECTION 406 SEAT BELT INCENTIVE PROGRAM

On April 28, 2006, United States Secretary of Transportation Norman Mineta informed Governor Rod Blagojevich that Illinois qualified for a one-time grant under the Section 406 program. Illinois qualifies for this grant by having enacted, in July 2003, a primary

enforcement safety belt use law for all passenger motor vehicles. This grant program provides \$29,727,619 of which at least \$1 million of the funds must be identified for behavioral highway safety activities.

In order to allocate the grant funds properly among the eligible behavioral highway safety programs administered by NHTSA and the federal-aid highway safety programs administered by the Federal Highway Administration (FHWA), Illinois was required to identify in writing how it wished to split these grant funds between NHTSA and FHWA safety programs. On May 24, 2006, Illinois Secretary of Transportation Tim Martin sent a letter to Don McNamara, Regional Administrator for the NHTSA Great Lakes Region, outlining IDOT's intent to split the Section 406 funds by 75 percent (\$22,295,715) for traffic safety projects and 25 percent (\$7,431,904) for roadway safety projects.

Based on state appropriation levels for FY 2007, Illinois is eligible to use \$14,707,200 of the Section 406 funds. Based on the \$14,707,200 figure, Illinois has programmed \$8,616,951 in the FY 2007 highway safety plan.

Listed below are the program areas for Section 406 funding:

Paid Media

DTS will utilize \$5,000,000 on paid advertising for the national campaigns and the special campaigns during FY 2007. DTS will establish a relationship with a public relations firm to insure the safety belt and impaired driving messages are being heard throughout the state.

Measurement of Success

1. Increase in the awareness of the safety belt and impaired driving slogans, through DTS's statewide telephone and driver facility surveys.
2. Increase the statewide safety belt usage rate by 2.2 percentage points from 87.8 in 2006 to 90 percent by 2007, through DTS's observational survey.

Enforcement

DTS will provide Section 406 funds for local, county and state law enforcement agencies to conduct enhanced occupant protection, speed and impaired driving enforcement details. These enforcement details will consist of hire back patrols, saturation patrols, occupant protection enforcement zones, roadside safety checks and mobilizations.

Measurement of Success

1. Increase the statewide safety belt usage rate by 2.2 percentage points from 87.8 in 2006 to 90 percentage points in 2007, through DTS's observational surveys.

2. Reduce the combined percent unbelted occupant fatalities by 15 percentage points from 76 percent in 2003 to 61 percent by January 1, 2008.
3. By January 1, 2008, achieve alcohol-related fatality rate of .53 deaths per 100 million VMT from the Illinois 2003 rate of 0.61 deaths/VMT.

Programs

1. Illinois State Police – Speed Patrols Enforcing and Education Drivers (SPEED), this project will concentrate enforcement patrols to reduce speed-related fatalities and crashes.
2. Illinois State Police – Motorcycle Patrol Unit, this project will establish a centralized Motorcycle Patrol unit.
3. Hire back enforcement projects – provides hire back funds for local law enforcement agencies to conduct enhanced enforcement patrols during special campaigns.

Equipment

Provide equipment to the Illinois State Police to purchase the 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 Illinois roadways.

Measurement of Success

1. Reduce statewide fatalities and injuries on Illinois' roadways through innovative techniques.
2. Reach the Governor's goal of 1,000 or fewer traffic-related fatalities by 2008.

Training

Provide funding to the Illinois Law Enforcement Training and Standards Board (ILETSB) to implement statewide special-emphasis traffic enforcement training for Illinois local law enforcement officers. The ILETSB provides a mechanism for the statewide delivery of police traffic services training that will ensure specialized training is available, accessible and affordable to those local law enforcement officers who most need the training. As these officers become more proficient in the performance of their duties, especially traffic enforcement, motor vehicle traffic accidents will decrease, and ultimately deaths and injuries to citizens will decrease.

Measurement of Success

1. To reduce motor vehicle crashes by enhancing the attitudes, abilities and skills of police officers performing their traffic enforcement duties.

Traffic Records

DTS continues to develop CIS which will reduce the manual process and greatly increase the flexibility to retrieve data. The system will help not only DTS but IDOT as well in evaluating

traffic safety trends, provide information used to program federal funds, conduct project studies, plan and program roadway improvements and provide crash statistics.

One of the major components of crash reporting is a new system known as Mobile Data Capture and Reporting (MCR) which is the implementation of field-based capture and reporting of the crash reports and citations completed by law enforcement agencies. This will be available to run on a laptop in the squad car and will be available to run on a workstation in an office environment for those agencies unable or unwilling to implement the laptop version.

Measurement of Success

1. Timely and accurate crash data.
2. Complete and accurate crash reporting from law enforcement agencies.

Community Outreach

DTS recognizes the importance of reaching all of Illinois with the education and enforcement activities it supports in striving to achieve its goal of reducing fatalities and injuries on our state's roadways. DTS will focus traffic-safety related programs in Chicago's inner city and in rural communities throughout the state. DTS will contract with a vendor to oversee and facilitate involvement with the minority and rural areas of the state regarding traffic safety-related issues.

Measurement of Success

1. Increase safety belt usage rates in African American and Hispanic communities in the city of Chicago and in rural communities throughout Illinois.
2. Increase the awareness of DTS's safety belt and impaired driving messages among African American and Hispanic communities in the city of Chicago and in rural communities throughout Illinois.

Motorcycle Training

DTS will provide additional motorcycle training course (Basic Rider Course) through DTS's Cycle Rider Training Program. The program is administered by DTS through annual contracts with four regional Training Centers: University of Illinois, Northern Illinois University, Illinois State University and Southern Illinois University Carbondale. Due to an increase in the popularity of motorcycling, the demand for training exceeds the supply and the four regional centers routinely turn away prospective students because all classes are full. Over the past several years, the four regional centers have turned away over 2,000 people per year.

DTS will contract with Edwards and Kelcey Consulting to implement its motorcycle/pedestrian/pedal cycle programs statewide. One of the goals of this contract is to develop a plan for implementation for the MCPPC programs statewide through various avenues.

Measurement of Success

1. Reduce motorcycle fatalities in 2007 by funding additional Cycle Rider Training courses.
2. Increase motorcycle helmet usage.

Mobilization Activities

A CIOT campaign is a high visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. An intense public information and education campaign will be run concurrently with the enforcement blitz to

inform the motoring public of the benefits of safety belt use and of issuing tickets for safety belt violations. The model program includes 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing strict enforcement; 3) highly visible enforcement each day of the two-week enforcement period. The May Mobilization consists of 1) basic CIOT mobilization and 2) rural CIOT as a demonstration project. Both basic and rural CIOT mobilizations have the following components:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins one week before paid media, two weeks before enforcement, and continues throughout other phases of the program. An earned media event, like a media event or media release, typically is used to announce the ensuing enforcement program.

Paid Media

The CIOT model includes both earned and paid media. Safety belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually last two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on selected 23 counties where about 85 percent of population resides and 70 percent of motor vehicle crashes occurs. The main focus of the rural CIOT will be on those areas where the majority of people reside in rural areas. A complete list of 23 counties and selected rural media market are available at the Division. The total budget for the paid media for the basic mobilization is \$1,000,000.

In FY 2007 DTS will utilize \$5 million in Section 406 federal highway safety dollars on paid advertising for the CIOT and the impaired driving mobilizations. 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).

DTS plans in FY 2007 to establish a relationship with a public relations firm to insure DTS occupant protection messages and impaired driving messages are being heard by Illinois' minority communities. The public relations firm will guide both DTS' earned and paid media efforts. DTS will also work with NHTSA to carry out the paid media efforts during the mobilizations.

A public relations firm will design campaigns that will complement the 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. 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 newspaper (10 percent). Based on recommendations from DTS's public relations firm, the newspaper media may be moved to either the television or radio media.

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes ten, paid media periods in FY 2007—Halloween, Thanksgiving (State Mobilization), Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Memorial Day (National Mobilization), Motorcycle Awareness Month (May), Fourth of July (state mobilization), and Labor Day (national mobilization) campaigns.

Paid Media Events

The media campaign includes both paid and earned media activities. IDOT will establish a relationship with a firm to purchase air time during the selected paid media campaigns. 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 2007:

1. Halloween – Campus Events

IDOT/DTS will partner with colleges or universities to promote the Zero Tolerance Law and 0.08 Law. The winner of the College Video Contest will hold a press conference promoting the impaired driving PSA. The winning PSA will be played in a statewide cable media buy during a Halloween flight. Media will be invited to the events.

- Invite traffic safety partners to participate in the media events such as local and state law enforcement agencies, DTS grantees, MADD, AAIM, Illinois Traffic Safety Leaders (ITSL), etc.
- DTS's Law Enforcement Liaisons (LEL's) will enlist law enforcement grantees to participate by setting up activities on impairment.

2. Thanksgiving – November 13 – 26, 2006

- Media Markets: Chicago, Champaign, Davenport, Peoria, and St. Louis.
- Paid Media: Television (80 percent) and radio (20 percent).
- Earned Media: Five media events will be planned in each media market. OP Coordinators will be planning 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

3. Holiday Season – December 11 – 31, 2006

Earned media activities, Local Agency Liaison (LAL's) and LAL's will work with DTS grantees and traffic safety partners to create earned media events for the impaired driving campaign.

4. Super Bowl – January 28 – February 4, 2007

- Media Markets: Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events in Carbondale (Paducah market) and Rock island (Davenport market) with the focus of a local message.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols.
- Focus: Males 18–34 years of age.
- Message: *Fans Don't Let Fans Drive Drunk*

5. St. Patrick's Day – March 12 -17, 2007

- Media Markets: Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events in Jacksonville (Quincy/Champaign market) and Rockford (Rockford market) with the focus of a local message.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and roadside safety checkpoints.
- Focus: Rural counties, males 18–34 years of age.
- Message: *Friends Don't Let Friends Drive Drunk*

6. Cinco de Mayo – April 29 – May 4, 2007

- Media Markets: Chicago.
- Paid Media: Radio.
- Earned Media: Two or more media events in Chicago with the focus of a local message.

- Enforcement: Local law enforcement agencies will be conducting saturation patrols and roadside safety checkpoints.
- Focus: Males 18–34 years of age.
- Message: *Friends Don't Let Friends Drive Drunk*

7. Memorial Day, CIOT National Mobilization May 14 – 26, 2007

- Media Markets: Chicago, Champaign, Davenport, Peoria, and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Five media events will be planned in each media market. OP Coordinators will be planning 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

8. Share the Road Campaign – May 2007

- Media Markets: Chicago, Champaign, Davenport, Peoria, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events will be planned in the media markets.
- Focus: Motoring public.
- Message: *Share the Road.*

9. Fourth of July – June 25 – July 8, 2007

- Media Markets: Chicago, Champaign, Davenport, Peoria and Metro St. Louis.
- Paid Media: Radio.
- Earned Media: Five media events will be planned in each media market. LEL's will assist on planning media events throughout the two week campaign.
- Enforcement: Local and state law enforcement agencies conducting saturation patrols and roadside safety checkpoints.
- Focus: Males 18–34 years of age.
- Message: *Friends Don't Let Friends Drive Drunk*

10. Labor Day National Impaired Driving Campaign – August 15 – September 3, 2007

- Media Markets: Chicago, Champaign, Davenport, Peoria, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).

- **Earned Media:** Five media events will be planned in the media markets. LEL's will assist on planning media events throughout the two week national campaign.
- **Enforcement:** Local and state law enforcement agencies will be conducting saturation patrols and roadside safety checkpoints.
- **Message:** National impaired driving message.

Mobilization Enforcement

Both basic and rural CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on safety belt violations is carried out statewide. We are proposing to provide funding for the local police agencies to conduct over 3000 safety belt enforcement zones. In addition, Illinois State Police will conduct over 2000 safety belt enforcement on their own without any financial support 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 safety 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 Report. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Traffic Safety. The following table shows the evaluation activities for May 2007:

Proposed Evaluation Activities During the May 2007 Mobilization

Campaign Dates:	May 1-7	May 8-14	May 15-21	May 22-27	May 28-June 4
Targeted Markets:	Rural Media & Enforcement				
Peoria	April 30 – May 14				
Champaign	CIOT earned media				

**Proposed Belt Enforcement among Minority Populations in
November/December 2006**

(African Americans and in the City of Chicago)

DTS proposes to increase the safety belt use among the African American and Hispanics in the City of Chicago. This project involves implementing minority partnership projects in the City of Chicago for the purpose of building multi-cultural coalitions and ultimately increasing safety belt usage rates.

What we know about the Minorities (African Americans and Hispanics) in the City of Chicago

1. Based on the 2006 annual safety belt survey in Illinois, the City of Chicago has the lowest safety belt usage rate at 84.4 percent as compare to the statewide rate of 87.8 percent.
2. City of Chicago has the highest percent of African American and Hispanic populations.
3. Based on 2004 FARS report, 120 occupants of motor vehicles killed in crashes in the City of Chicago. Of those, 48 were African Americans (about 40 percent) and 32 (about 27.4 percent) were Hispanics. Overall the percentages of African American and Hispanic populations in the City are 36.4 and 26, respectively.
4. About 31 percent of African American and 6.5 percent of Hispanics, who died in motor vehicle crashes, were wearing safety belts.

Selecting top 10 African American and Hispanic Communities in the City of Chicago.

The following two tables provide top ten minority communities in terms of percent population. The top 10 communities were selected from 77 communities that were identified using the census data. The communities listed in these tables have the highest African American and Hispanic populations.

Top 10 African American Communities in Chicago

Selected Communities	%Total Population	%African Am.	African Am. Population
Austin	4.1	10.0	105,369
South Shore	2.1	5.6	59,405
Auburn Gresham	1.9	5.2	54,862
Roseland	1.8	4.9	51,568
West Englewood	1.6	4.2	44,271
Englewood	1.4	3.7	39,352
North Lawndale	1.4	3.7	39,164
Greater Grand Cross	1.3	3.6	37,779
Chatham	1.3	3.5	36,538
West Pullman	1.3	3.3	34,277
Total	2,896016	100.0	1,055,339

Top 10 Hispanic Communities in Chicago

Selected Communities	%Total Population	%Hispanic Population	Hispanic Population
South Lawndale	3.1	10.0	75,613

Logan Square	2.9	7.1	53,833
Belmont Cragin	2.7	6.8	50,881
West Town	3.0	5.4	40,966
Lower West Side	1.5	5.2	39,144
Brighton Park	1.6	4.6	34,409
Humboldt Park	2.3	4.2	31,607
Gage Park	1.4	4.1	31,079
Albany Park	2.0	3.5	26,741
Avondale	1.5	3.5	26,700
Total	2,896016	100.0	753,644

Evaluation Plan

The main evaluation program that will be used during this campaign will be based on pre-and post-safety belt observational surveys. Data will be collected week-by-week; before and after the conclusion of special enforcement and media activities. The programmed amount for the evaluation activity is \$80,000. The evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Traffic Safety.

Proposed Activities for the May 2007 “You Drink & Drive. You Lose” Mobilization

A You Drink & Drive. You Lose (YD&D.YL) campaign is 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. 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 (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins one week before paid media, two weeks before enforcement, and continues throughout other phases of the program. An earned media event, like a media event and media release, typically is used to announce the ensuing enforcement program.

Paid Media

The YD&D. YL model includes both earned and paid media. Impaired driving enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to not drink and drive. During the two-week period, television and radio advertisements air extensively. The main focus of the impaired driving program in Illinois will be on selected 23 counties where about 85 percent of population resides and 60 percent of alcohol-related fatalities occurred. A complete list of the 23 counties can found on page 12 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is \$1,000,000.

Proposed Evaluation Activities During the August/September 2007 Mobilization

Campaign Dates:	August 6-13	August 13 -19	August 20 - 26	August 27 - September 3	September 3-15
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Targeted Markets:
23 Counties

Impaired Driving Paid Media
August 6 - 19

YD&D. YL Earned Media
August 13 - September 3

YD&D. YL Enforcement
August 13 – September
3

Telephone Surveys

	<u>Pre-YD &D YL</u>	<u>Post- YD &D YL</u>
Dates	7/28 to 8/12	9/3 – 9/15
Statewide	n = 500/600	n = 500/600

DMV Surveys

	<u>Pre-YD &D YL</u>	<u>Post- YD &D YL</u>
Dates	7/28 to 8/12	9/3 – 9/15
Statewide	16	16

Illinois Occupant Protection Enforcement Calendar for FFY 2007

October							November							December							January							February							March																																																																																								
S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S																																																																													
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April							May							June							July							August							September																																																																																																																						
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October

November
 Nov. 20 - Dec. 3, 2006
 IMaGE Campaign #1

December
 Nov. 20 - Dec. 3, 2006
 IMaGE Campaign #1

January
 Dec. 18 - Jan. 1, 2007
 IMaGE Campaign #2

February
 February 12 - 18, 2007
 Child Passenger Safety Week

March

April

May
 May 21 - June 3, 2007
 IMaGE Campaign #3

June
 May 14 - June 3, 2007
 CIOT National Enforcement Mob.

July
 June 25 - July 8, 2007
 IMaGE Campaign #4

August
 Aug. 27 - Sept. 9, 2007
 IMaGE Campaign #5

September

Enforcement During the Year

- Traffic Law Enforcement Project (TLEP)
- Speed Enforcement Project (SEP)
- Occupant Protection Enforcement Zone (OPEZ)
- Speed Traffic Accident Reduction (STAR-SOS)
- Special Traffic Enforcement Project (STEP-ISP)
- Occupant Restraint Enforcement Project (OREP-ISP)

Illinois Impaired Driving Enforcement Calendar for FFY 2007

October							November							December							January							February							March																										
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S																				
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April							May							June							July							August							September																										
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

October

October 16 - 29, 2006
MAP Campaign #1

October 27 - 31, 2006
Halloween Special
Enforcement Period

April

April 2 - 15, 2007
MAP Campaign #4

Apr. 29 - May 6, 2007
Cinco de Mayo Special
Enforcement Period

November

Nov. 20 - Dec. 3, 2006
MAP Campaign #2

December 10 - 31, 2006
Holiday Season Special
Enforcement Period

May

May 21 - June 3, 2007
MAP Campaign #5

June 12 - July 31, 2007
July 4th Special
Enforcement Period

June 25 - July 8, 2007
MAP Campaign #6

December

Dec. 18 - Jan. 1, 2007
MAP Campaign #3

January

Jan. 28 - Feb. 4, 2007
Super Bowl Special
Enforcement Period

February

Jan. 28 - Feb. 4, 2007
Super Bowl Special
Enforcement Period

March

March 12 - 17, 2007
St. Patrick's Day Special
Enforcement Period

August

Aug. 15 - Sept. 3, 2007
National Impaired
Driving Enforcement
Crackdown

Aug. 27 - Sept. 9, 2007
MAP Campaign #7

September

Aug. 15 - Sept. 3, 2007
National Impaired
Driving Enforcement
Crackdown

Aug. 27 - Sept. 9, 2007
MAP Campaign #7

Sustained Enforcement During the Year

- 1 Local Alcohol Project (LAP) Grants
- 2 Roadside Safety Check (RSC) Grants
- 3 Illinois State Police's DUIE and ACE Grants
- 4 Secretary of State's ADDEP Grant

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.

Highway traffic safety programs administered by the Illinois Department of Transportation aim at reducing motor vehicle-related fatalities, injuries and property damages. 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), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE) and Mini-Grant Alcohol Program (MAP) programs.
2. Collect and Reduce Data—this section includes the data collected before and after any proposed interventions. These data should include all injuries and fatalities (from crash report) and other data required to be collected from the locals, such as citation data collected by local police officers.
3. Compare Measures of Effectiveness —this section will include preparation of summary data tables, performing descriptive analysis, such as percent change, rate, ratio or proportion, expected frequency of fatalities and injuries.
4. Perform Test of Significance—this section includes observed percent change in each project site, which will be analyzed to determine whether the change occurred by chance or because of the project.

5. **Perform Economic Analysis**—Perform cost/benefit analysis to determine whether the project is cost-effective in meeting the proposed objectives and reducing fatalities and injuries.
6. **Prepare Evaluation Report**—This section 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.

ENFORCEMENT/PAID MEDIA SCHEDULE

Month	Illinois	National
October 2006	<p>MAP Wave 1.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Halloween – Impaired Driving Enforcement
November 2006	<p>State Click It or Ticket Mobilization.</p> <p>Paid and Earned Media.</p> <p>Mobilization Enforcement.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP, Straight ID and STAR.</p> <p>IMaGE Wave 1.</p> <p>MAP Wave 2.</p>	Thanksgiving Weekend Travel – Occupant Protection Enforcement
December 2006	<p>IMaGE Wave 2.</p> <p>MAP Wave 3.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Holiday Season – Impaired Driving Enforcement
January 2007	<p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Super Bowl Sunday – Impaired Driving

Month	Illinois	National
February 2007	Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	CPS Week – Occupant Protection.
March 2007	Local – TLEP, RSC and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	St. Patrick’s Day – Impaired Driving.
April 2007	Telephone and DMV Surveys. MAP Wave 4. Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	Cinco de Mayo – Impaired Driving Enforcement
May 2007	National Click It or Ticket Mobilization begins. Earned and Paid Media. Mobilization Enforcement. IMaGE Wave 3. MAP Wave 5. Local – TLEP, RSC and LAP. ISP – STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID and STAR.	Click It or Ticket National Enforcement Mobilization.

Month	Illinois	National
June 2007	<p>State You Drink & Drive. You Lose. Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>Telephone and DMV Surveys.</p> <p>Seat Belt Observations.</p> <p>IMaGE Wave 4.</p> <p>MAP Wave 6.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>Fourth of July and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection.</p>
July 2007	<p>Local – TLEP, RSC and LAP.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>Fourth of July and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection.</p>
August 2007	<p>National You Drink & Drive. You Lose. Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>IMaGE Wave 5.</p> <p>MAP Wave 7.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP & OPSID.</p>	<p>National You Drink & Drive. You Lose. Enforcement Crackdown – Impaired Driving.</p>
Month	Illinois	National

<p>September 2007</p>	<p>Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.</p>	<p>National You Drink & Drive. You Lose. Enforcement Crackdown – Impaired Driving.</p>
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Fiscal Year 2007 Planning Document

FY07 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
PA	01-01	402	P & A (NHTSA)	\$700,000	
OP	02-01	402	Click It or Ticket (SOS)	\$75,000	
OP	02-02	402	IMaGE (Local)	\$2,004,248	
OP	02-03	402	Survive the Drive (SOS)	\$20,000	
CR	02-04	402	OP Resource Centers (Local)	\$101,621	
OP	02-05	402	Mobilization Enforcement (Local)	\$522,857	
OP	02-06	402	National Lifesavers Conf. (DTS)	\$45,000	
OP	02-07	402	M & E	\$300,000	
OP	02-08	402	Law Enforcement Liaison (Local)	\$540,115	
OP	02-09	402	Local Match	\$1,562,063	
OP	02-10	402	Occup. Protection Coordinator (DTS)	\$100,000	
OP	02-11	402	TLEP (Local)	\$1,323,088	
OP	02-12	402	Rural Initiatives (Local)	\$25,000	
TS	02-13	402	Data Linkage (IDPH)	\$90,000	
AL	03-01	402	M & E	\$300,000	
AL	03-02	402	DUIE (ISP)	\$920,900	
AL	03-03	402	Impaired Driving PI&E (DTS)	\$200,000	
AL	03-04	402	Law Enforcement Liaison (Local)	\$540,115	
PT	04-01	402	STAR (SOS)	\$145,000	
PT	04-02	402	STEP (ISP)	\$883,300	
PT	04-03	State	ISP (Match)	\$3,403,300	
PT	04-06	402	M & E	\$100,000	
TR	05-04	402	Temporary Services (DTS)	\$25,000	
TR	05-05	402	M & E	\$80,000	
EM	06-01	402	M & E	\$10,000	
PS	12-02	402	Bike Safety (Local)	\$493,224	
K8	13-01	410	Traffic Safety Resource Pros. (DTS)	\$200,000	
K8	13-02	410	Operation Straight I.D. (SOS)	\$97,800	
K8	13-04	410	Mobilization Enforcement (Local)	\$776,766	
K8	13-05	410	ADDEP (SOS)	\$200,000	
K8	13-06	410	Specialized Alc. Training (ILETSB)	\$150,000	
K8	13-07	410	Roadside Safety Checks (Local)	\$263,410	
K8	13-08	410	Mini-Alcohol Programs (Local)	\$455,327	
K8	13-09	State	Probation Services (MATCH)	\$1,923,000	
K8	13-10	410	Alcohol Coordinator (DTS)	\$100,000	
K8	13-11	410	Gov.'s Alc. Abuse Task Force (DTS)	\$7,000	
K8	13-12	410	Local Alcohol Project (LAP)	\$2,080,370	

Fiscal Year 2007 Planning Document

FY07 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
K8	13-13	410	Judicial Training (AOIC)	\$55,400	
K8	13-14	410	TrAIL (ILCC)	\$100,000	
K8	13-17	410	ACE (ISP)	\$1,340,200	
K8	13-18	410	.08/BAC Awareness (SOS)	\$60,000	
K4PT	16-01	406	Police Training (ILETSB)	\$101,000	
K4AL	16-02	406	Breath Alcohol Instruments (ISP)	\$97,900	
K4SE	16-03	406	SPEED (ISP)	\$595,000	
K4OP	16-04	406	What's Your Hurry (SOS)	\$73,000	
K4MC	16-05	406	Motorcycle Patrol Unit (ISP)	\$338,900	
K4TR	16-06	406	JAVA programmer (SOS)	\$140,000	
K4PM	16-07	406	Paid Media (DTS)	\$5,000,000	
K4PS	16-08	406	MCPPC Coordinator (DTS)	\$250,000	
K4OP	16-09	406	Comm. Outreach Coordinator (DTS)	\$200,000	
K4PS	16-10	406	MCPPC Programs (Local)	\$100,000	
K4OP	16-11	406	Comm. Outreach Programs (Local)	\$100,000	
K4TR	16-12	406	MCR (Local)	\$509,051	
K4OP	16-13	406	OREP (ISP)	\$1,327,800	
157OP	17-01	157	Public Hearings (DTS)	\$5,000	
157OP	17-02	157	Mobilization Luncheons (DTS)	\$15,000	
157OP	17-03	157	Mobilization Equipment (DTS)	\$75,000	
157OP	17-04	157	CIOT Seat Belt Survey (DTS)	\$5,000	
157OP	17-05	157	Phone Surveys – (Local)	\$70,000	
157OP	17-06	157	State Police Traffic Services	\$156,000	
157OP	17-07	157	OPEZ (Local)	\$41,300	
157CR	17-08	157	OP Resource Center (Local)	\$383,889	
K2	19-01	405	IL Traffic Safety Awards (Local)	\$113,381	
K2	19-02	405	Local Match	\$1,683,175	
K2	19-03	405	OP Resource Center (Local)	\$110,885	
K2	19-04	405	405 Match	\$639,000	
K2	19-05	405	CPS (Local)	\$351,171	
K2	19-06	405	Mobilization Enforcement (Local)	\$600,000	
J3	20-01	2003b	CPS (Local)	\$154,719	
J3	20-02	2003	2003 Match	\$40,000	
K6	22-01	2010	Strategic Plan (DTS)	\$50,000	
K6	22-02	2010	Paid Media (DTS)	\$340,954	

Fiscal Year 2007 Planning Document

FY07 FEDERAL FISCAL CHART					
	Task	Fund	Task	Programmed	Carryover
Prefix	Number	Type	Title	Amount	Projects
K10	23-01	1906	Racial Profiling (Local)	\$111,120	
N/A	99-01	163	E-Grant Software (DTS)	\$300,000	
N/A	99-02	163	Maintenance Agreements (DTS)	\$165,590	
N/A	99-03	163	PI&E Materials (DTS)	\$68,000	
N/A	99-04	163	Meeting and Office Materials (DTS)	\$25,000	
N/A	99-05	163	EMS Assessment (DTS)	\$25,000	
N/A	99-06	163	IDOT Evaluation Project (Local)	\$215,613	
N/A	99-07	163	Imaging Enhancement (SOS)	\$79,500	
N/A	99-08	163	Keep Kids in Safe Seats (SOS)	\$76,000	
N/A	11-11	Contract	Codes Project	\$179,000	

TASK NUMBER: 07-01-01 (PA)
TITLE: Planning and Administration (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$700,000

NARRATIVE: This task provides funds to support 50 percent of the cost of the 14 persons equivalent required for planning and administration purposes in the NHTSA program. The following positions are authorized to charge time in the P & A area: one DTS consultant, Evaluation Unit manager and 12 FTE's. Travel costs incurred by the Director Division of Traffic Safety, Special Assistant to the Director and appropriate staff may also be charged to P & A for attendance at NHTSA/NAGHSR meetings and/or program management training.

TASK NUMBER: 07-02-01 (OP) (402)
TITLE: Click It or Ticket (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$75,000

NARRATIVE: This task provides funds for the Secretary of State Driver Services Department to develop a P.I.& E. campaign for the *Click It or Ticket* mobilizations in Illinois.

TASK NUMBER: 07-02-02 (OP) (402)
TITLE: Integrated Mini-Grant Enforcement Program (IMaGE) (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$2,004,248

NARRATIVE: This task provides funds for local police departments to hireback officers during selected integrated enforcement periods. There will be five enforcement campaign periods, each of which will cover a four week period. During the first and fourth campaigns, certified officers working overtime will concentrate on enforcement of all traffic laws with special emphasis on impaired driving violations. During the second and third campaigns the emphasis will be on occupant restraint, and during the fifth and final campaign the emphasis will be on speed violations. A public information campaign will also be conducted prior to and immediately following each enforcement wave. Pre-project (before the first enforcement campaign) and post-project (after the final enforcement campaign) safety belt surveys will be conducted, in addition to a public information campaign.

TASK NUMBER: 07-02-03 (OP) (402)

TITLE: Survive the Drive (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECT: \$20,000

NARRATIVE: This task provides funds for SOS to develop a traffic safety information program focusing on defensive driving techniques for the larger “responsible driver” population, rather than consequences/punishment-oriented literature aimed at potential traffic offenders.

TASK NUMBER: 07-02-04 (OP) (402)

TITLE: Occupant Protection Resource Centers (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$101,621

NARRATIVE: This task provides funding for Winnebago County Health Department to conduct a Regional Occupant Protection Center. This Regional Occupant Protection Resource Centers will concentrate on safety belt use, teenage safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

TASK NUMBER: 07-02-05 (OP) (402)

TITLE: Mobilization Enforcement (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$522,857

NARRATIVE: This task provides funds for local police departments to conduct enhanced enforcement details during the *Click It or Ticket* enforcement campaigns.

TASK NUMBER: 07-02-06 (OP) (402)

TITLE: National Lifesavers Conference (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECT: \$45,000

NARRATIVE: This task provides funds for Illinois to assist the national Lifesavers Committee in developing and purchasing materials for the National Lifesavers Conference in Chicago on March 25 – 27, 2007 in Chicago, Illinois.

TASK NUMBER: 07-02-07 (OP) (402)

TITLE: Project Management and Evaluation (Occupant Protection) (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$300,000

NARRATIVE: This task provides funds to support 20 percent of the cost of 14 persons who will develop, monitor, and evaluate the projects to be initiated in response to the occupant protection safety problem.

TASK NUMBER: 07-02-08 (OP) (402)

TITLE: Law Enforcement Liaison Program (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$540,115

NARRATIVE: This task provides funds to contract for the services of four full-time individuals and one full-time clerical who will be responsible for the continuation of the Law Enforcement Liaison Program in Illinois. The goal of the program will be to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the occupant protection issue while incorporating other traffic safety issues such as speeding and DUI.

TASK NUMBER: 07-02-09 (Match)

TITLE: Local Match

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$1,562,063

NARRATIVE: This task provides funds to continue the Injury Prevention Program through the AAIM, American Red Cross Peoria, Center for Network Technology, Central DuPage Hospital, Chicago Police Department, Children's Hospital of Illinois, Childrens Memorial Hospital, FACES 4, Gibson City Melvin Sibley High School, Normal Community High School, Rehabilitation Institute of Chicago, SIU School of Medicine, and Williamson County Sheriff's Department. These agencies will implement educational injury prevention programs in communities to promote behaviors that reduce motor vehicle collisions, death and injury. It will also coordinate public information campaigns and utilize the media to raise public awareness of safety belt and child passenger safety laws and the benefits of regular, correct use of occupant protection, helmets, designated driver programs and safe driving habits. Illinois will not seek federal reimbursement for this task during FY 2007.

TASK NUMBER: 07-02-10 (OP) (402)

TITLE: Occupant Protection Coordinator Consultant (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This project provides funds for the Division of Traffic Safety to continue to fund a consultant to coordinate and implement all of DTS's occupant protection and child passenger safety programs statewide.

TASK NUMBER: 07-02-11 (OP) (402)

TITLE: Traffic Law Enforcement Projects (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$1,323,088

NARRATIVE: This task provides funds for 11 local police departments to conduct traffic law enforcement projects (TLEP). The key elements of a traffic law enforcement program are: 1) Phase I which consists of police training, traffic records upgrade by location, crash analysis and problem identification, and 2) Phase II which provides for enforcement of specific traffic laws at selected high crash locations and the conduct of a public information/education campaign.

Phases I and II are separate projects. The Phase I final report summarizes the results of the traffic records upgrade and crash analysis which serves as the basis for the Phase II project. Two methodologies for increased traffic law enforcement may be employed:

- o Full-time Officers
- o Hire-back Services

TLEP project locations are selected based on the Division's over-representation study of communities and counties. Traffic law enforcement projects will include occupant restraint and speed limit enforcement components. A key component of Phase I is to provide specialized training for the officers working in the program. The officers will receive training in traffic records and selective traffic law enforcement techniques on an as-needed basis. As part of a community's TLEP Project, funds may also be provided to send policy-making personnel from the local law enforcement agency and/or state's attorney's office to the Vehicular Homicide/DWI Conference conducted annually by the Northwestern University Traffic Institute.

TASK NUMBER: 07-02-12 (OP) (402)

TITLE: Rural Initiatives (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS:

\$25,000

NARRATIVE: This task provides funds for communities located in rural areas to implement comprehensive traffic safety programs. The program will include an enforcement, public information and education, and prevention component specific to their needs. Communities will be identified through high crash areas.

TASK NUMBER: 07-02-13 (OP) (402)

TITLE: Data Linkage (IDPH)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$90,000

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

TASK NUMBER: 07-03-01 (AL) (402)

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

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$300,000

NARRATIVE: This task provides funds to support 20 percent of the cost of 14 persons who will develop, monitor, and evaluate state and local agency projects in response to the alcohol/traffic safety problem.

TASK NUMBER: 07-03-02 (AL) (402)

TITLE: DUIE (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$920,900

NARRATIVE: 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. Officers will patrol during periods 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.

TASK NUMBER: 07-03-03 (AL) (402)

TITLE: Impaired Driving PI&E Materials (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$200,000

NARRATIVE: This task provides funds for DTS to develop and produce *You Drink & Drive. You Lose.* public information and education materials (PI&E) for distribution at schools and events to help reduced impaired driving in Illinois.

TASK NUMBER: 07-03-04 (AL) (402)

TITLE: Law Enforcement Liaison Program (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$540,115

NARRATIVE: This task provides funds to contract for the services of four full-time individuals who will be responsible for the continuation of the Law Enforcement Liaison Program in Illinois. The goal of the program will be to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the occupant protection and impaired driving issue while incorporating other traffic safety issues such as speeding and DUI.

TASK NUMBER: 07-04-01 (PT) (402)
TITLE: Speeding and Traffic Accident Reduction (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$145,000

NARRATIVE: This task provides funds for the Secretary of State Police 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, safety belts, and child restraint. SOS Police will be deployed to target areas on an as-needed basis.

TASK NUMBER: 07-04-02 (PT) (402)
TITLE: Special Traffic Enforcement Program (sTEP) (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$883,300

NARRATIVE: This task provides funds for the Illinois State Police 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. 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. *Click It or Ticket* Enforcement mobilization efforts.

TASK NUMBER: 07-04-03 (State Funds)
TITLE: State Police Traffic Services (ISP)

MATCH TASK FOR FY 07 PROGRAM: \$3,403,300

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 101,803 hours of regular traffic patrol will be conducted in FY 2007.

TASK NUMBER: 07-04-06 (PT) (402)
TITLE: Project Management and Evaluation (Police Traffic Services) (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This task provides funds to support 10 percent of the cost of 14 persons who will develop, monitor, and evaluate projects which are classified in the Police Traffic Services emphasis area.

TASK NUMBER: 07-05-04 (TR) (402)
TITLE: Temporary Personnel Services (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$25,000

NARRATIVE: This task provides funds for the DTS to hire temporary personnel to address the current backlog of work in our Imaging operation. System improvements have been made and are continuing to be made, however, a backlog still exists and must be addressed.

TASK NUMBER: 07-05-05 (TR) (402)
TITLE: Project Management and Evaluation (Traffic Records) (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$80,000

NARRATIVE: This task provides for funds to support 8 percent of the cost of 14 persons who will develop, monitor and evaluate projects in the Traffic Records emphasis area.

TASK NUMBER: 07-06-01 (EM) (402)

TITLE: Project Management and Evaluation (Emergency Medical Services) (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$10,000

NARRATIVE: This task provides funds to support 1 percent of the cost of 14 persons who will develop, monitor, and evaluate Emergency Medical Services projects.

TASK NUMBER: 07-12-02 (PS) (402)

TITLE: Bike Safety (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$493,224

NARRATIVE: This project provides funds for the Chicago Department of Transportation (CDOT), Chicagoland Bicycle Federation and the Illinois League of Bicyclist to conduct pedestrian/bicycle safety programs.

TASK NUMBER: 07-13-01 (K8) (410)

TITLE: Traffic Safety Resource Prosecutor (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$200,000

NARRATIVE: This project provides funds for a Traffic Safety Resource Prosecutor (TSRP). The TRSP will provide legal research assistance to local prosecuting attorneys who contact DTS requesting assistance. The TSRP will develop and regularly update an Impaired Driving Manual for distribution to every Illinois prosecuting attorney's office. The TSRP will provide training to law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic safety issues.

TASK NUMBER: 07-13-02 (K8) (410)

TITLE: Operation Straight I.D. (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$97,800

NARRATIVE: This project provides funds for the Secretary of State 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. This program is designed to reduce the incidence of underage drinking and DUI.

TASK NUMBER: 07-13-04 (K8) (410)
TITLE: Mobilization Enforcement (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$776,766

NARRATIVE: This task provides funds for local police departments to conduct enhanced enforcement details during the Fourth of July Impaired Driving campaign and the impaired driving mobilization.

TASK NUMBER: 07-13-05 (K8) (410)
TITLE: Anti-Drunk Driving Enforcement Program (ADDEP) – Secretary of State, Department of Police

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$200,000

NARRATIVE: This task provides funds for the Secretary of State's Department of Police to continue their alcohol-related crash reduction program. Operating independently of the Illinois State Police DUI Enforcement Program, the Secretary of State's Department of Police will conduct approximately 3,000 hours of patrol. Officers will be hired back to enforce the DUI law at times and locations not covered by the Illinois State Police effort. The project goal is to reduce alcohol-related crashes on Illinois highways.

TASK NUMBER: 07-13-06 (K8) (410)
TITLE: Specialized Alcohol Training (ILETSB)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$150,000

NARRATIVE: This project provides funds for the Illinois Law Enforcement Training and Standards Board 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.

TASK NUMBER: 07-13-07 (K8) (410)
TITLE: Roadside Safety Checkpoints (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$263,410

NARRATIVE: This task provides for Barrington, Burnham, Chicago, Joliet, Orland Park, Palatine, Palos Hills, and Thornton Police Departments to conduct roadside safety checkpoints during FY 2007. Funds provide for personal services, fringe benefits, vehicle mileage, and portable breath testers and video cameras.

TASK NUMBER: 07-13-08 (K8) (410)
TITLE: Mini-Alcohol Program (MAP) (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$455,327

NARRATIVE: Funds will be made available for 22 local entities to participate in this enforcement program. Modeled after our successful IMAGE mini-grant effort, agencies will participate in eight waves of DUI enforcement, preceded and followed by public information activities.

TASK NUMBER: 07-13-09 (State funds)
TITLE: Probation Services (AOIC)

MATCH TASK FOR FY 07 PROGRAM: \$1,923,000
(Match Task)

NARRATIVE: The Administrative Office of the Illinois Courts has responsibility for oversight of the probation supervision of DUI offenders. There were 27,952 DUI defendants supervised by Illinois probation departments in 2005, at an average cost per case of \$1,476. Total estimated expenditures for DUI probation supervision in 2005 was \$41,257,152. For this program DTS only needs a state match of \$1,923,000.

TASK NUMBER: 07-13-10 (K8) (410)
TITLE: Alcohol Coordinator Consultant (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This task provides funds for the Division of Traffic Safety to continue to fund a consultant to implement and coordinate all of DTS's impaired driving programs statewide.

TASK NUMBER: 07-13-11 (K8) (410)
TITLE: Governor's Alcohol Abuse Task Force (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$7,000

NARRATIVE: This task provides funds for DTS to assist in implementing the findings and recommendations of the task force. Funds will be used to support implementation meetings.

TASK NUMBER: 07-13-12 (K8) (410)
TITLE: Local Alcohol Projects (LAP) (LOCAL)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$2,080,370

NARRATIVE: This task provides funds for 16 communities to conduct comprehensive DUI countermeasure activities. These projects will include task forces, enforcement, public information and education, prevention/youth efforts, strike force, and a prosecution/adjudication component.

TASK NUMBER: 07-13-13 (K8) (410)
TITLE: Judicial Training (AOIC)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$55,400

NARRATIVE: This project 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, alternative sentencing, and the importance of immediate sanctions for the non-compliant offender.

TASK NUMBER: 07-13-14 (K8) (410)
TITLE: Tracking Alcohol in Illinois (TrAIL) (ILCC)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This project provides funds for the Illinois Liquor Control Commission to conduct a tracking Alcohol in Illinois (TrAIL) program. The project will assist the ILCC in conducting investigations when underage alcohol consumption is suspected in an incident that results in serious consequences.

TASK NUMBER: 07-13-17 (K8) (410)
TITLE: Alcohol Countermeasure Enforcement (ACE) (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$1,340,200

NARRATIVE: This project 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 overt and covert enforcement techniques.

TASK NUMBER: 07-13-18 (K8) (410)
TITLE: DUI/.08 BAC Awareness (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$60,000

NARRATIVE: This project provides funds for the Secretary of State Driver Services Department to develop an extensive public awareness program, including brochures, posters and public service announcements, will promote the .08 law and DUI sanctions in Illinois. Messages will emphasize the “tougher” law and enforcement efforts. Also emphasized will be the signs and dangers of impairment rather than the number of drinks it takes to reach a BAC of .08.

TASK NUMBER: 07-16-01 (K4PT) (406)

TITLE: Police Traffic Training (ILETSB)

FUNDS PROGRAMMED FOR FY 07 PROJECTS:

\$101,000

NARRATIVE: This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Officers Training and Standards Board coordinates the specialized 402-funded local police training activities. The training is most often delivered through the training board's regional training offices although individuals may attend standard courses at recognized training institutions in certain situations. In addition, training will be targeted to those areas most in need of training.

In FY 2007, the following NHTSA approved courses will be offered on a statewide basis:

- Accident Investigation I
- Accident Investigation II
- Basic Crash Investigations
- Bicycle and Pedestrian Safety
- Child Passenger Safety for Law Enforcement
- Child Safety Seat Technician
- Emergency Medical Dispatch
- First Responder Medical
- LIDAR Speed Measurement
- Radar Operators Training
- Traffic Accident Reconstruction I
- Traffic Accident Records Analysis
- Traffic Accident Records Workshop
- Traffic Occupant Protection Strategies (TOPS)
- VASCAR Speed Measurement
- Vehicle Dynamics
- Youth Enforcement

TASK NUMBER: 07-16-02 (K4AL) (406)

TITLE: Breath Analysis Instruments (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS:

\$97,900

NARRATIVE: This task provides funds for the Illinois State Police 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 the roadways.

TASK NUMBER: 07-16-03 (K4SE) (406)
TITLE: Speed Patrols Enforcing and Educating Drivers (SPEED) (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$595,000

NARRATIVE: This task provides funds for the Illinois State Police to conduct concentrated enforcement patrols to reduce speed related fatalities and crashes. Patrols will focus on enforcing speeding violations.

TASK NUMBER: 07-16-04 (K4OP) (406)
TITLE: What's Your Hurry (SOS Drivers)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$73,000

NARRATIVE: This task provides funds for the Office of the Secretary of State to develop public awareness materials to alert Illinois motorists to the dangers of speeding and other dangerous driving actions that have shown to contribute to automobile crashes and their related fatalities and personal injuries.

TASK NUMBER: 07-16-05 (K4MC) (406)
TITLE: Motorcycle Patrol Unit Project (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$338,900

NARRATIVE: This task provides funds for the Illinois State Police (ISP) to establish a centralized Motorcycle Patrol Unit. ISP will strive to serve people of Illinois by searching for ways to increase their effectiveness in the enforcement of the "Fatal Five" target violations. The ISP will continue its motorcycle unit at 50 officers who will be assigned to speed enforcement duties on the interstate highways.

TASK NUMBER: 07-16-06 (K4TR) (406)
TITLE: JAVA Programmer (SOS Drivers)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$140,000

NARRATIVE: This task provides funds for the Office of the Secretary of State to hire a consultant to create a link between SOS Drivers and DTS to access driver information.

TASK NUMBER: 07-16-07 (K4PM) (406)
TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$5,000,000

NARRATIVE: This task provides funds for paid media in support of Illinois' entire paid media campaigns during FY 2007.

TASK NUMBER: 07-16-08 (K4PS) (406)
TITLE: Motorcycle/Pedestrian/Pedal Cycle Coordinator (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$250,000

NARRATIVE: This project provides funds for DTS to hire a Motorcycle/Pedestrian/Pedal Cycle Coordinator. This coordinator will be responsible for DTS's motorcycle/pedestrian/pedal cycle programs throughout Illinois. The coordinator will coordinate specific programs for DTS to help reduce injuries and fatalities related to motorcycle/pedestrian/pedal cycle crashes.

TASK NUMBER: 07-16-09 (K4OP) (406)
TITLE: Community Outreach Coordinator (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$200,000

NARRATIVE: This project provides funds for DTS to hire a Community Outreach Coordinator. This coordinator will be responsible for implementing DTS's messages and programs in specific communities throughout Illinois.

TASK NUMBER: 07-16-10 (K4PS) (406)
TITLE: Motorcycle/Pedestrian/Pedal Cycle Program (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This task provides funds for DTS to implement motorcycle, pedestrian, and pedal cycle programs throughout Illinois. The goal of this program is to develop specific motorcycle, pedestrian and pedal cycle programs to reduce injuries and fatalities.

TASK NUMBER: 07-16-11 (K4OP) (406)
TITLE: Community Outreach Program (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$100,000

NARRATIVE: This task provides funds for DTS to implement Community Outreach programs throughout Illinois. The goal of this program is deliver DTS's message to the minority and rural population of Illinois. DTS will also hire a Community Outreach coordinator to implement traffic safety programs and help deliver DTS's messages to these populations.

TASK NUMBER: 07-16-12 (K4TR) (406)
TITLE: MCR Training & CIS Implementation (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$509,051

NARRATIVE: This task provides funds to contract with consultants to provide necessary support and training for the MCR system to facilitate expanded use of MCR by law enforcement agencies in Illinois to submit electronic crash reports to IDOT's Division of Traffic Safety. This task also provides funds to implement an operational Crash Information System (CIS) that will house and analyze Illinois crash data.

TASK NUMBER: 07-16-13 (K4OP) (406)
TITLE: Occupant Restraint Enforcement Program (ISP)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$1,327,800

NARRATIVE: This task provides funds for the ISP 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 compliance rates.

TASK NUMBER: 07-17-01 (157 Incentive) (157)
TITLE: Public Hearings (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$5,000

NARRATIVE: This task provides funds for DTS to conduct 8 - 10 public hearings across the state to receive input from the public on traffic safety initiatives.

TASK NUMBER: 07-17-02 (157 Incentive) (157)
TITLE: Mobilization Luncheons (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$15,000

NARRATIVE: This task provides funds for DTS to conduct two luncheons throughout the state for law enforcement officers who participated in the *Click It or Ticket* mobilization in May 2007.

TASK NUMBER: 07-17-03 (157 Incentive) (157)
TITLE: Mobilization Equipment (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$75,000

NARRATIVE: This task provides funds for the purchase of equipment for law enforcement departments who participated in the *Click It or Ticket* mobilization in May 2007. The equipment will be awarded at the two mobilization luncheons.

TASK NUMBER: 07-17-04 (157 Incentive) (157)
TITLE: CIOT Seat Belt Survey (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$5,000

NARRATIVE: This task provides funds for hotel and per diem for DTS employees to conduct seat belt survey after the *Click It or Ticket* mobilization in May 2007.

TASK NUMBER: 07-17-05 (157 Incentive) (157)
TITLE: Phone Survey (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$70,000

NARRATIVE: This task provides funds to conduct three telephone surveys. The surveys will be conducted before and after a major seat belt initiative that involve both media and enforcement related activities.

TASK NUMBER: 07-17-06
TITLE: State Police Traffic Services (ISP)

MATCH TASK FOR FY 07 157 INCENTIVE PROGRAM: \$156,000
(Match Task)

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. Approximately 4,666 hours of state-funded traffic patrol will be conducted in FY 2007.

TASK NUMBER: 07-17-07 (157 Incentive) (157)
TITLE: Occupant Protection Enforcement Zones (OPEZ) (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$41,300

NARRATIVE: This task provides funds to for Park Ridge, Burnham, Thornton, Palatine, and Orland Park Police Departments to conduct an occupant protection enforcement zones (OPEZ). OPEZ's are highly visible enforcement of occupant restraint laws during the national and state mobilizations.

TASK NUMBER: 07-17-08 (157 Incentive) (157CR)
TITLE: Occupant Protection Resource Centers (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$383,889

NARRATIVE: This task provides funding for Regional Occupant Protection

Centers. These Regional Occupant Protection Resource Centers will concentrate on safety belt use, teenage safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

TASK NUMBER: 07-19-01 (K2) (405)
TITLE: Illinois Traffic Safety Challenge (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$113,381

NARRATIVE: This task provides funds to assist with the administration of a statewide, revitalized Saved by the Belt program that will identify those Illinois motorists who have survived car crashes because they were buckled. Particular focus will be placed on individuals who have survived crashes that have occurred since the inception of Illinois' primary safety belt law.

TASK NUMBER: 07-19-02 (Match)
TITLE: Local Match

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$1,683,175

NARRATIVE: This task provides funds for local law enforcement agencies to conduct speed enforcement programs to reduce the incidence of speeding related motor vehicle crashes, and the resulting injuries and fatalities, through highly visible increased enforcement of speed related laws. Illinois will not seek federal reimbursement for this task during FY 2007.

TASK NUMBER: 07-19-03 (K2) (405)
TITLE: Occupant Protection Resource Center (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$110,885

NARRATIVE: This task provides funding to Centro San Bonifacio to conduct a Regional Occupant Protection Center. This Regional Occupant Protection Resource Center will concentrate on safety belt use, teenage safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

TASK NUMBER: 07-19-04 (405)
TITLE: 405 Match Task

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$639,000

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 19,114 hours of regular traffic patrol will be devoted to enforcement of occupant protection laws in FY 07.

TASK NUMBER: 07-19-05 (405)

TITLE: Child Passenger Safety Project (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$351,171

NARRATIVE: This task provides funding to five agencies to purchase safety seats and promotional materials for implementation of community-based safety seat programs. The goals of the programs are not only to make safety seats available to families in need, but also to demonstrate correct use of safety seats available to families in need, and to instruct parents that safety seats must be on each trip in a vehicle to be effective.

TASK NUMBER: 07-19-06 (K2) (405)

TITLE: Mobilization Enforcement (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$600,000

NARRATIVE: This task provides funds for local law enforcement agencies to conduct Enhanced enforcement details during the *Click It or Ticket* enforcement campaigns.

TASK NUMBER: 07-20-01 (J3) (2003)

TITLE: Child Passenger Safety Project (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$154,719

NARRATIVE: This task provides funding Children's Hospital of Illinois and Rush-Copley Medical Center to purchase safety seats and promotional materials through local agencies for implementation of community-based safety seat programs. The goals of the programs are not only to make safety seats available to families in need, but also to demonstrate correct use of safety seats available to families in need, and to instruct parents that safety seats must be on each trip in a vehicle to be effective.

TASK NUMBER: 07-20-02 (J3) (2003)

TITLE: 2003 MATCH Task

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$40,000

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State

Police and utilizes only state funds. It is estimated that approximately 1,196 hours of regular traffic patrol will be devoted to enforcement of occupant protection laws in FY 2007.

TASK NUMBER: 07-22-01 (K6) (2010)

TITLE: Motorcycle Program Strategic Plan (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$50,000

NARRATIVE: This project provides funds for the DTS to select a vendor to develop a Strategic plan for Illinois' motorcycle program. The goal is to develop and implement a Comprehensive, long range motorcycle safety strategic plan that will include input from Representatives at the federal, state, and local levels that represent motorcycle safety stakeholders.

TASK NUMBER: 07-22-02 (K6PM) (2010)

TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$340,954

NARRATIVE: This project provides funds for DTS to conduct paid media during Motorcycle Awareness month in May 2007.

TASK NUMBER: 07-23-01 (K10) (1906)

TITLE: Racial Profiling Study

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$111,120

NARRATIVE: This task provides funds for the DTS to contract with Northwestern University to continue the Racial Profiling Data Collection and Analysis study. The purpose of this study is to detect "statistically significant aberrations" provided by law enforcement agencies. Police officers in Illinois will be required to collect data on every traffic stop.

TASK NUMBER: 07-99-01 (163)

TITLE: E-Grant Software (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$300,000

NARRATIVE: This task provides funds for the Division of Traffic Safety to hire a consultant to produce and implement software to more efficiently track DTS's programs, financial reporting, and monitoring activities.

TASK NUMBER: 07-99-02 (163)

TITLE: Maintenance Agreements (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$165,590

NARRATIVE: This task provides funds for DTS to pay for maintenance of equipment in the Bureau of Safety Data and Data Services.

TASK NUMBER: 07-99-03 (163)

TITLE: PI&E Materials (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$68,000

NARRATIVE: This task provides funds for DTS to develop and produce impaired driving public information and education materials (PI&E) for distribution at schools and events to help reduced impaired driving in Illinois.

TASK NUMBER: 07-99-04 (163)

TITLE: Meeting and Office Materials (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$25,000

NARRATIVE: This task provides funds for DTS to purchase meeting and office materials for the public hearings, national lifesavers conference, mobilization luncheons and DTS trainings.

TASK NUMBER: 07-99-05 (163)

TITLE: Emergency Medical Services Assessment (DTS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$25,000

NARRATIVE: This task provides funds to pay for a Emergency Medical Services (EMS) assessment in Illinois. The assessment will review Illinois' EMS programs. DTS will work with the Illinois Department of Public Health in conducting this assessment.

TASK NUMBER: 07-99-06 (163)

TITLE: IDOT Evaluation Project (Local)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$215,613

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

TASK NUMBER: 07-99-07 (163)

TITLE: Imaging Enhancement (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS: \$79,500

NARRATIVE: This project provides funds for Secretary of State to allow for the accurate expedient automated transmittal of crash data between IDOT data files and the SOS driver files.

TASK NUMBER: 07-99-08 (163)

TITLE: Keep Kids in Safe Seats (SOS)

FUNDS PROGRAMMED FOR FY 07 PROJECTS:

\$76,000

NARRATIVE: This task provides funds for the Secretary of State Driver Services Department to maintain five existing child safety seat installation check locations statewide and expand this capacity to an additional site in Southern Illinois. The program will also provide continuation of a child passenger safety component as an integral part of our youth traffic safety presentations.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as

procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal

agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

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

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

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

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

- 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
- 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a

Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart

9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy

Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date