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Executive Summary

The year 2009 was the safest for travel in Illinois since 1921 with 911 fatalities. Although the past few years have been the safest, far too many people are being killed on our roadways. With that in mind, the Fiscal Year (FY) 2011 Highway Safety Performance Plan (HSPP) will continue with aggressive highway safety programs to keep the reduction in fatalities on a downward trend.

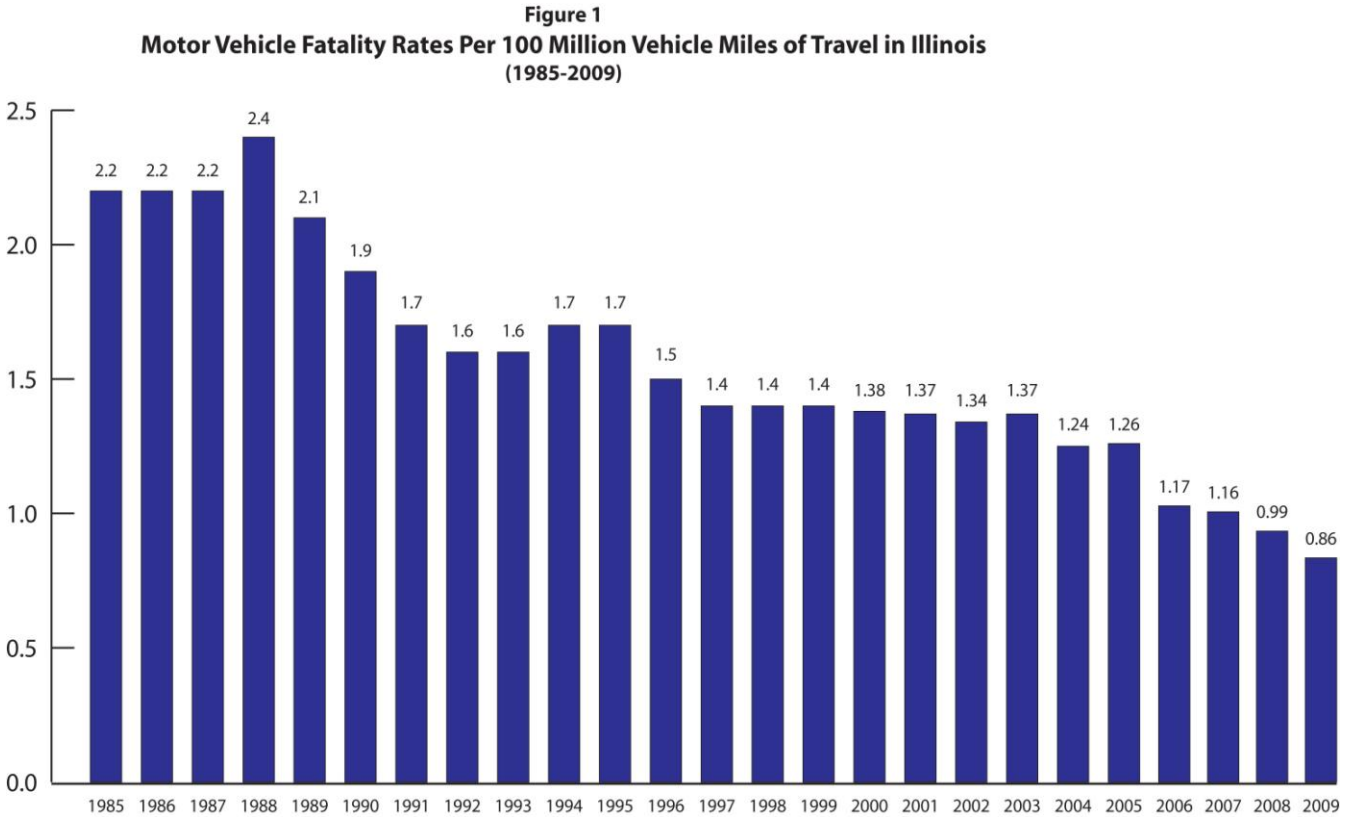
The Illinois Department of Transportation's (IDOT) main goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2011 HSPP will continue with more sustained and high-visibility local and state enforcement grants, enforcement details during the 11 pm to 4 am timeframe, increased paid media for motorcycle awareness, a traffic records assessment, teen traffic safety outreach, a new traffic safety task force for programming and outreach efforts and continued collaboration with Illinois' highway safety partners. The Division of Traffic Safety will also explore an electronic grants management system to track and monitor our federal highway safety grants.

This FY 2011 Illinois Highway Safety Performance Plan is guided by the Division of Traffic Safety's mission…

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

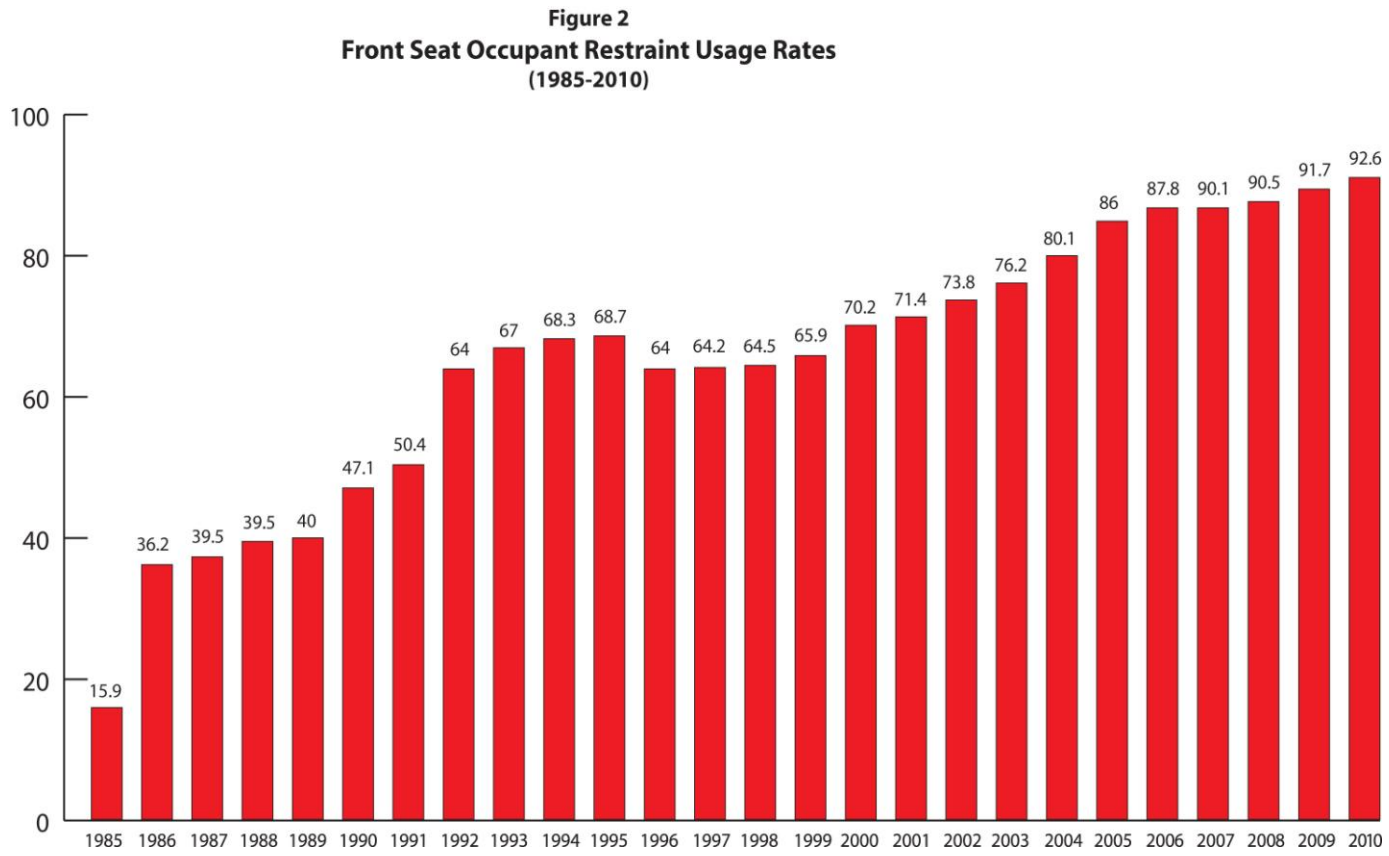
This plan represents the Illinois Department of Transportation's annual initiatives designed to carry out its mission.

Key Accomplishments



Data Source: FARS

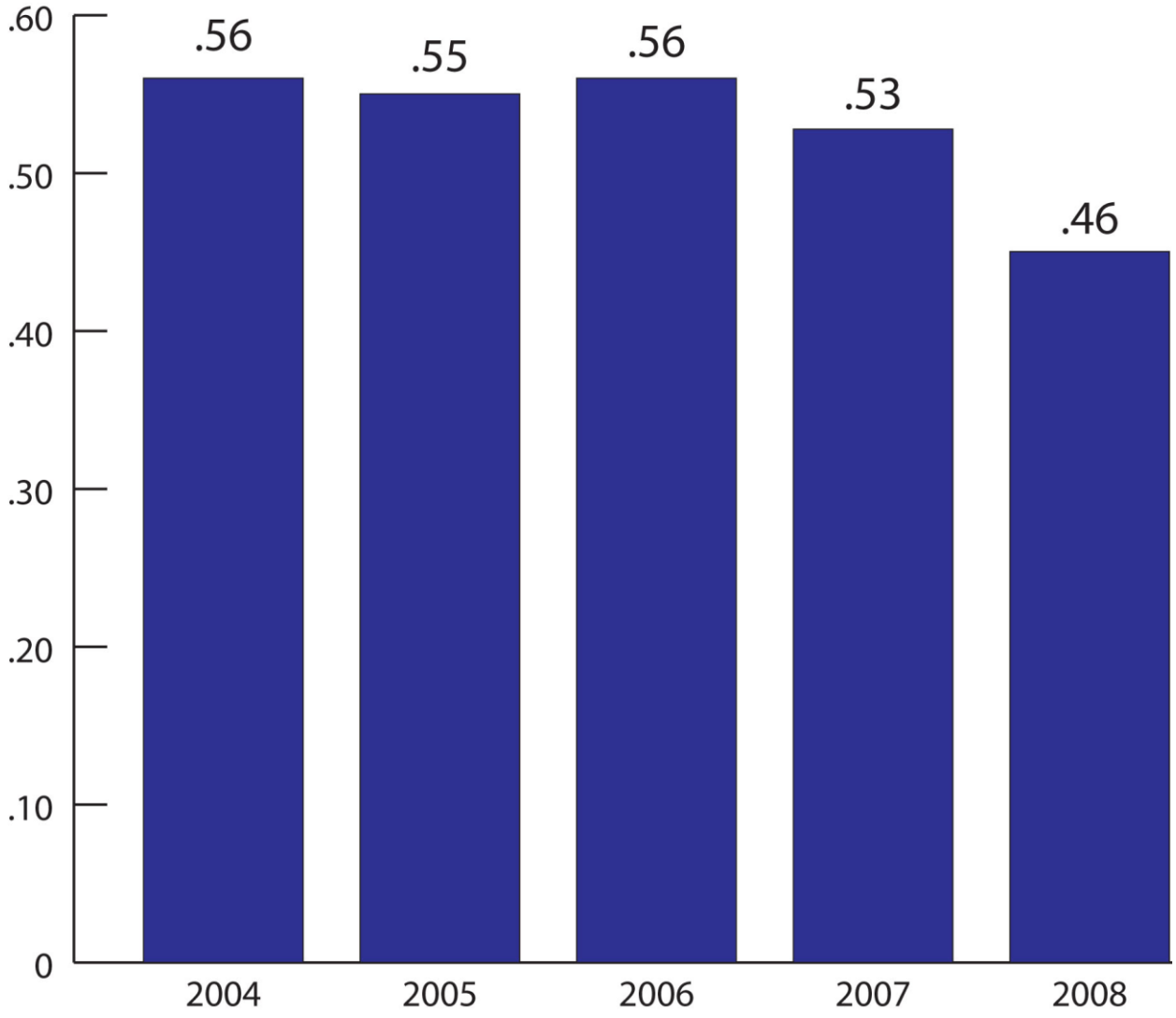
Figure 1 shows the motor vehicle fatality rate per 100 million vehicle miles of travel since 1985. The fatality rate has decreased from 2.2 in 1985 to 0.86 in 2009. The 2009 fatality rate represented the lowest fatality rate since 2008. Illinois is below the national average of 1.16 per 100 million VMT. The main contributing factors to the reduction in the fatality rate continue to be effective impaired driving and safety belt campaigns.



Data Source: Annual Observational Survey

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 came into effect, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase. After the implementation of the primary safety belt law in 2003, usage rates increased from 76.2 percent to an all-time high of 92.6 percent by June 2010.

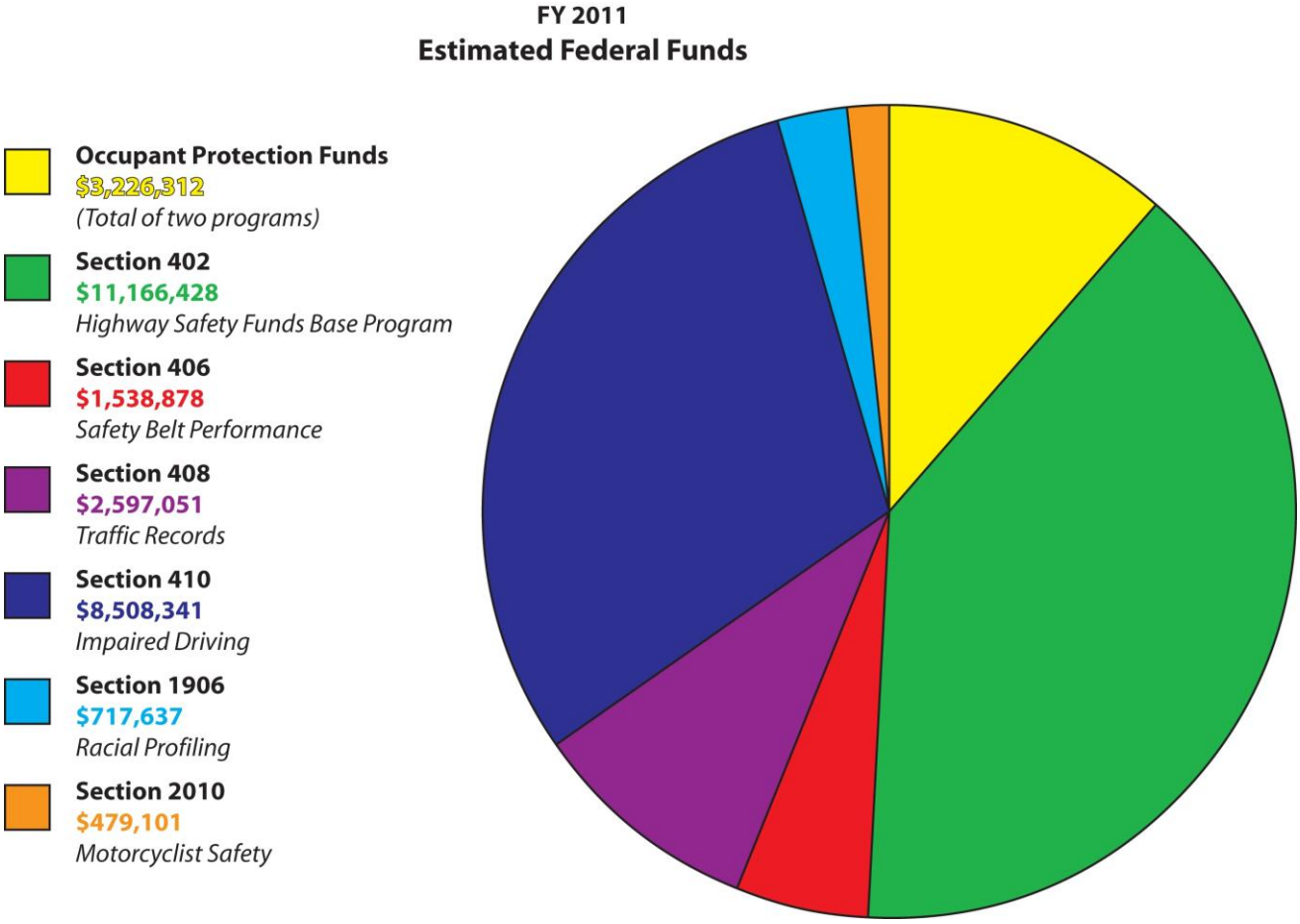
Figure 3
Motor Vehicle Alcohol Related Fatality Rate (Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois
(2004-2008)



Data Source: FARS

Figure 3 shows the alcohol-related motor vehicle fatality rate since 2004. This rate is an imputed number due to the large number of fatal crashes for which driver BAC is unknown. Illinois' alcohol-related fatal crash rate has dropped from 0.56 in 2004 to 0.46 in 2008 with the biggest decrease between years occurring in 2007 and 2008 when the rate dropped from 0.53 to 0.46. These rate decreases are mainly due to lower overall alcohol-related fatalities.

FUNDING AREAS



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. Two landmark bills brought surface transportation into the 21st century, the Intermodal Surface Transportation Efficiency Act of 1999 (ISETEA) 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 and estimated funding levels for FY 2011 are as follows:

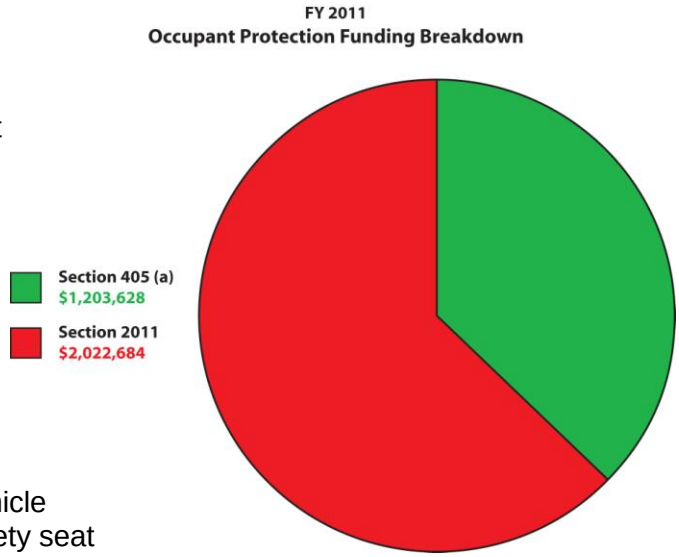
Highway Safety Fund Base Program

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

Impaired Driving Fund

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

Occupant Protection Funds



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

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

Safety Belt Performance Grant

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

Incentive Grant to Prohibit Racial Profiling

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

Motorcyclist Safety Grant

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

Traffic Safety Information System Improvement Grant

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

Crash Outcome Data Evaluation System (CODES)

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

HS 217 Form

Refer to Addendum 1 for the HS 217 form.

ESTIMATED FEDERAL FUNDING AVAILABLE

Section	New Allocation	Reprogrammed Funds	Total
154 HE	$ 0	$ 9,355,432	$ 9,355,432
402	$ 8,909,651	$ 2,256,777	$ 11,166,428
405	$ 1,203,628	$ 0	$ 1,203,628
406	$ 1,500,000	$ 38,878	$ 1,538,878
408	$ 962,309	$ 1,634,742	$ 2,597,051
410	$ 4,918,262	$ 3,590,079	$ 8,508,341
1906	$ 0	$ 717,637	$ 717,637
2010	$ 232,971	$ 246,130	$ 479,101
2011	$ 649,083	$ 1,373,601	$ 2,022,684
Total	**$ 18,375,904**	**$ 19,213,276**	**$ 37,589,180**

Problem Identification

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

For the FY 2011 Highway Safety Performance Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, safety belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information and suggestions received from the public during the public hearing sessions around the state. During the last seven years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 11). Based on the 2008 FARS data, 69 percent of fatalities and 70 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2005-2009)
2. FARS data (2005-2009)
3. VMT data (2005-2009)
4. Census data (2000-2008 estimates)
5. Trauma Registry data (2004-2006)
6. Observational safety belt and child safety seat surveys (1985-2010)
7. Telephone and Driver Facility surveys (2003-2009)

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

Problem Identification

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using last five recent crash reports (2005-2009).

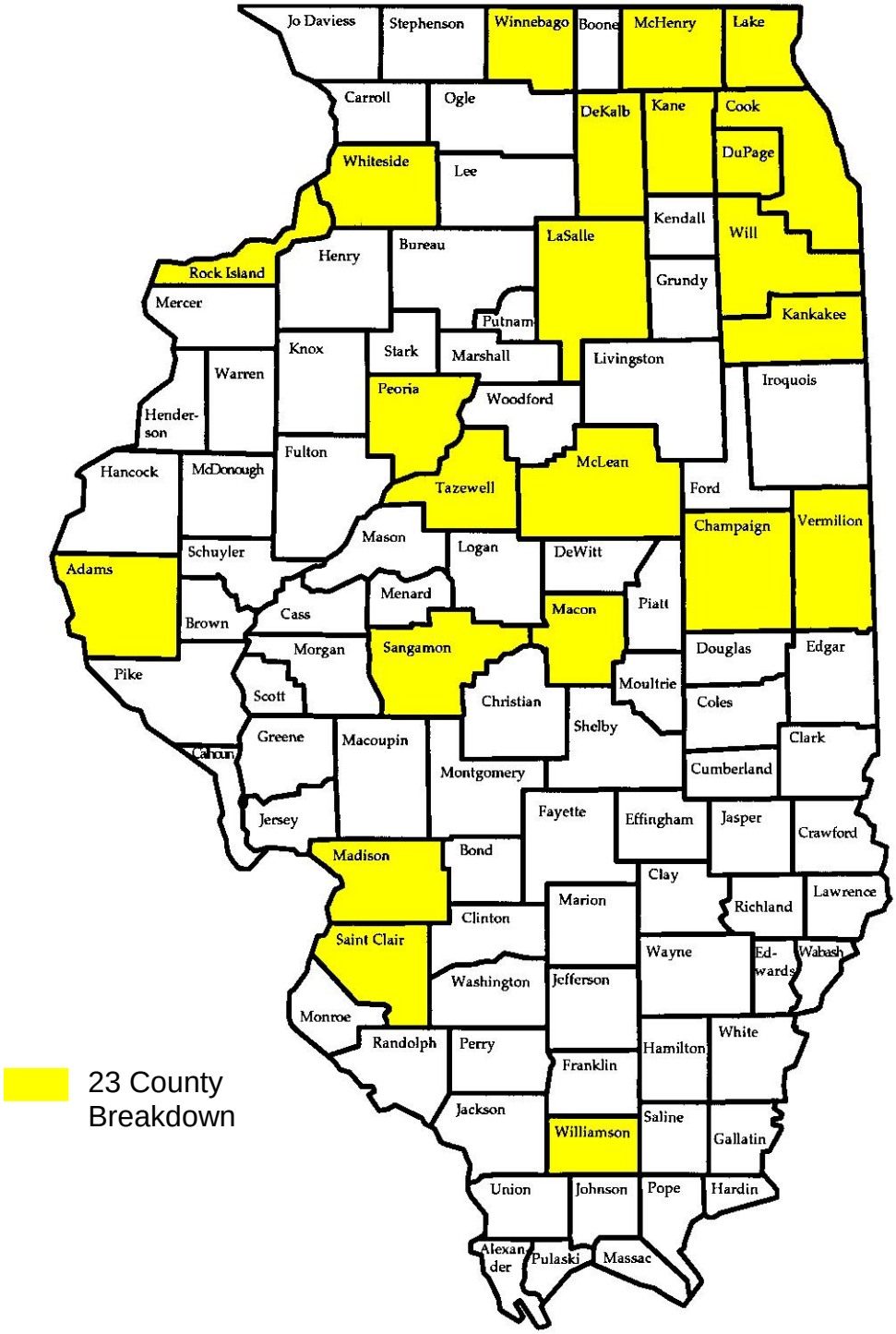
Process for Developing Goals

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT,). The goals were established for the various program priority areas (e.g., alcohol, occupant protection, pedestrian and motorcycle). The specific thresholds and target dates were set based on past trends (five years for the fatality-related goals and five years for the injury-related goals), 2005 – 2009 FARS and Police Reports were also used. Starting in 2010, DTS has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using SAS. Performance measures of selected goals include rate, ratio and percent. The main exposure data item that was used in this process is VMT.

Illinois' Highway System

Illinois has the third largest roadway network overall in the nation with over 140,000 miles of highways, streets and roads. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and averages over 100 million in vehicle miles traveled. annually. State, county, township and municipal governments own and operate this highway, road and street system. Illinois is crossed by three of the nation's five transcontinental routes.

Illinois has a 2,169-mile interstate highway network. The state highway system is comprised of nearly 17,000 miles of roads, including 282 miles of toll roads. Less than 12 percent of all mileage on Illinois' highway, street and road network occurs on the state highway system, although it carries almost 65 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 123,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 75 percent of Illinois' highway, street and road system, although this system handles less than 30 percent of Illinois' vehicle travel miles.



23 County Breakdown

Highway Safety Plan Process

Highway Safety Plan Committee

The HSP Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Director of Traffic Safety. Other committee representatives include: Deputy 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, a representative from the Office of the Secretary and the Special Studies and System Manager. In March and April 2010, the HSP Committee convened to review 281 local projects and 28 state agency project requests. When reviewing the project requests, the committee members followed specific guidelines:

1. Will this project request help move Illinois' numbers, meaning decrease injuries and fatalities and 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 detailed recommendations from DTS staff.

During this process, the HSP Committee members and HSP Advisory 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 DTS's performance goals, project request reviewer, project coordinator concurrence, HSP Advisory committee members, committee member recommendation and ineligible costs. Each committee member presents the appropriate information to the HSP Committee.

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.

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 to develop policies and procedures for recommendation to the HSP Committee and reviews project requests for inclusion into the HSP. The HSP Advisory Committee conducts the following:

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. Assists in updating the Highway Safety Planning and Grants Policies and Procedures Manual.
6. Reviews project request for inclusion into the HSPP.
7. 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. One change for the FY 2011 project specifications was the development of the new Sustained Traffic Enforcement Program (STEP) for local law enforcement agencies. 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 2011 HSPP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Evaluation Unit

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

- Conduct problem identification studies and provide an in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash data, FARS, Trauma Registry, hospital data, state and local police data).
- Develop measurable long-term and short-term goals and objectives for the Highway Safety Program in Illinois using historical crash-related databases.
- Evaluate highway safety programs and projects using crash and citation data provided by local and state police departments.

- Evaluate selected statewide occupant protection and impaired driving campaigns, such as “Click It Ticket,” and “You Drink & Drive. You Lose.” This involves evaluating effects of public policy and intervention programs that promotes safe driving using many data sources including public opinions on traffic safety-related issues through statewide telephone surveys. Results of the annual evaluation reports are shared with the HSP committee members in reviewing and selecting project requests for inclusion into the highway safety plan.

Task Forces

The **Pedestrian and Bicycle Safety Task Force -** consisting of advocacy groups, various state agencies, design engineers and special interest organizations meet in Chicago. The group reports on current conditions and issues of concern to the respective organizations in Illinois, discuss pedestrian and bicycle issues. It is anticipated that this group will continue in an advisory role with periodic meetings as necessary.

Electronic Grants Management System

In FY 2011 DTS will work with the Illinois Department of Transportation’s (IDOT’s) Bureau of Information Processing (BIP) on developing a proposal for an electronic grants management system. IDOT will develop a Request for Proposal (RFP) to contract with a vendor to provide the necessary software and application services to implement a web-based package that manages Federal and State grants for various grant areas within IDOT. DTS will work closely with BIP to include all the necessary elements for the highway safety grants, application process, monitoring, claims for reimbursement, reporting, etc.

DTS will communicate with the NHTSA Regional Office throughout the year on the status of the Electronic Grants Management System RFP.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Item	Comment
December – February	Problem Identification Project Spec Revisions Goal Development Focus Groups FY 2011 Project Request due.	Development of DTS's 23-county breakdown.
March – April	Local Project Selection for FY 2011. State Agency Selection for FY 2012.	Meetings (10–15), LALs, LELs and state agency project managers present projects to committee for inclusion in FY 2011 HSPP.
May - June	Internal DTS management/IDOT management review of HSP projects/goals	
August	Final Highway Safety Performance Plan review	Meetings (1-3) review and comment to finalize HSPP.
September 1	HSPP due to NHTSA	
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2010 Annual Report.
December	Complete AER including management review	
December 31	AER due to NHTSA	
Monthly Meetings	HSPP Advisory Committee	Keep HSPP Committee apprised of HSPP updates and goal revisions.

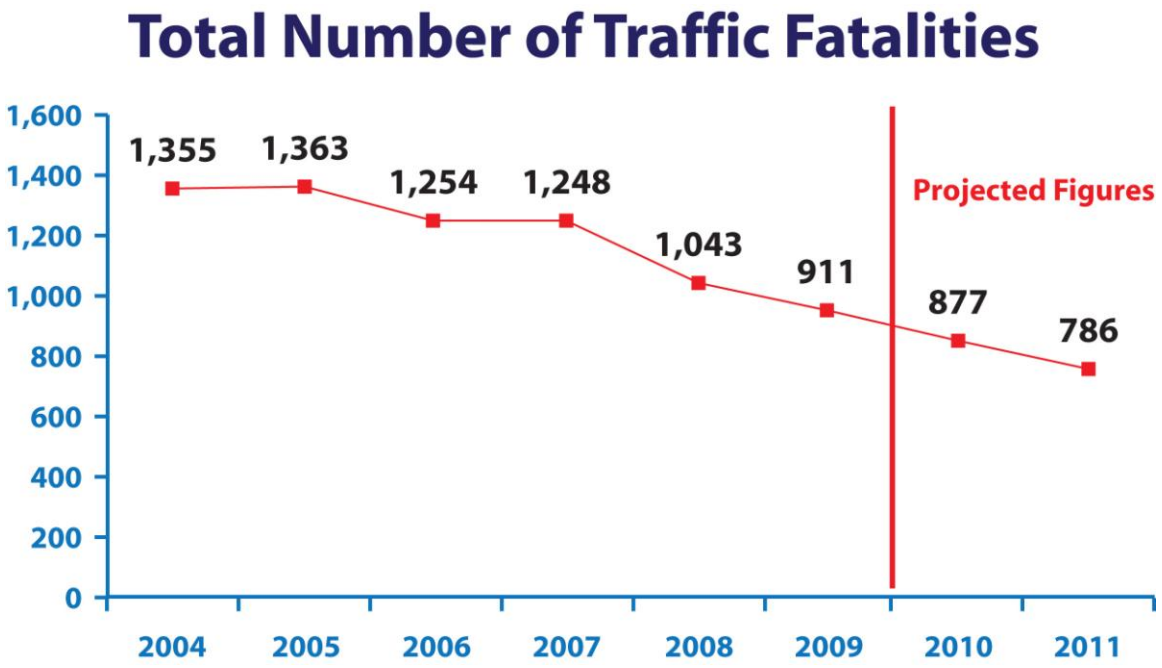
Theoretical Model

Outcome Goals

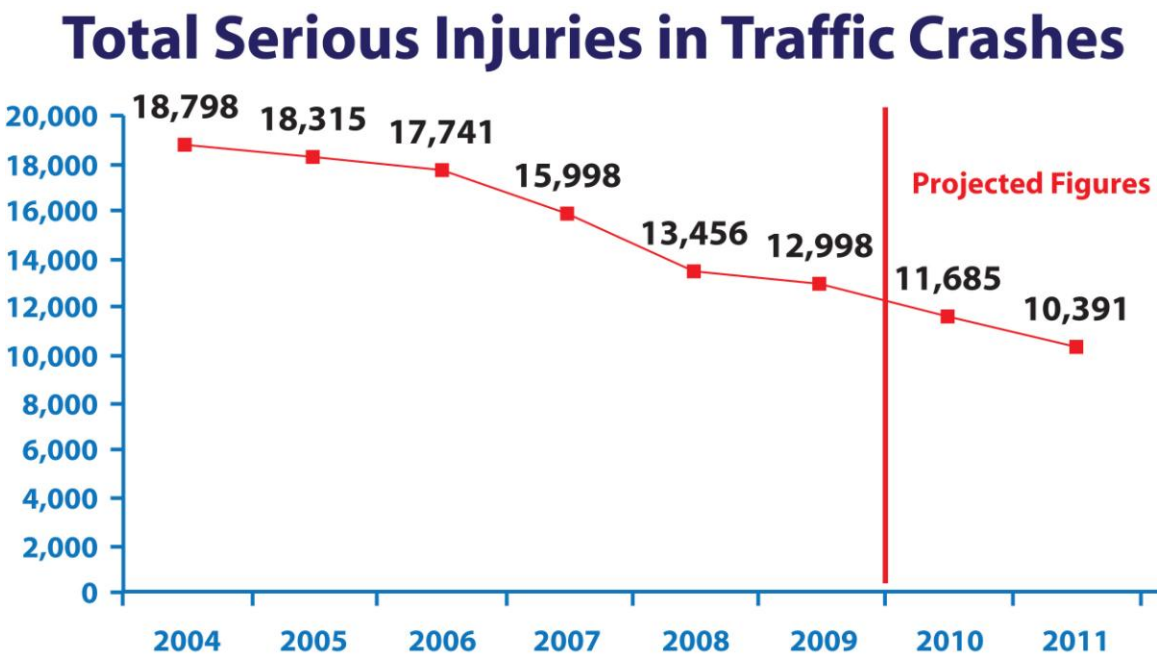
The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2011 HSPP, Illinois continues with the goals on the 11 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal.

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

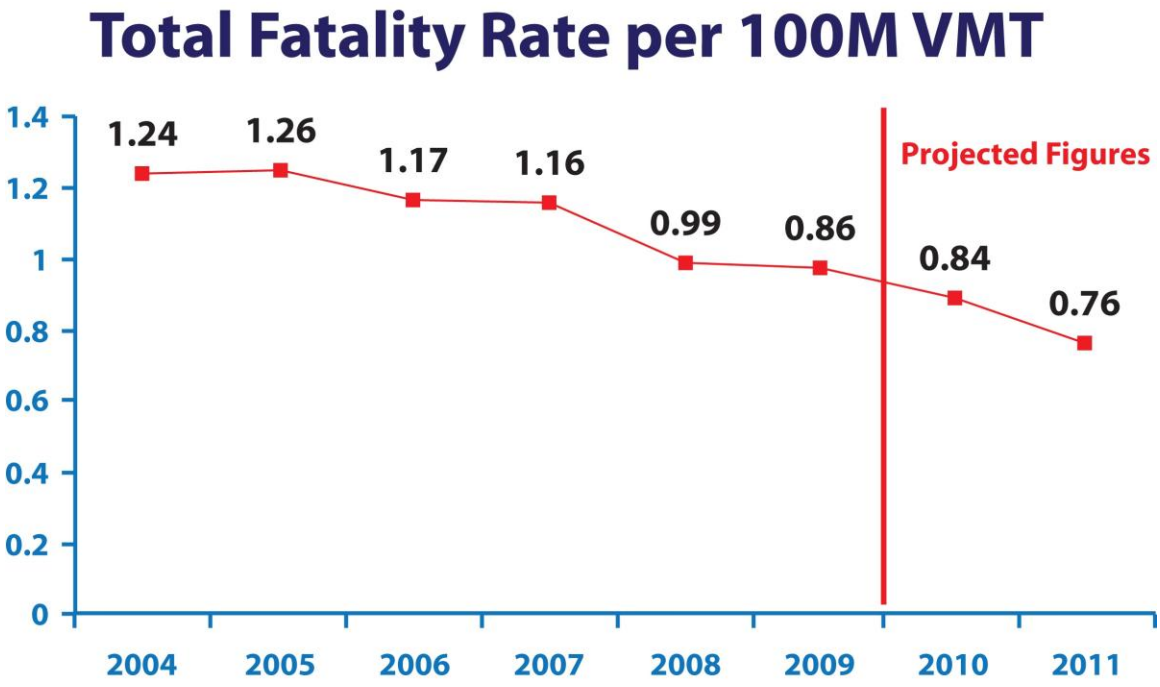
Goal: To reduce the statewide traffic fatalities from the 2004 level of 1,355 to 786 by December 31, 2011.



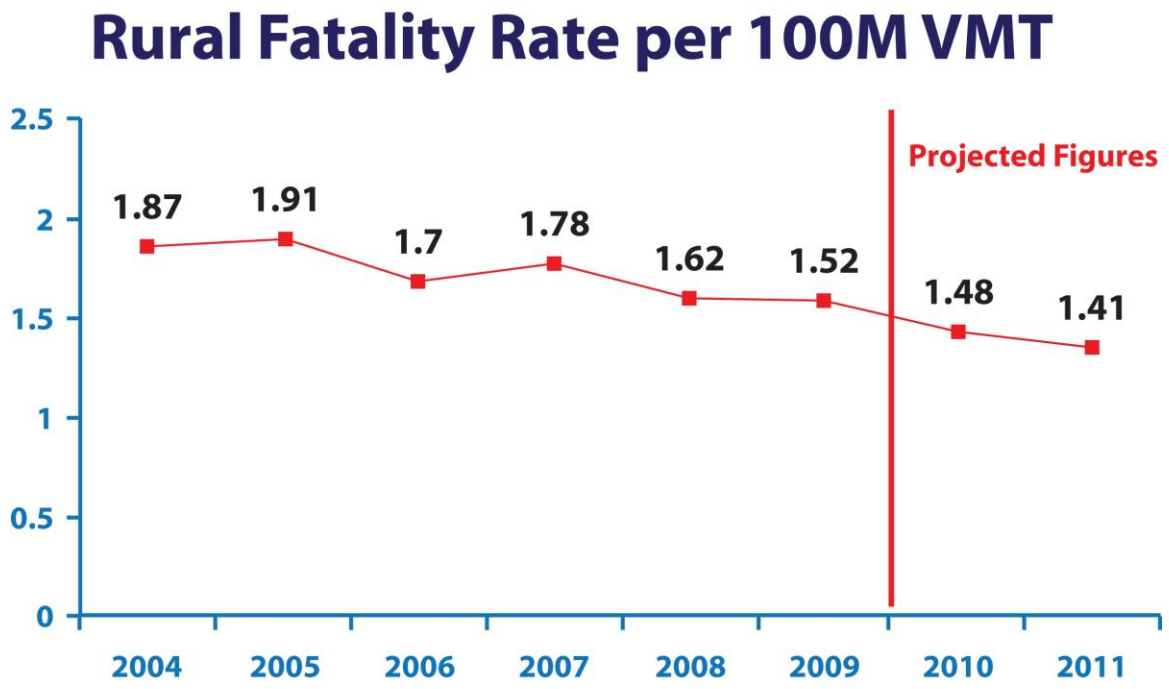
Goal: To reduce the statewide serious injuries in traffic crashes from the 2004 level of 18,798 to 10,391 by December 31, 2011.



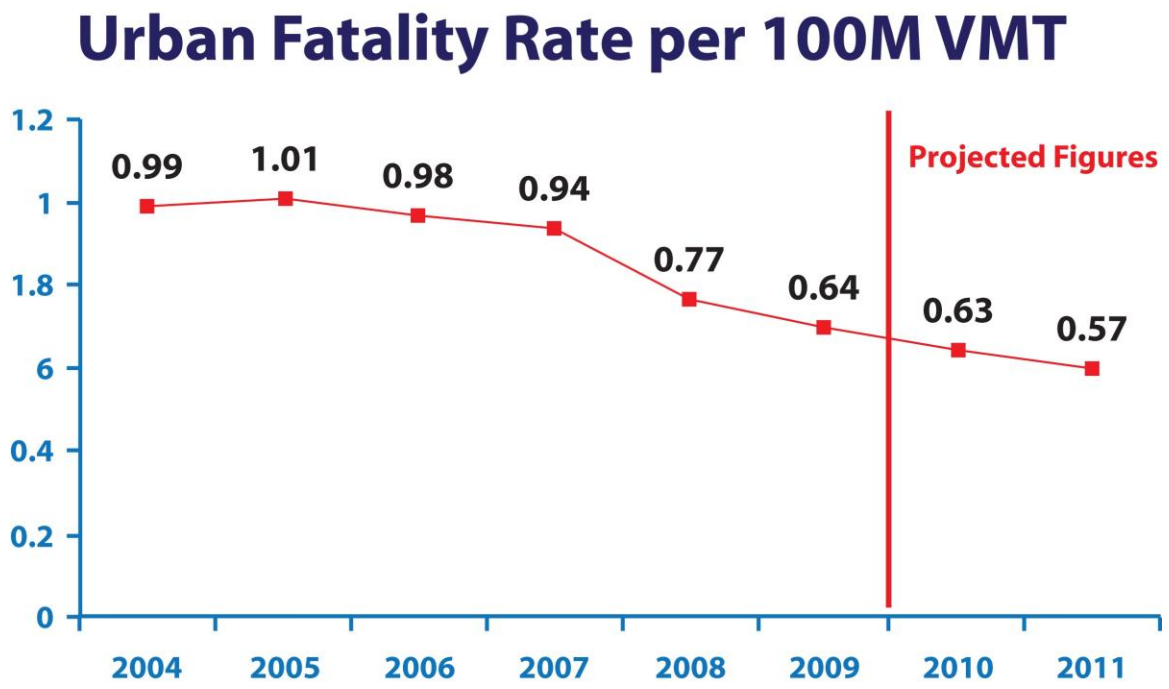
Goal: To reduce the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 1.24 to 0.76 by December 31, 2011.



Goal: To reduce the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 1.87 to 1.41 by December 31, 2011.



Goal: To reduce the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) from the 2004 level of 0.99 to 0.57 by December 31, 2011.



Fiscal Year 2011 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	$750,000
OP	02-01	402	Sports Marketing Coord. (DTS)	$154,500
OP	02-02	402	OP Resource Centers (Local)	$770,664
OP	02-03	402	CPS Survey (DTS)	$5,000
OP	02-05	402	UIS Evaluation (Local)	$85,467
OP	02-06	402	DTS Travel (DTS)	$20,000
OP	02-07	402	M & E	$300,000
OP	02-08	402	Law Enforcement Liaison (Local)	$602,588
OP	**02-09**	**State**	**State Match (Local)**	**$2,236,868**
OP	02-11	402	Safety Belt Survey (DTS)	$5,000
OP	02-12	402	Sports Marketing (Local)	$35,000
OP	02-14	402	CIOT PI&E Materials (DTS)	$100,000
OP	02-15	402	Phone Surveys (Local)	$91,295
AL	03-01	402	M & E	$225,000
AL	03-02	402	DUIE (ISP)	$987,000
AL	03-04	402	Law Enforcement Liaison (Local)	$602,588
AL	03-05	402	Paid Media (DTS)	$2,085,000
PT	04-01	402	Police Training (ILETSB)	$47,500
PT	04-02	402	STEP (Local)	$2,955,041
PT	**04-03**	**State**	**ISP Match**	**$565,936**
PT	04-05	402	STEP (ISP)	$925,800
PT	04-06	402	M & E	$150,000
PT	04-07	402	IL Traffic Safety Awards (Local)	$134,419
PT	04-09	402	MC Patrol Unit (ISP)	$229,100
PT	04-10	402	Mobilization Equipment (DTS)	$140,000
PT	04-11	402	Mobilization Luncheons (DTS)	$20,000
TR	05-01	402	UIS MCR (Local)	$304,000
TR	05-05	402	M & E	$45,000
EM	06-01	402	M & E	$30,000
PS	12-02	402	Bike/Pedestrian Safety (Local)	$303,339
K8	13-01	410	TSRP (DTS)	$250,000
K8	13-02	410	Operation Straight I.D. (SOS)	$44,700
K8	13-03	410	Breath Analysis (ISP)	$130,900
K8	13-04	410	Alcohol Countermeasures (IDNR)	$191,100
K8	13-05	410	UIS-Court (Local)	$349,698
K8	13-06	410	Alcohol Police Training (ILETSB)	$166,300
K8	13-07	410	Imp. Driv. PI&E Materials (DTS)	$75,000
K8	13-08	410	STEP (Local)	$2,303,852
K8	**13-09**	**State**	**Probation Services (Match)**	**$26,045,304**
K8	13-10	410	Impaired Driving Incentive (DTS)	$180,000

Fiscal Year 2011 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K8	13-11	410	ACE (ISP)	$1,299,300
K8	13-12	410	Local Alcohol Project (Local)	$2,601,361
K8	13-13	410	Judicial Training (AOIC)	$40,400
K8	13-15	410	BAIID (SOS)	$339,200
K4PM	16-01	406	Paid Media (DTS)	$1,455,000
K4PT	16-02	406	STEP (Local)	$80,000
K9	18-03	408	Chicago-Data Integration (Local)	$500,000
K9	18-04	408	Chicago-DOT (Local)	$50,000
K9	18-05	408	Electronic Citation (ISP)	$284,300
K9	18-06	408	Crash Reconstruction (ISP)	$22,900
K9	18-07	408	CODES (DTS)	$120,000
K9	**18-08**	**State**	**ISP Match**	**$652,000**
K9	18-09	408	Safety Analyst Software (DOH)	$50,000
K9	18-10	408	Crash Interface (DTS)	$22,000
K9	18-11	408	Scanner (DTS)	$21,200
K9	18-12	408	Imaging Enhancement (SOS)	$37,100
K9	18-13	408	Data Analysis (IDPH)	$105,200
K9	18-14	408	Traffic Records Assessment	$25,000
K9	18-15	408	UIS Evaluation (Local)	$143,170
K2	19-01	405	OREP (ISP)	$1,000,400
K2	19-02	405	STEP (Local)	$200,000
K2	**19-03**	**State**	**ISP Match**	**$3,610,898**
K3	**21-02**	**State**	**ISP Match**	**$566,425**
K3	21-03	2011	CPS (Local)	$450,082
K3	21-04	2011	CPS Seats (DTS)	$10,000
K3	21-05	2011	KISS (SOS)	$57,000
K3	21-06	2011	CPS PI&E Materials (DTS)	$50,000
K3	**21-08**	**State**	**State Match**	**$140,000**
K6	22-01	2010	PI&E Campaign (DTS)	$55,000
K6	22-02	2010	Paid Media (DTS)	$250,000
K6	22-04	2010	MC Winter Conference (DTS)	$2,000
K10	23-01	1906	Racial Profiling (Local)	$132,898
K10	**23-02**	**State**	**ISP (Match)**	**$179,422**
154HE	24-01	154	Hazardous Elimination (DOH)	$9,355,432

FY 2011 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

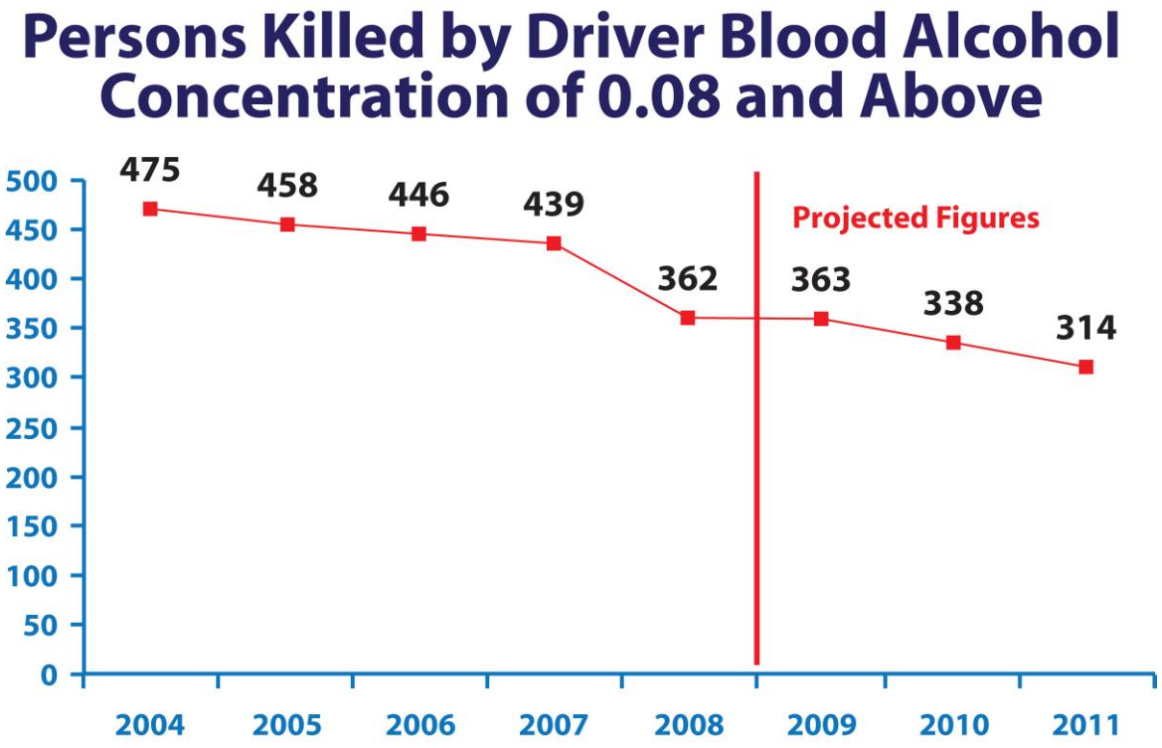
- In 2009, 41.2 percent of all fatally injured drivers who were tested had a positive BAC (BAC of 0.01 or greater).
- Total alcohol-related crash fatalities decreased from 380 in 2008 to 329 in 2009.
- More than 48,000 people of all ages are arrested each year in Illinois for Driving Under the Influence (DUI). Additionally, each year approximately 4,600 drivers under the age of 21 are arrested for DUI and more than 2,600 underage drivers violate the zero tolerance of alcohol law.
- The group with the highest percentage of alcohol-related a-injuries and fatalities is males aged 21 to 34. Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are going to be more apt to drink and drive, it is not surprising that the percentage of males aged 21 to 34 have the highest rate of alcohol-related a-injuries and fatalities. (Refer to Table 1)

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

Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	1391	79	5.7%
	9 to 15	1970	114	5.8%
	16 to 20	6447	1084	16.8%
	21 to 34	13880	3937	28.4%
	35 to 64	18002	3057	17.0%
	65+	3576	228	6.4%
Female	0 to 8	1080	74	6.9%
	9 to 15	1727	127	7.4%
	16 to 20	5881	613	10.4%
	21 to 34	9933	1374	13.8%
	35 to 64	14262	1337	9.4%
	65+	3723	111	3.0%
Total		**81,872**	**12,135**	**14.8%**

Program Goal

Goal: To reduce the total number of fatalities in crashes involving a driver or Motorcycle operator with a BAC of 0.08 or higher from 475 in 2004 to 314 by December 31, 2011.



Impaired Driving Program Overview

In FY 2011, DTS will continue its emphasis on high-visibility enforcement with local, county and state law enforcement agencies and will continue to work through its annual grant program and through incentive programs to increase law enforcement participation in the holiday crackdown periods. Efforts to integrate of nighttime belt enforcement and messaging into impaired driving periods will continue and gain momentum under the new local STEP grants program. As always, the enforcement during the impaired driving periods will be supported with comprehensive paid media and earned media efforts.

Also, DTS will also continue to utilize resources on public information and education, an impaired driving coordinator, two traffic safety resource prosecutors, DUI Courts, court monitoring, DUI prosecutors and underage drinking prevention programs. DTS will continue to explore for new and innovative ways, to conquer the impaired driving problem.

Impaired Driving Coordinator

DTS will continue to fund an Impaired Driving Program Coordinator who will provide technical expertise as a specialist for IDOT in the administration of impaired driving programs.

The Impaired Driving Program Coordinator's chief goal is the reduction of alcohol-related driving fatalities and injuries in Illinois. The Impaired Driving Program Coordinator will concentrate on developing a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TSRP) program will continue to provide training and assistance to the state's prosecutors, law enforcement officers and their traffic safety partners, particularly focusing on major traffic-related offenses, such as driving under the influence and DUI-related vehicular homicide. There are two TSRPs in Illinois. The first serves as the program's coordinator. This second attorney is located in Springfield at the Division of Traffic Safety. In FY 2011, the TSRP's will continue to be involved in planning, implementing or presenting at more than a dozen DUI-related seminars and conferences with both DTS and the University of Illinois-Springfield Institute for Legal, Legislative & Policy Studies (UIS-ILLAPS), the Illinois Law Enforcement Training and Standards Board and others. Specifically, the TSRP may conduct the following trainings in FY 2011:

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

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

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

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

Impaired Driving Crackdowns

The heart of Illinois FY 2011 impaired driving program will continue to be holiday crackdowns (mobilizations) showcasing high-visibility, impaired driving enforcement taking place around select holiday times. A major part of this effort includes encouraging genuine participation by more law enforcement agencies; training additional officers when necessary. Building on the integrated enforcement began by DTS in FY 2010; all FY 2011 impaired driving crackdown enforcement periods will include safety belt patrols from 11 pm to 6 am in addition to impaired driving enforcement. Equipment incentive programs will continue in FY 2011 encouraging more law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment.

In response to the Illinois Alcohol Assessment conducted in 2005, the Illinois Traffic Safety Resource Prosecutors are overseeing the SFST training in Illinois helping to ensure law enforcement officers are properly trained and re-trained in the latest SFST techniques. All DTS grantee officers working impaired driving enforcement grants are required to have had SFST training within two years of the current grant year.

Judicial

DTS will continue its annual funding of the Administrative Office of the Illinois Courts (AOIC) to provide for the annual two-day seminar to address the legal, scientific and clinical issues involved in Illinois DUI cases. The seminar will build upon the previous annual DUI seminars for judges, which have addressed the characteristics of and challenges posed by the persistent drunk driver, highest-risk offenders and youthful offenders by expanding and updating the information available to judges on the clinical research on DUI offenders, the links between substance abuse and criminal behavior such as driving under the influence and the resulting risks posed to public safety. The seminar will address a broad range of issues related to DUI cases, with particular emphasis on reducing recidivism by giving judges a better understanding of the DUI offender and available sentencing alternatives.

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

Productivity Incentive Program

As is the case in every state, Illinois' annual highway safety program is capable of funding just a portion of the impaired driving enforcement needed. The program relies heavily on voluntary (non-grant-funded) support from local and state law enforcement agencies. The more voluntary enforcement (impaired driving and nighttime safety belt) conducted by non-grant-funded agencies, the more overall impaired driving enforcement and the greater its deterrent effect throughout Illinois. For FY 2011, DTS will once again offer Illinois law enforcement agencies the chance to win enforcement equipment awards for participating in impaired driving crackdowns. Agencies will be asked to sign up during the FY 2010 Labor Day Crackdown and that sign up will cover their participation in every subsequent impaired driving crackdown through July 2011 (Christmas/New Year's, Super Bowl, St. Patrick's Day and July 4th).

During each mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime safety belt citations issued are placed in a drawing to win handheld radars, portable breath testers and in-car digital video cameras. This program helps increase participation and reporting during vital crackdown times.

Public Information and Education

DTS will continue to purchase items to support the impaired driving message in Illinois. Items will be distributed at DTS's state fair tent, schools, presentations, minor league baseball parks and other traffic safety events during the year.

Impaired Driving Program Strategies

- Continue to fund two Traffic Safety Resource Prosecutors who will conduct training for prosecutors, law enforcement and other traffic safety partners throughout the state.
- Conduct high-visibility enforcement campaigns at numerous times throughout the fiscal year.
- Continue to identify and fund projects/initiatives that combat underage drinking.
- Continue to fund the Impaired Driving Program Coordinator.
- Continue to promote DUI awareness themes focusing on young males age 18-34, including African American and Hispanic populations.
- Secure paid and earned media during the national and selected impaired driving mobilizations and campaigns.
- Identify and analyze alcohol-related crash fatalities by jurisdiction in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population (23 counties).
- Recognize accomplishments of DTS's Traffic Safety Partners (i.e., LEL Luncheons, TOP Cops, Impaired Driving Incentive Program).
- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC), UIS-ILLAPS and DTS.
- Continue to promote the DUI courts with judges.
- Fund a DUI-dedicated prosecutor/assistant prosecutors in Macon County.
- Continue to provide assistance with Illinois' effort to effectively implement new Illinois law requiring Ignition Interlocks for all DUI offenders.
- Continue to support and increase the use of courtroom monitoring projects, particularly in the high-priority jurisdictions.
- Work towards the development of a DUI tracking system through Illinois TRCC.
- Continue strong commitment to high-visibility enforcement and earned media efforts during holiday crackdown periods.
- Continue to encourage law enforcement agencies throughout the state to participate in holiday impaired driving crackdowns as well as sustained year-long enforcement efforts.
- Continue to pursue ways to improve reporting of activity by funded/non-grant-funded law enforcement agencies (possibly via the Internet).
- Promote DUI courts with the criminal justice system, including judges, probation departments and state's attorneys.
- Begin statewide productivity incentive program to encourage more law enforcement agencies to participate in impaired driving crackdowns.
- Further integrate nighttime belt enforcement into impaired driving crackdowns periods focusing both enforcement and messaging on the deadly 9 pm-6 am timeframe.

Impaired Driving Project Tasks

Project Number: **11-13-01 (K8) (410)**
Project Title: **Traffic Safety Resource Prosecutor (DTS)**

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

Budget: **$250,000**

Project Number: **11-13-02 (K8) (410)**
Project Title: **Operation Straight Identification (SOS Police)**

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

Budget: **$44,700**

Project Number: **11-13-03 (K8) (410)**
Project Title: **Breath Analysis (ISP)**

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

Budget: **$130,900**

Project Number: **11-13-05 (K8) (410)**
Project Title: **UIS Court Project (Local)**

Project Description
This task provides funds for University of Illinois at Springfield (UIS) to conduct a 1 one-day training on DUI Courts. UIS will also conduct Judicial training for judges who oversee DUI cases.

Budget: **$349,698**

Project Number: **11-13-07 (K8) (410)**
Project Title: **Impaired Driving PI&E Materials (DTS)**

Project Description
This task provides funds for DTS to produce and print impaired driving public information and education materials for distribution at schools and events.

Budget: **$75,000**

Project Number: **11-13-10 (K8) (410)**
Project Title: **Impaired Driving Incentive Program (DTS)**

Project Description
This task provides funds for an impaired driving incentive program for local law enforcement agencies who participate in the impaired driving enforcement mobilizations. This task includes funds for DTS to purchase equipment for law enforcement agencies.

Budget: **$180,000**

Project Number: **11-13-13 (K8) (410)**
Project Title: **Judicial Training (AOIC)**

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

Budget: **$40,400**

Project Number: 11-13-15 (K8) (410)
Project Title: BAIID (SOS)

Project Description
This task provides funds for the Office of the Secretary of State to continue the implementation of the BAIID program statewide. The new BAIID law which went into effect on January 9, 2009 requires all first-time offenders who wish to obtain and are eligible for driving relief during the period of statutory suspension to install on their vehicles a breath alcohol ignition interlock device (BAIID).

Budget: $339,200

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-13-01	Traffic Safety Resource Prosecutor (DTS)	$ 250,000	410
11-13-02	Operation Straight ID (SOS)	$ 44,700	410
11-13-03	Breath Analysis (ISP)	$ 130,900	410
11-13-05	UIS-Court (Local)	$ 349,698	410
11-13-07	Impaired Driving PI&E (DTS)	$ 75,000	410
11-13-10	ID Incentive Program (DTS)	$ 180,000	410
11-13-13	Judicial Training (AOIC)	$ 40,400	410
11-13-15	BAIID (SOS)	$ 339,200	410
410 Total		$ 1,409,898	
Total		$ 1,409,898	

MATCH TASKS

Match Task Overview

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

Match Project Tasks

Project Number: 11-02-09 (State Funds) (402 Match)
Project Title: State Match (Local)

Project Description
This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. Illinois will not seek federal reimbursement for this task during FY 2011.

Budget: $2,236,868

Project Number: 11-04-03 (State Funds) (402 Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 13,888 hours of regular traffic patrol will be conducted in FY 2011.

Budget: $565,936

Project Number: 11-13-09 (State Funds) (410 Match)
Project Title: Probation Services (AOIC)

Project Description
The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 23,800 DUI defendants supervised by Illinois probation departments in 2009, at an average cost per case of $1,500. Total estimated expenditures for DUI probation supervision in 2009 was $35,700,000. For this program DTS only needs a state match of $26,045,304.

Budget: $26,045,304

Project Number: **11-18-08 (State Funds) (408 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 16,000 hours of regular traffic patrol will be conducted in FY 2011.

Budget: **$652,000**

Project Number: **11-19-03 (State Funds) (405 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 88,611 hours of regular traffic patrol will be conducted in FY 2011.

Budget: **$3,610,898**

Project Number: **11-21-02 (State Funds) (2011 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 13,900 hours of regular traffic patrol will be conducted in FY 2011.

Budget: **$566,425**

Project Number: **11-21-08 (State Funds) (2011 Match)**
Project Title: **State Match (Local)**

Project Description
This task identifies funds for high schools to conduct operation teen safe driving programs in their schools. Illinois will not seek federal reimbursement for this task in FY 2011.

Budget: **$140,000**

Project Number: **11-23-02 (State Funds) (1906 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 4,403 hours of regular traffic patrol will be conducted in FY 2011.

Budget: **$179,422**

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-02-09	State Match (Local)	$ 2,236,868	State Match
11-04-03	ISP Match	$ 565,936	State Match
11-13-09	Probation Services (Match)	$ 26,045,304	State Match
11-18-08	ISP Match	$ 652,000	State Match
11-19-03	ISP Match	$ 3,610,898	State Match
11-21-02	ISP Match	$ 566,425	State Match
11-21-08	State Match (Local)	$ 140,000	State Match
11-23-02	ISP Match	$ 179,422	State Match
Total Match Funds		$ 33,996,853	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

Motorcyclists (operators and passengers) killed in 2009 accounted for over 14 percent of all motor vehicle fatalities. Motorcycle registrations, however, accounted for approximately 3 percent of all motor vehicle registered. In 2009, there were 130 motorcyclists killed in 124 motor vehicle crashes. The 130 motorcycle fatalities in 2009 represent a 26 percent increase compared to the 103 motorcyclist killed in 1999. Other significant factors include:

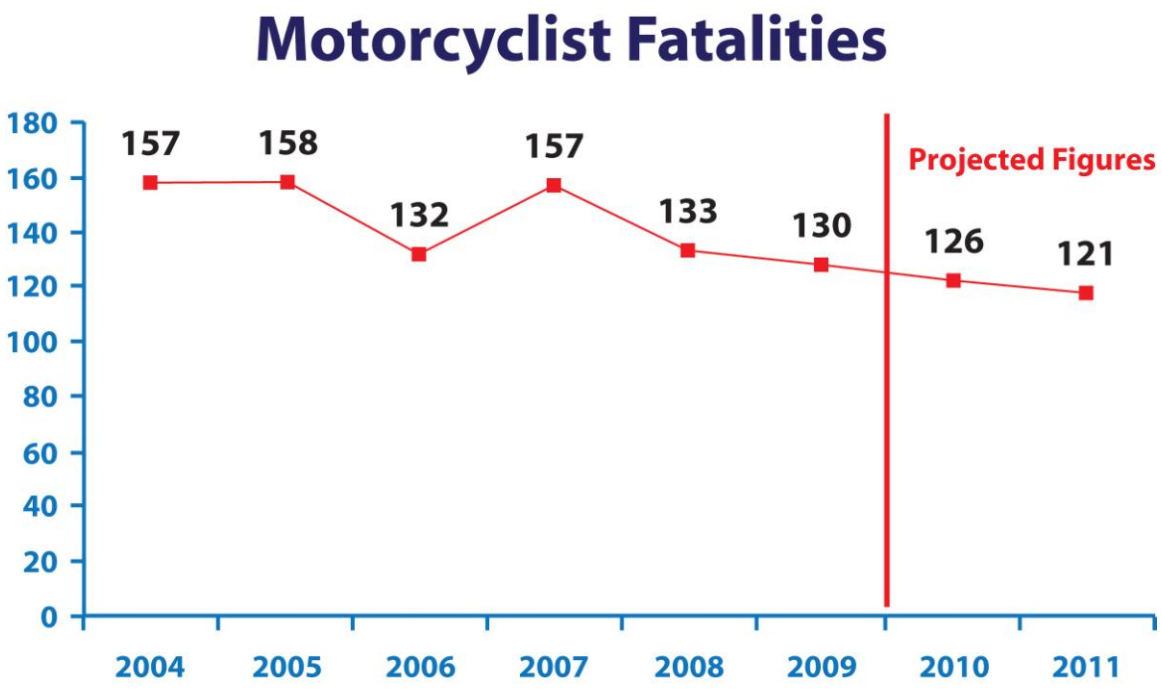
- Over 80 percent of the 116 motorcycle operators killed in 2009 were licensed to operate a motorcycle.
- In 2009, over 39 percent of motorcyclists killed were age 45 or older.
- In 2009, approximately 82 percent of those operators who died were not wearing a helmet.
- Males age 21-34 and 35-64 have the highest percentage of motorcycle A-injuries and fatalities. Both males and females tend to have a low percent helmet use since there is no helmet law in Illinois. (Refer to Table 2)

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

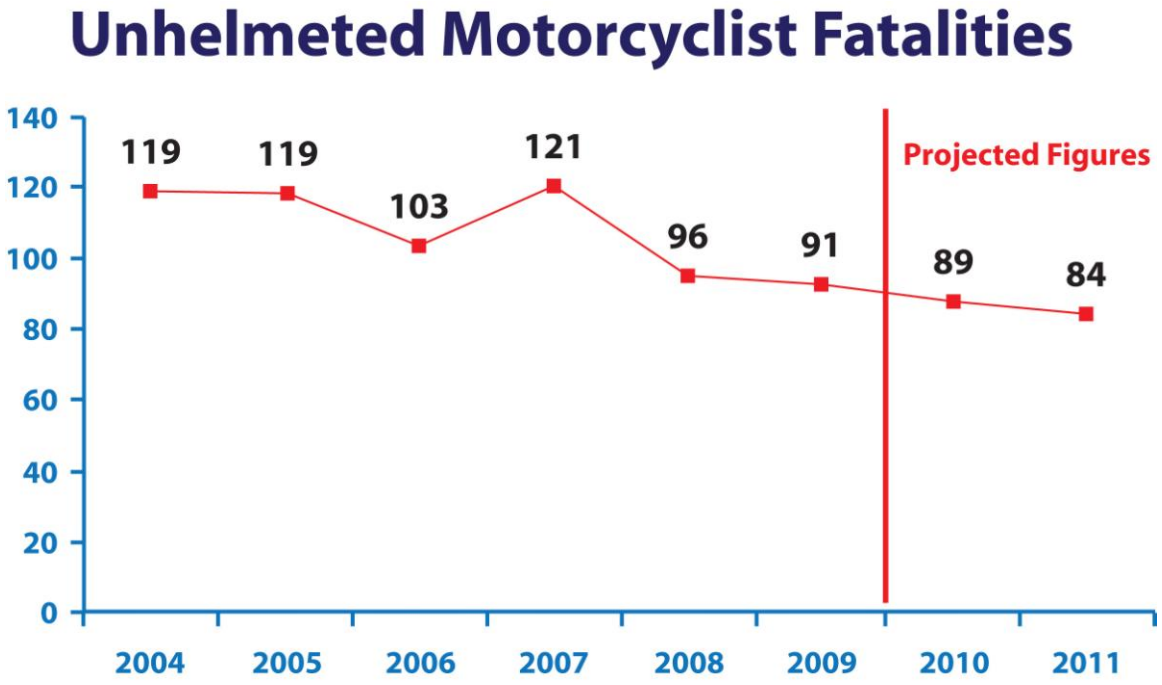
Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	1391	3	1	33.3%	0.2%
	9 to 15	1970	44	9	20.5%	2.2%
	16 to 20	6447	284	94	33.1%	4.4%
	21 to 34	13880	1659	333	20.1%	12.0%
	35 to 64	18002	2895	503	17.4%	16.1%
	65+	3576	162	52	32.1%	4.5%
Female	0 to 8	1080	6	1	16.7%	0.6%
	9 to 15	1727	15	3	20.0%	0.9%
	16 to 20	5881	67	13	19.4%	1.1%
	21 to 34	9933	256	36	14.1%	2.6%
	35 to 64	14262	655	144	22.0%	4.6%
	65+	3723	16	4	25.0%	0.4%
Total		**81,872**	**6,062**	**1,193**	**19.7%**	**7.4%**

Program Goals

Goal: To reduce the statewide motorcycle fatalities from the 2004 level of 157 to 121 by December 31, 2011.



Goal: To reduce the number of unhelmeted motorcycle fatalities from the 2004 level of 119 to 84 by December 31, 2011.



Motorcycle Safety Program Overview

In response to the increasing motorcycle-related injuries and fatalities, Illinois continues to work on expanding the number of training courses, provide public information and education materials and develop a paid media campaign for motorist to start seeing motorcyclist on the roadways.

Paid Media Campaign Proposal

The DTS will conduct both earned and paid media activities during the 2011 riding season. One of the recommendations from Illinois' Motorcycle Safety Program Assessment was to utilize federal funds wherever possible to address other motorcycle safety issues (impaired driving, aggressive driving, conspicuity, motorist awareness, etc.). DTS will increase the purchase of radio spots during the 2011 riding season to increase awareness of motorcyclists to other drivers.

DTS will promote the motorcycle safety message ***Start Seeing Motorcycles*** during the 2011 motorcycle riding season. Messages will specifically stay focused on driver's awareness of motorcyclists on our roadways. DTS will purchase radio spots on the Illinois Radio network for the ***Start Seeing Motorcycles*** message. DTS will continue to guide both the earned and paid media efforts.

Public Information and Education Campaign

DTS will promote the motorcycle safety messages ***Start Seeing Motorcycles*** during motorcycle awareness month in May and through the summer and early fall. DTS will develop brochures, banners and billboard messaging focusing on driver's awareness of motorcyclists on our roadways. DTS is proposing to purchase ***Start Seeing Motorcycles*** banners, bandanas, clings and bumper stickers.

Illinois Motorcycle Winter Conference

In FY 2011, DTS will hold an Illinois Motorcycle Winter Conference. The conference will bring the four motorcycle training university staff members together to discuss the Cycle Rider Safety Training Program (CRSTP) and administration of the program.

Motorcycle Survey

The motorcycle helmet usage survey was conducted in June 2010. A total of 1,435 motorcycle riders were observed. Of those, 33.7 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on Interstate highways at 35.3 percent. Helmet use on U.S./Illinois highways was at 36.7 percent, while helmet use on residential roads was at 31.1 percent. The helmet usage rate was 35.0 percent on the weekdays and 33.1 percent on weekends.

Motorcycle Safety Program Strategies

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

Motorcycle Safety Project Tasks

Project Number: **11-22-01 (K6) (2010)**
Project Title: **Public Information and Education Campaign (DTS)**

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

Budget: **$55,000**

Project Number: **11-22-02 (K6PM) (2010)**
Project Title: **Paid Media Campaign (DTS)**

Project Description
This task provides funds for DTS to develop a paid media campaign for the motorcycle riding season. DTS will purchase radio time to air motorcycle awareness messages.

Budget: **$250,000**

Project Number: **11-22-04 (K6) (2010)**
Project Title: **Motorcycle Winter Conference (DTS)**

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

Budget: **$2,000**

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-22-01	PI&E Campaign	$ 55,000	2010
11-22-02	Paid Media Campaign	$ 250,000	2010
11-22-04	MC Winter Conference	$ 2,000	2010
2010 Total		$ 307,000	
Total All Funds		$ 307,000	

OCCUPANT PROTECTION

Problem Statement

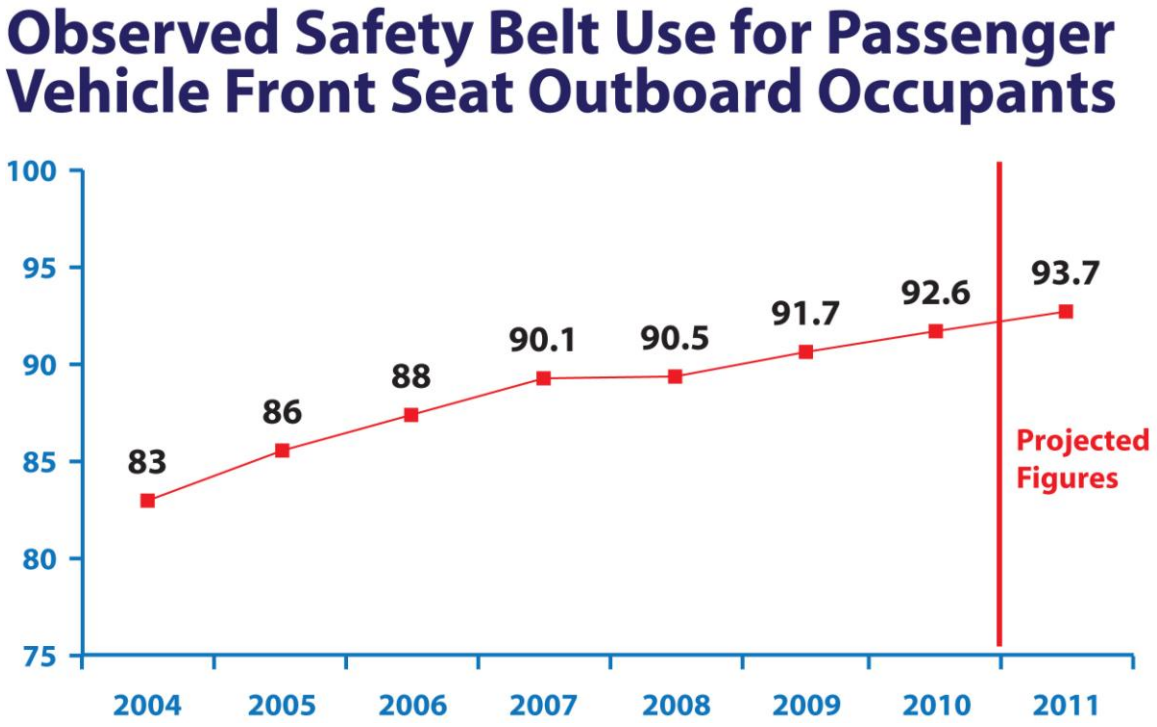
- 911 persons were killed (779 were occupants) in 832 crashes in 2009.
- Travel increased by 0.09 percent compared to the previous year.
- The mileage death rate decreased by 13.1 percent from 2008 to 2009.
- There was an average of 1.1 deaths per fatal crash.
- 25.7 percent of the fatal crashes occurred at intersections in 2009.
- 77.2 percent of the fatal crashes occurred on dry roadways in 2009.
- 48.3 percent of the fatal crashes occurred during daylight hours in 2009.
- 56.4 percent of the fatal crashes occurred on urban roadways in 2009.
- 31.7 percent of the fatal crashes involved a collision with a fixed object in 2009.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 3)

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

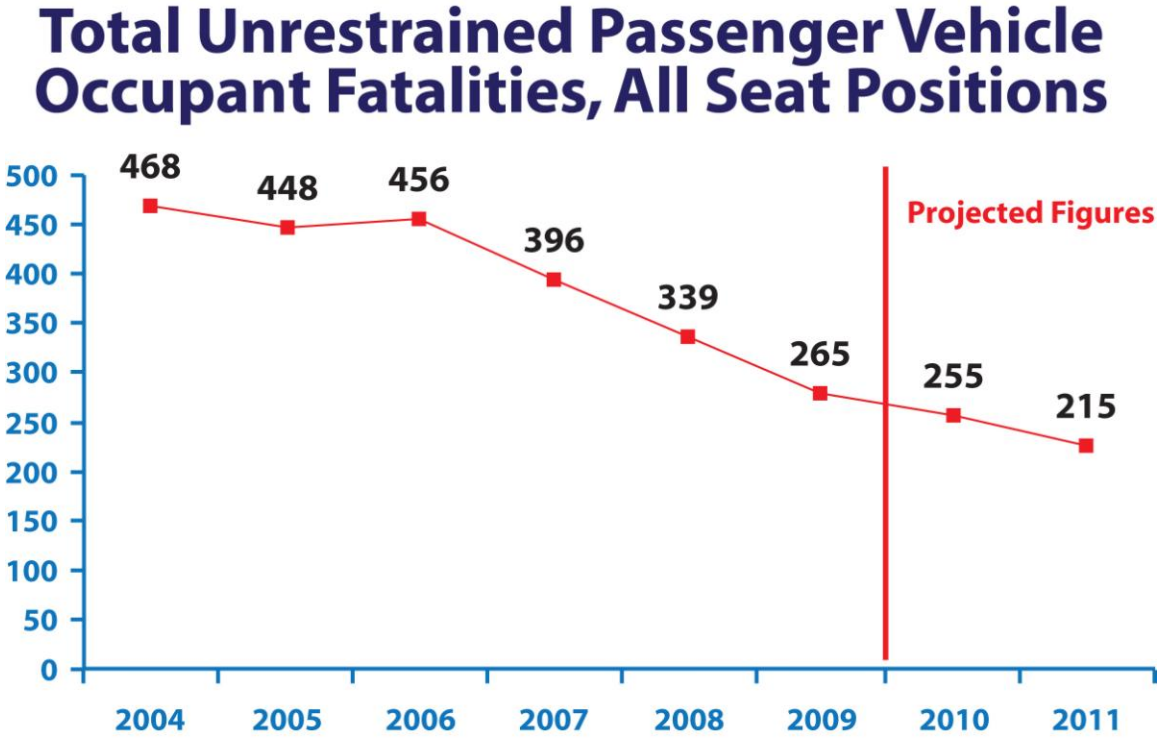
Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	1391	974	392	40.2%
	9 to 15	1970	1102	689	62.5%
	16 to 20	6447	5933	3530	59.5%
	21 to 34	13880	12781	6798	53.2%
	35 to 64	18002	15948	9439	59.2%
	65+	3576	3171	2359	74.4%
Female	0 to 8	1080	893	363	40.6%
	9 to 15	1727	1305	915	70.1%
	16 to 20	5881	5548	4112	74.1%
	21 to 34	9933	9300	6957	74.8%
	35 to 64	14262	13217	10446	79.0%
	65+	3723	3373	2841	84.2%
Total		**81,872**	**73,545**	**48,841**	**66.4%**

Program Goals

Goal: Increase the statewide safety belt usage rate from the 2004 level of 83 percent to 93.7 percent by December 31, 2011.



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 468 in 2004 to 215 by December 31, 2011.



Occupant Protection Program Overview

The Illinois Department of Transportation's Division of Traffic Safety (DTS) is determined to reduce the number of unrestrained passenger vehicle fatalities from 468 in 2004 to 215 by December 31, 2011. In FY 2010, the Occupant Protection Program contributed significantly to the achievement of these statewide goals by raising safety belt compliance to 92.6 percent throughout Illinois. In FY 2011, in addition to our existing law enforcement initiatives, DTS will direct resources to increase law enforcement in rural areas, nighttime safety belt enforcement zones, teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, implementation of Boost Illinois to increase child booster seat usage and a determination to increase safety belt compliance within the city of Chicago.

Click It or Ticket

To continue the downward fatality trend and increase the upward momentum of safety belt compliance, DTS plans to continue support of occupant protection mobilizations that correspond with national safety belt campaigns. During DTS's May Click It or Ticket (CIOT) mobilization, DTS increased the number of participating rural agencies and strategized with national and local leaders within the city of Chicago to increase law enforcement buy-in and community compliance; during the November CIOT mobilization, DTS will increase the law enforcement grantee-base with increased emphasis on saving teen lives; and in September, DTS will institute a statewide Occupant Protection for Children mobilization. These mobilizations will be complimented with intensive paid and earned media campaigns that strategically market increased safety belt and child safety seat usage to, at minimum, 85 percent of the Illinois population. For detailed information on planned enforcement efforts during the CIOT mobilization, please refer to the police traffic services section.

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

Based on the May 2010 process, impact and outcome evaluation of the CIOT campaign, it is strikingly apparent that more resources must go into increasing safety belt compliance within the city of Chicago. Although there was a slight increase in usage within the city for 2010, the rate in Chicago was still the lowest in the state at 88 percent. DTS will continue to focus on partnerships in the Chicago area during mobilizations and throughout the year. Illinois' overall safety belt usage rate increased statewide to 92.6 percent after the May 2010 Click It or Ticket campaign. The Collar Counties had the highest usage rate at 94.2 percent.

DTS will foster more business partnerships for the CIOT campaigns in FY 2011 as well. DTS partnered with Casey's General Stores in May 2010 to place nearly 38,000 bottle tags on pop, water, and alcohol bottles in all 377 Casey's stores in Illinois. The goal of future campaigns is to continue this partnership and develop others that will enable DTS to reach the hard core non-belt users.

CIOT Mobilization Recognition

DTS will again conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2011 CIOT National Enforcement mobilization. DTS will also offer incentives for the purchase of specific equipment based on performance during the CIOT campaign. DTS plans on notifying local law enforcement agencies in October 2010 in order to generate momentum. DTS believes this incentive program is one way to generate excitement throughout the law enforcement community in Illinois and it proves to be a key component in our strategic plan for raising the safety belt compliance rate in Illinois and energizes our partners to push Illinois safety belt compliance to another all-time high.

Child Passenger Safety

Illinois has a current child vehicle restraint system usage rate of 90.7 percent. DTS will continue to focus on four key areas to increase child vehicle restraint systems usage (1) expansion of our public education program (2) retention of at minimum 65 percent of recertifying child passenger safety technicians (3) support of our child safety seat inspection station network at state and local agencies and (4) support of Boost Illinois.

DTS CPS Local Programs

Traffic crashes are the leading cause of death among children. Six out of ten children who die in crashes are unbuckled. In Illinois for the year 2009, 24 children, from birth through nine years of age, were killed and 4,214 were injured as a result of motor vehicle crashes. Researchers estimate that deaths could be reduced by 71 percent and injuries by 67 percent with the proper use of federally-approved child safety seats. National data observes child safety seat usage among children under four years of age is above 90 percent while booster seat usage among children four through seven is closer to 20 percent.

In order to aid local communities in reducing the death and injury rate to children age birth to eight years, in FY 2011 DTS will fund 36 local child safety seat education and distribution projects. The program is designed to conduct public information and education campaigns targeting parents and caregivers and to aid agencies in the distribution of child safety seats to under-served populations.

DTS will also fund seven Traffic Safety Resource Centers (formerly called Occupant Protection Resource Centers) to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage the community in outreach and education. The resource centers will continue to lead the statewide teen initiative, implement child safety seat education and distribution programs, coordinate standardized child passenger safety technician certification courses throughout Illinois and sponsor Click It or Ticket programming statewide. The resource centers serve an instrumental role in promoting and advancing the national and statewide CIOT mobilizations at the local level.

During Child Passenger Safety Awareness Week, DTS will once again host National Seat Check Saturday events. During Seat Check Saturday 2009, 67 checkpoints were held with over 400 certified child passenger safety technicians. During Seat Check Saturday 2010, 75 checkpoints will be held with over 500 certified child passenger safety technicians. Seat Check Saturday is co-sponsored by AAA and Dorel in 2010. The 75 participating checkpoints will receive replacement child safety seats, flyers, posters, LATCH manual, stickers and t-shirts to support their national events. During Child Passenger Safety Awareness Week 2010, DTS will once again aim to hold the most checkpoints in the nation on Seat Check Saturday and support local efforts with Boost Illinois grants.

Public Information and Education

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers. Items in DTS's public education catalogue include brochures that detail each of the NHTSA "4 Steps" to child passenger safety, growth charts, booster seat rulers, Click It or Ticket law cards and a wide variety of fact sheets.

Boost Illinois

Nationally, safety seat usage for children between the ages of one and three is approximately 95 percent. Safety seat usage drops dramatically to 20 percent usage for children between the ages of four and seven. Illinois conducts annual child safety seat observational surveys and DTS has found the same trend of low booster seat usage among older kids and high child safety usage among younger kids. This is due to lack of education on the law and benefits of booster seat use, and the expense of restraining all kids properly. To address this traffic safety issue, DTS instituted a statewide educational campaign to increase booster seat usage called Boost Illinois with Section 2011 federal booster seat funding in FY 2009. For FY 2011, the Boost Illinois and CPS grants will be combined. DTS also proposes a pilot of the Ollie the Otter booster education program for FY 2011. The program will be modeled after the very successful Ollie the Otter program in Tennessee. Program volunteers will visit elementary schools to teach the importance of boosters and being a good passenger. The program will be piloted in three counties with the hopes of having a statewide kick-off for CPS Week 2011.

Certified CPS Technicians

Illinois has made one of its top priorities retention of certified child passenger safety technicians. National data shows that the average state has a technician recertification rate of 55.5 percent in 2009. Illinois had a technician recertification rate of 63.4 percent in 2009. In 2007, National Safe Kids, the certifying body for technicians, instituted a Continuing Education system wherein technicians must attend update courses, conferences or read technical literature to recertify as a Child Passenger Safety Technician.

Illinois continues to rise to this task by scheduling update courses throughout the state, enabling technicians to attend state and national traffic safety conferences and revamping our www.buckleupillinois.org website to support the recertification of technicians.

Illinois has 1,918 certified child passenger safety technicians and Instructors. The Traffic Safety Liaisons (TSL) have been tasked with retaining 65 percent of expiring technicians, but from the state level, DTS will put the onus of recertification on the local technician and his/her sponsoring agency. TSL's retain technicians through a variety of methods including mailings, follow-up with all expiring technicians, and courses located within close proximity of groups of expiring technicians. In FY 2011, there will be four larger regional update courses designed to provide technicians with the 6 CEUs needed for recertification. In addition to the update courses, more localized Skills Enhancement sessions will be offered throughout the state offering 3–4 CEUs each. These sessions will provide more hands-on opportunities for the technicians.

Occupant Protection Coordinator

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

Occupant Protection Assessment

On August 16-20, 2010, NHTSA conducted an assessment of Illinois' occupant protection program. Once DTS has reviewed the assessment recommendations DTS will use these recommendations as a management tool for planning purposes and for making decisions about how to improve Illinois' occupant protection program.

Traffic Safety Task Force

DTS will begin researching other states that utilize a task force or coalition to assist with programming and outreach efforts. Illinois will work towards establishing a task force by the end of FY 2011 that will encompass working groups from businesses, law enforcement, social service organizations, schools, healthcare, etc. Minority outreach will also be a strong emphasis area.

Occupant Protection Program Strategies

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

Occupant Protection Project Tasks

Project Number: 11-02-01 (OP) (402)
Project Title: Sports Marketing Coordinator (DTS)

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

Budget: $154,500

Project Number: 11-02-02 (CR) (402)
Project Title: Regional Traffic Safety Resource Centers (Local)

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

Budget: $770,664

Project Number: **11-02-03 (CR) (402)**
Project Title: **CPS Survey (DTS)**

Project Description
This task provides funds for DTS for hotel and per diem for DTS employees to conduct child passenger safety (CPS) surveys.

Budget: **$5,000**

Project Number: **11-02-05 (OP) (402)**
Project Title: **Evaluation Project (Local)**

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

Budget: **$85,467**

Project Number: **11-02-11 (OP) (402)**
Project Title: **CIOT Safety Belt Survey (DTS)**

Project Description
This task provides funds for DTS for hotel and per diem for DTS employees to conduct safety belt surveys after the Click It or Ticket mobilization in May 2010.

Budget: **$5,000**

Project Number: **11-02-12 (OP) (402)**
Project Title: **Sports Marketing (Local**

Project Description
This task provides funds for the Alliance Sports Marketing to assist DTS with outreach through partner development at 14 baseball parks in Illinois. Staff will interact with local fans at the ballparks through a “You’ve Been Ticketed” promotion.

Budget: **$35,000**

Project Number: **11-02-14 (OP) (402)**
Project Title: **Click It or Ticket PI&E Materials (DTS)**

Project Description
This task provides funds for DTS to produce and develop Click It or Ticket public information and education materials (PI&E) for distribution at schools and events.

Budget: **$100,000**

Project Number: **11-02-15 (OP) (402)**
Project Title: **Phone Surveys (Local)**

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

Budget: **$91,295**

Project Number: **11-03-05 (PM) (402)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for paid media in support of the Holiday Mobilization in December 2010, July 4th Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2011.

Budget: **$2,085,000**

Project Number: **11-16-01 (K4PM) (406)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for paid media in support of the Click It or Ticket Thanksgiving Mobilization in November 2010, Distracted Driving and the National Enforcement Click It or Ticket Mobilization during May 2011. This task also includes funds for the creative advertising agency and media buyer to place advertising spots during the Click It or Ticket, Distracted Driving and Impaired Driving campaigns.

Budget: **$1,455,000**

Project Number: **11-21-03 (K3) (2011)**
Project Title: **Child Passenger Safety Seat Project (CPS) (Local)**

Project Description
This task provides funds for 36 local agencies to implement a child passenger safety seat project in their communities. The goals of the programs are to make CPS seats available to families in need, demonstrate correct use of safety seats available to families in need and to instruct parents that safety seats must be on each trip in a vehicle to be effective.

Budget: **$450,082**

Project Number: **11-21-04 (K3) (2011)**
Project Title: **CPS Seats (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety seats in FY 2011.

Budget: **$10,000**

Project Number: **11-21-05 (K3) (2011)**
Project Title: **Keep Kids in Safe Seats (KISS) (SOS Drivers)**

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

Budget: **$57,000**

Project Number: **11-21-06 (K3) (2011)**
Project Title: **CPS Seats (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety public information and education materials for distribution at car seat checks, fairs and trainings in FY 2011.

Budget: **$50,000**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-02-01	Sports Marketing Coordinator (DTS)	$ 154,500	402
11-02-02	OPRC (Local)	$ 770,664	402
11-02-03	CPS Survey (DTS)	$ 5,000	402
11-02-05	UIS Evaluation (Local)	$ 85,467	402
11-02-11	Safety Belt Surveys (DTS)	$ 5,000	402
11-02-12	Sports Marketing (Local)	$ 35,000	402
11-02-14	CIOT PI&E (DTS)	$ 100,000	402
11-02-15	Phone Surveys (Local)	$ 91,295	402
11-03-05	Paid Media (DTS)	$ 2,085,000	402
11-16-01	Paid Media (DTS)	$ 1,455,000	406
11-21-03	CPS Projects (Local)	$ 450,082	2011
11-21-04	CPS Seats (DTS)	$ 10,000	2011
11-21-05	KISS (SOS)	$ 57,000	2011
11-21-06	CPS PI&E (DTS)	$ 50,000	2011
402 Total		$ 3,331,926	
406 Total		$ 1,455,000	
2011 Total		$ 567,082	
Total All Funds		$ 5,354,008	

PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

Problem Statement

Statewide

- In 2009, there were 111 pedestrian fatalities and of the 5,231 injured, 1,030 suffered “A” injuries.
- In 2009, there were 20 pedalcyclist fatalities and of the 3,123 injured, 410 suffered “A” injuries.

Chicago

- In 2009, there were 34 pedestrian fatalities and of the 3,159 injured, 503 suffered “A” injuries.
- In 2009, there were 6 pedalcyclist fatalities and of the 1,401 injured, 165 suffered “A” injuries.

Overview

Between 2005 and 2009, the groups which had the highest percentage of pedestrian-related A-injuries and fatalities were males aged 0 to 8 and males aged 9 to 15. The group with the second highest percentage of pedestrian-related A-injuries and fatalities were females aged 0 to 8 and females aged 9 to 15. (Refer to Table 4)

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

Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	1391	307	22.1%
	9 to 15	1970	459	23.3%
	16 to 20	6447	336	5.2%
	21 to 34	13880	757	5.5%
	35 to 64	18002	1413	7.8%
	65+	3576	323	9.0%
Female	0 to 8	1080	162	15.0%
	9 to 15	1727	299	17.3%
	16 to 20	5881	274	4.7%
	21 to 34	9933	496	5.0%
	35 to 64	14262	903	6.3%
	65+	3723	335	9.0%
Total		**81,872**	**5,994**	**7.3%**

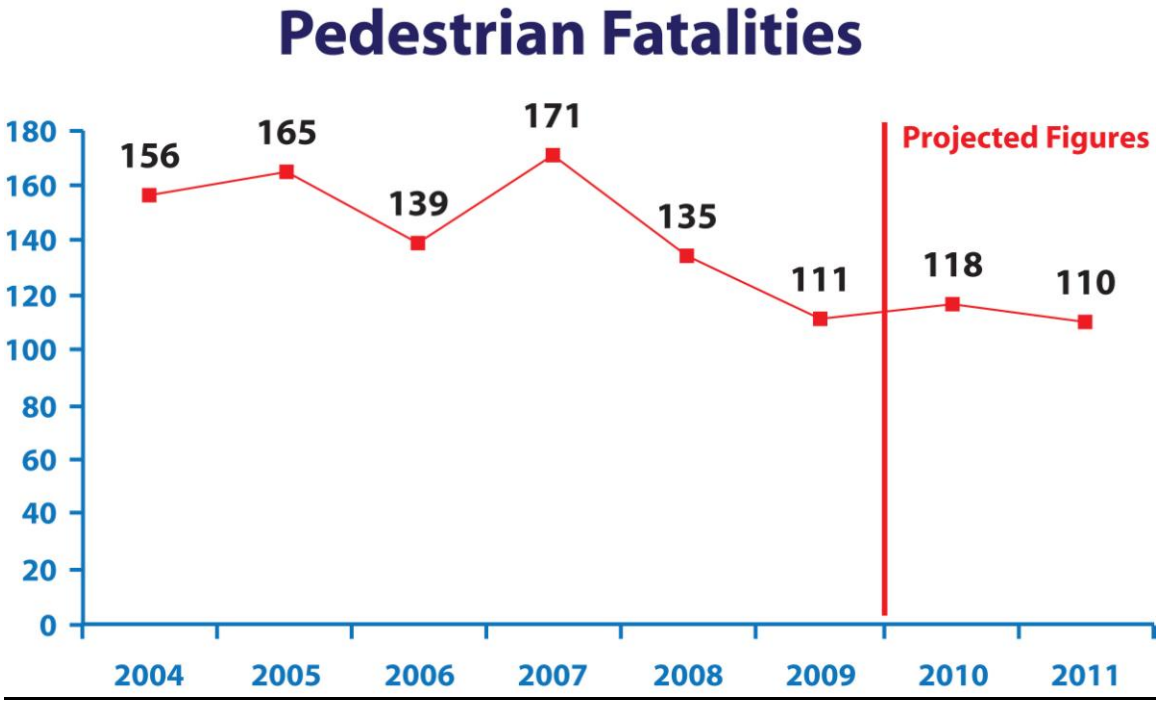
- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. (Refer to Table 5)

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

Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Pedalcycle A-Injuries & Fatalities	% Pedalcycle-related A-Injuries & Fatalities
Male	0 to 8	1391	106	7.6%
	9 to 15	1970	406	20.6%
	16 to 20	6447	178	2.8%
	21 to 34	13880	340	2.4%
	35 to 64	18002	629	3.5%
	65+	3576	74	2.1%
Female	0 to 8	1080	24	2.2%
	9 to 15	1727	121	7.0%
	16 to 20	5881	57	1.0%
	21 to 34	9933	137	1.4%
	35 to 64	14262	135	0.9%
	65+	3723	14	0.4%
Total		**81,872**	**2,180**	**2.7%**

Program Goals

Goal: To reduce the statewide number of pedestrian fatalities from the 2004 level of 156 to 110 by December 31, 2011.



Pedestrian and Pedalcycle Program Overview

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

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

With these activities in mind the HSP Committee approved two local projects with the Chicago Department of Transportation (CDOT) to implement a pedestrian and bicycle safety program. DTS will continue to be involved with the Chicago Mayor's Bicycle Advisory Committee and the Chicago Mayor's Pedestrian Advisory Committee. These advisory committees consist of advocacy groups, various state agencies, design engineers and special interest organizations.

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

Research and Training Efforts:

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

Enforcement Efforts:

- Stage enforcement campaigns city-wide, focusing on areas with the highest crash rates in Chicago, reaching an estimated 1,000 motorists.
- Work with the Chicago Police Department to focus particularly dangerous and illegal behaviors, such as failure to stop at red lights, riding against traffic on busy streets and excessive speed on crowded multi-use trails.
- Train Chicago Police Officers on the importance of protecting bicyclists and pedestrians and reporting crashes accurately.
- The Chicago Bicycle Safety Initiative will partner with the Chicago Police Department, the Chicago Department of Revenue and local alderman to enforce motorists' traffic violations that endanger cyclists.
- Plan and conduct crosswalk enforcements (ticketing drivers who fail to yield to a pedestrian in a crosswalk).

Creating Safe Behaviors:

- The Bicycling Ambassadors program will educate more bicyclists and motorists about safe and responsible road use.
- Expand the Junior Ambassadors program, in partnership with the Chicago Park District.
- Train drivers of commercial vehicles (e.g., taxis, CTA buses, trucks) to share the road with bicyclists and pedestrians through institutionalizing a training program with new taxi drivers. CDOT's goal is to conduct trainings to businesses that employ professional drivers, including taxi associations and charter bus companies.
- The Safe Routes for Seniors project aims to help seniors identify ways to improve their safety while walking.
- The Safe Routes Ambassadors will provide in-class pedestrian and bicycle safety lesson to Chicago public school students.

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

The primary objective of the 2011 Chicago Police Crosswalk Enforcement Initiative is to reduce the number of pedestrian-vehicle crashes throughout the city of Chicago by publicizing and upholding pedestrian safety laws. The purpose of the Crosswalk Enforcement Initiative is to change behavior of the motorists in Chicago by enforcing existing crosswalk yielding laws and obtaining media publicity.

Pedestrian and Pedalcycle Program Strategies

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

Pedestrian and Pedalcycle Project Task

Project Number: 11-12-02 (PS) (402)
Project Title: Bicycle/Pedestrian Safety (Local)

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

Budget: $303,339

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-12-02	Bicycle/Pedestrian Safety (Local)	$ 303,339	402
402 Total		$ 303,339	
Total All Funds		$ 303,339	

PLANNING AND ADMINISTRATION, MANAGEMENT AND EVALUATION PROGRAM AREA

Program Goal

Goal: To fund 18 DTS employees with highway safety funds to implement and manage highway safety programs in Illinois.

Planning and Administration, Management and Evaluation Overview

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

Planning and Administration, Management and Evaluation Project Tasks

Project Number: 11-01-01 (PA)
Project Title: Planning and Administration (DTS)

Project Description
This task provides funds to support 50 percent of the cost of 18 person's time for planning and administration purposes in the NHTSA program. The following positions are authorized to charge time in the P&A area: Deputy Director, State Agency Project Administrator, Assistant to the Deputy Director, Executive Secretary III, three Safety Issues Analyst, Staff Assistant, Bureau Chief of Safety Programs and Administrative Support, Acting Administrative Support Section Manager, Evaluation Unit Manager, Mathematical Evaluator, Finance Unit Manager, Claims Specialist, Exhibits Section Manager, Exhibition Specialist and two Display and Exhibition Specialists. Travel costs incurred by the Director Division of Traffic Safety and appropriate staff may also be charged to P&A for attendance at NHTSA/NAGHSR meetings and/or program management training.

Budget: $750,000

Project Number: **11-02-06 (402)**
Project Title: **DTS Travel (DTS)**

Project Description
This task provides funds for DTS staff to conduct and attend monitor visits for project implementation, attend highway safety-related meetings and attend in-state conferences.

Budget: **$20,000**

Project Number: **11-02-07 (OP) (402)**
Project Title: **Project Management and Evaluation (Occupant Protection)**

Project Description
This task provides funds to support 20 percent of the costs of 18 persons who will develop, monitor and evaluate the projects to be initiated in response to the occupant protection safety problem.

Budget: **$300,000**

Project Number: **11-03-01 (AL) (402)**
Project Title: **Project Management and Evaluation (Alcohol) (DTS)**

Project Description
This task provides funds to support 15 percent of the costs of 18 persons who will develop, monitor and evaluate the projects to be initiated in response to the impaired driving/traffic safety problem.

Budget: **$225,000**

Project Number: **11-04-06 (PT) (402)**
Project Title: **Project Management and Evaluation (Police Traffic Services)**

Project Description
This task provides funds to support 10 percent of the costs of 18 persons who will develop, monitor and evaluate the projects which are classified in the Police Traffic Services emphasis area problem.

Budget: **$150,000**

Project Number: **11-05-05 (TR) (402)**
Project Title: **Project Management and Evaluation (Traffic Records) (DTS)**

Project Description
This task provides funds to support 3 percent of the costs of 18 persons who will develop, monitor and evaluate the projects which are classified in the Traffic Records emphasis area problem.

Budget: **$45,000**

Project Number: **11-06-01 (EM) (402)**
Project Title: **Project Management and Evaluation (EMS) (DTS)**

Project Description
This task provides funds to support 2 percent of the costs of 18 persons who will develop, monitor and evaluate the projects which are classified in the Emergency Medical Services (EMS) emphasis area problem.

Budget: **$30,000**

Project Number: **11-24-01 (HE) (154)**
Project Title: **Hazardous Elimination Projects (DOH)**

Project Description
This task provides funds for IDOT's Division of Highways to complete six highway safety projects utilizing the Section 154 transferred obligation authority.

Budget: **$9,355,432**

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

Project Number	Project Title	Budget	Budget Source
11-01-01	Planning & Administration (DTS)	$ 750,000	402
11-02-06	DTS Travel (DTS)	$ 20,000	402
11-02-07	Management & Evaluation (DTS)	$ 300,000	402
11-03-01	Management & Evaluation (DTS)	$ 225,000	402
11-04-06	Management & Evaluation	$ 150,000	402
11-05-05	Management & Evaluation (DTS)	$ 45,000	402
11-06-01	Management & Evaluation (DTS)	$ 30,000	402
11-24-01	Hazardous Elimination Projects (DOH)	$ 9,355,432	154 HE
402 Total		$ 1,520,000	
154 HE Total		$ 9,355,432	
Total All Funds		$10,875,432	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

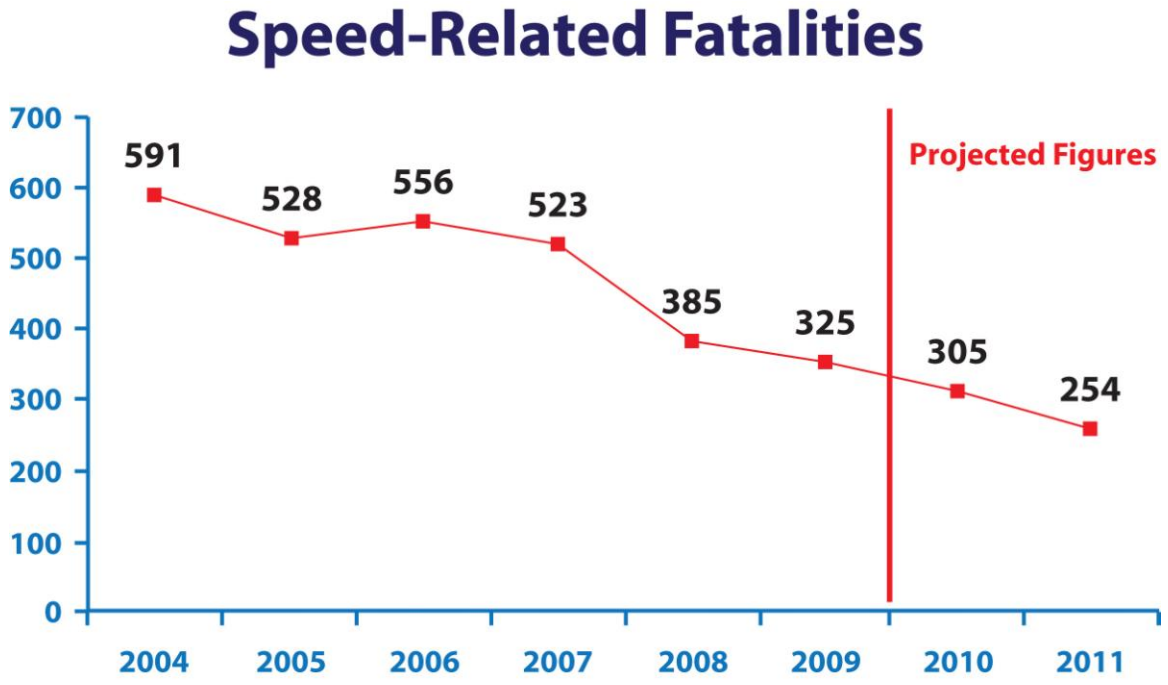
- In 2009, a total of 325 fatalities were a result of speed-related crashes, 36 percent of the total fatalities in Illinois.
- The groups which had the highest percentage of A-injuries and fatalities due to speed were males aged 16 to 20, males aged 21 to 34 and females aged 16 to 20. Since males aged 16 to 34 are more prone to speed excessively, it is not surprising that this group is more prone to A-injuries and fatalities due to speed. Females aged 16 to 20 are inexperienced drivers who would be more prone to be involved in car crashes due to excess speed. (Refer to Table 6)

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

Gender	Age Group	Total A-Injuries & Fatalities (2005-2009)	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	1391	350	25.2%
	9 to 15	1970	457	23.2%
	16 to 20	6447	2308	35.8%
	21 to 34	13880	4566	32.9%
	35 to 64	18002	5117	28.4%
	65+	3576	787	22.0%
Female	0 to 8	1080	296	27.4%
	9 to 15	1727	481	27.9%
	16 to 20	5881	1948	33.1%
	21 to 34	9933	3097	31.2%
	35 to 64	14262	4183	29.3%
	65+	3723	798	21.4%
Total		**81,872**	**24,388**	**29.8%**

Program Goal

Goal: To reduce the statewide speed-related fatalities from the 2004 level of 591 to 254 by December 31, 2011.



Police Traffic Services Program Overview

During FY 2011, DTS will continue to direct resources toward occupant protection and impaired driving 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 and reduce impaired driving. In FY 2011 DTS consolidated the three local law enforcement programs into one titled Sustained Traffic Enforcement Program (STEP). STEP grants focuses sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. In addition to regularly scheduled patrols, all grantees are required to participate in state and national Click It or Ticket (CIOT) mobilizations.

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

Impaired Driving Enforcement

Enforcement efforts are to be conducted during the time of day and days of the week when alcohol-related crashes occur most frequently. DTS has seven types of eligible enforcement activities: saturation patrol operations, overt operations targeting youth parties, covert operations, mobilization enforcement, DUI strike force, sustained DUI enforcement and flexible roadside safety checks.

Illinois continues to implement high-visibility impaired driving enforcement campaigns with local and state enforcement agencies. All impaired driving enforcement projects are required to conduct a minimum of four nights of enforcement (RSCs, Flexible RSCs or Saturation Patrols) on four separate dates for the Labor Day Crackdown campaign. The impaired driving crackdown is a comprehensive campaign featuring high-visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. All FY 2011 impaired driving crackdown enforcement periods will include safety belt patrols from 11 pm to 6 am in addition to impaired driving enforcement. The Illinois State Police (ISP), through its Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects. The Illinois Department of Natural Resources (IDNR) will continue to conduct an Alcohol Countermeasures project in the state parks. This project will have officers monitor motor vehicles on listed IDNR sites for traffic violations, concentrating their efforts on DUI and other alcohol-related violations. DTS will continue a strong emphasis on enforcement with state and local law enforcement agencies. DTS's local law enforcement projects provide another avenue to deliver the impaired driving enforcement component. DTS provides funding for the following local law enforcement impaired driving projects:

1. Local Alcohol Program (LAP) – encompasses all of the interrelated countermeasures required to produce a significant impact on a local community's impaired driving problem, including task force formation, enforcement, public information and education.
2. Sustained Traffic Enforcement Program (STEP) – designed to reduce DUI though hire back enforcement. This project provides special enforcement for the "You Drink & Drive. You Lose". Enforcement details during the Christmas/New Years, St. Patrick's Day, Independence Day and Labor Day.

Occupant Protection Enforcement

In FY 2011 DTS consolidated three local law enforcement programs into one titled Sustained Traffic Enforcement Program (STEP). STEP grants will help Illinois maximize the effect of sustained, stepped-up, year-long traffic enforcement. STEP focuses sharply on specific times of the year and also on specific times of the day when data show alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. Paired with a strong media effort during each enforcement period, the combined impaired driving and safety belt enforcement will make further positive impact on reducing serious injuries and fatalities on our state's roads. Another intended outcome of STEP is to bring impaired driving and safety belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night safety belt usage rates.

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

DTS also funds occupant protection enforcement grants with state agencies. The Illinois State Police will provide traffic enforcement on interstate and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings. In FY 2011, DTS will fund the following occupant protection state agency enforcement projects:

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

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

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

Law Enforcement Liaison

DTS will continue to fund eight Law Enforcement Liaisons (LELs) in FY 2011. The goal of the LELs is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of impaired driving issues. The LELs are responsible for overseeing and managing numerous local law enforcement projects as well as organizing media events for the impaired driving and occupant protection campaigns and assisting in the Operation Teen Safe Driving program.

Training

The DTS will provide federal highway safety funds to the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. In FY 2011, additional NHTSA approved training classes have been added to the section 402 and 410 project agreements with the ILETSB. The ILETSB has 16 mobile team units (MTU's) to provide in-service law enforcement training to area law enforcement officers. The MTU's provide training opportunities that are available, accessible and affordable to local law enforcement officers.

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

Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Sustained Traffic Enforcement Program (STEP) and Local Alcohol Program (LAP).
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 15–29, 2010 and May 16–30, 2011)
- Continue to fund eight Law Enforcement Liaisons.
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sTEP) and OREP projects.
- Explore innovative enforcement strategies with local and state agency law enforcement agencies (i.e. night-time safety belt enforcement zones and flexible RSCs).
- Continue to conduct high-visibility enforcement campaigns.
- Continue full scale, impaired driving mobilization enforcement efforts utilizing local and state law enforcement agencies during the Fourth of July and Labor Day holidays. Full scale mobilization efforts include paid media and earned media supporting the enforcement. Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Alcohol Countermeasures (IDNR) and Sustained Traffic Enforcement Program (STEP).
- To continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July). These smaller mobilization efforts include earned media activities.
- Continue to coordinate sustained enforcement and paid media campaigns around pre-selected impaired driving periods (i.e. Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Fourth of July).
- Continue to provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) 16 mobile training units.
- Add nighttime belt enforcement to impaired driving crackdowns focusing both enforcement and messaging on the deadly 11 pm-6 am timeframe.
- DTS will hold two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2010 and the May 2011 Click It or Ticket mobilization.

Police Traffic Services Project Tasks

Project Number: **11-02-08 (OP) (402)**
Project Title: **Law Enforcement Liaison Program (Local)**

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

Budget: **$602,588**

Project Number: **11-03-02 (AL) (402)**
Project Title: **Driving Under the Influence-Enforcement (DUIE) (ISP)**

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

Budget: **$987,000**

Project Number: **11-03-04 (AL) (402)**
Project Title: **Law Enforcement Liaison Program (Local)**

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

Budget: **$602,588**

Project Number: 11-04-01 (PT) (402)
Project Title: Police Traffic Training (ILETSB)

Project Description

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

In FY 2011, the following NHTSA approved courses will be offered on a statewide basis:

- Bicycle and Pedestrian Safety
- Child Passenger Safety for Law Enforcement
- Child Safety Seat Technician
- Conducting Complete Traffic Stops
- Crash Investigation or Reconstruction (Northwestern or IPTM)
- Emergency Medical Dispatch (in accordance with Illinois law)
- Enhancing Bicycle safety: Law Enforcement's Role
- Event Data Recorder
- First Responder Medical
- Getting the Word Out: Traffic Safety Messaging for Patrol Officers
- Law Enforcement Driver Training Reference Guide
- Law Enforcement Public Information Workshop
- LIDAR Speed Measurement
- Motorcycle Enforcement Training
- National Standardized Child Passenger Safety Technician Certification Training
- National Standardized Child Passenger Safety Technician Recertification
- Older Driver Law Enforcement Course
- Pursuit Policy Workshop
- Pursuit Seminar for Law Enforcement Driver Trainers
- Radar Operator Training
- Speed Management Facilitator
- Speed Measuring Device Operator Training
- Traffic Occupant Protection Strategies (TOPS)
- Traffic Strategies for Law Enforcement
- VASCAR Speed Measurement
- Youth Traffic Safety Enforcement

Budget: $47,500

Project Number: **11-04-02 (PT) (402)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

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

Budget: **$2,955,041**

Project Number: **11-04-05 (PT) (402)**
Project Title: **Special Traffic Enforcement Program (sTEP) (ISP)**

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

Budget: **$925,800**

Project Number: **11-04-07 (PT) (402)**
Project Title: **Illinois Traffic Safety Challenge (Local)**

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

Budget: **$134,419**

Project Number: **11-04-09 (PT) (402)**
Project Title: **Motorcycle Patrol Unit Project (ISP)**

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

Budget: **$229,100**

Project Number: **11-04-10 (402)**
Project Title: **Mobilization Equipment (DTS)**

Project Description
This task provides funds for DTS to purchase equipment for law enforcement agencies who participated in the May 2011 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: **$140,000**

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

Project Description
This task provides funds for DTS to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2010, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2011 Click It or Ticket National Enforcement mobilization.

Budget: **$20,000**

Project Number: **11-13-04 (K8) (410)**
Project Title: **Alcohol Countermeasures (IDNR)**

Project Description
This task provides funds for the Illinois Department of Natural Resource's, Department of Police to conduct hireback enforcement patrols to intercept and arrest drivers who are under the influence of alcohol at state parks and launch ramps.

Budget: **$191,100**

Project Number: 11-13-06 (K8) (410)
Project Title: Alcohol-Police Traffic Training (ILETSB)

Project Description

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

In FY 2011, the following NHTSA approved courses will be offered on a statewide basis:

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

Budget: $166,300

Project Number: **11-13-08 (K8) (410)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

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

Budget: **$2,303,852**

Project Number: **11-13-11 (K8) (410)**
Project Title: **Alcohol Countermeasures Enforcement (ACE) (ISP)**

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

Budget: **$1,299,300**

Project Number: **11-13-12 (K8) (410)**
Project Title: **Local Alcohol Project (LAP) (Local)**

Project Description
This task provides funds for 18 local law enforcement agencies to conduct comprehensive DUI countermeasure activities. These projects will include task forces, enforcement, public information and education, prevention/youth efforts and strike force.

Budget: **$2,601,361**

Project Number: **11-16-02 (PT) (406)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

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

Budget: **$80,000**

Project Number: **11-19-01 (K2) (405)**
Project Title: **Occupant Restraint Enforcement Project (OREP) (ISP)**

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

Budget: **$1,000,400**

Project Number: **11-19-02 (K2) (405)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

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

Budget: **$200,000**

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-02-08	LEL (Local)	$ 602,588	402
11-03-02	DUIE (ISP)	$ 987,000	402
11-03-04	DUI LEL (Local)	$ 602,588	402
11-04-01	Police Traffic Training (ILETSB)	$ 47,500	402
11-04-02	STEP (Local)	$ 2,955,041	402
11-04-05	STEP (ISP)	$ 925,800	402
11-04-07	Awards (Local)	$ 134,419	402
11-04-09	MC Patrol Unit (ISP)	$ 229,100	402
11-04-10	Mobilization Equipment (Local)	$ 140,000	402
11-04-11	Mobilization Luncheons (DTS)	$ 20,000	402
11-13-04	Alcohol Countermeasures (IDNR)	$ 191,100	410
11-13-06	Alcohol-PTT (ILETSB)	$ 166,300	410
11-13-08	STEP (Local)	$ 2,303,852	410
11-13-11	ACE (ISP)	$ 1,299,300	410
11-13-12	LAP (Local)	$ 2,601,361	410
11-16-02	STEP (Local)	$ 80,000	406
11-19-01	OREP (ISP)	$ 1,000,400	405
11-19-02	STEP (Local)	$ 200,000	405
402 Total		$ 6,644,036	
405 Total		$ 1,200,400	
406 Total		$ 80,000	
410 Total		$ 6,561,913	
Total All Funds		$12,071,297	

TEEN INITIATIVE PROGRAM AREA

Problem Statement

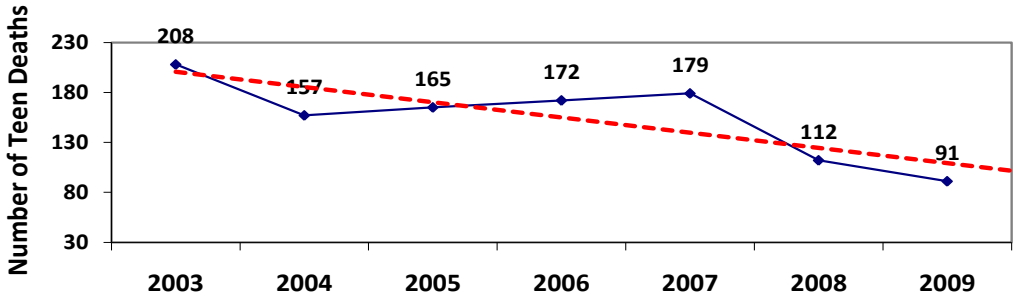
- Nationally, teen drivers are involved in approximately 20 percent of all motor vehicle crashes.
- Males aged 16 to 20, males aged 21 to 34, and females aged 16 to 20 have the highest percentage of A-injuries and fatalities due to speed.
- Young drivers and passengers accounted for a disproportionate number of all motor vehicle fatalities, as they represented 847,866 (7.0%) of all 8,260,940 licensed drivers but over 12 percent of total motor vehicle-related fatalities. Table 7 shows that although the actual number and percent motor vehicle-related teen deaths have declined significantly during the last few years, they still represent a high risk group in fatal and injury crashes.

Table 7: Motor Vehicle Occupant and Motorcyclist Fatalities by Age Group, 2003 - 2009 - Illinois

Year	16 - 20	Total	Percent Fatalities
2003	208	1245	16.7%
2004	157	1174	13.4%
2005	165	1168	14.1%
2006	172	1084	15.9%
2007	179	1052	17.0%
2008	112	876	12.8%
2009	91	779	11.7%

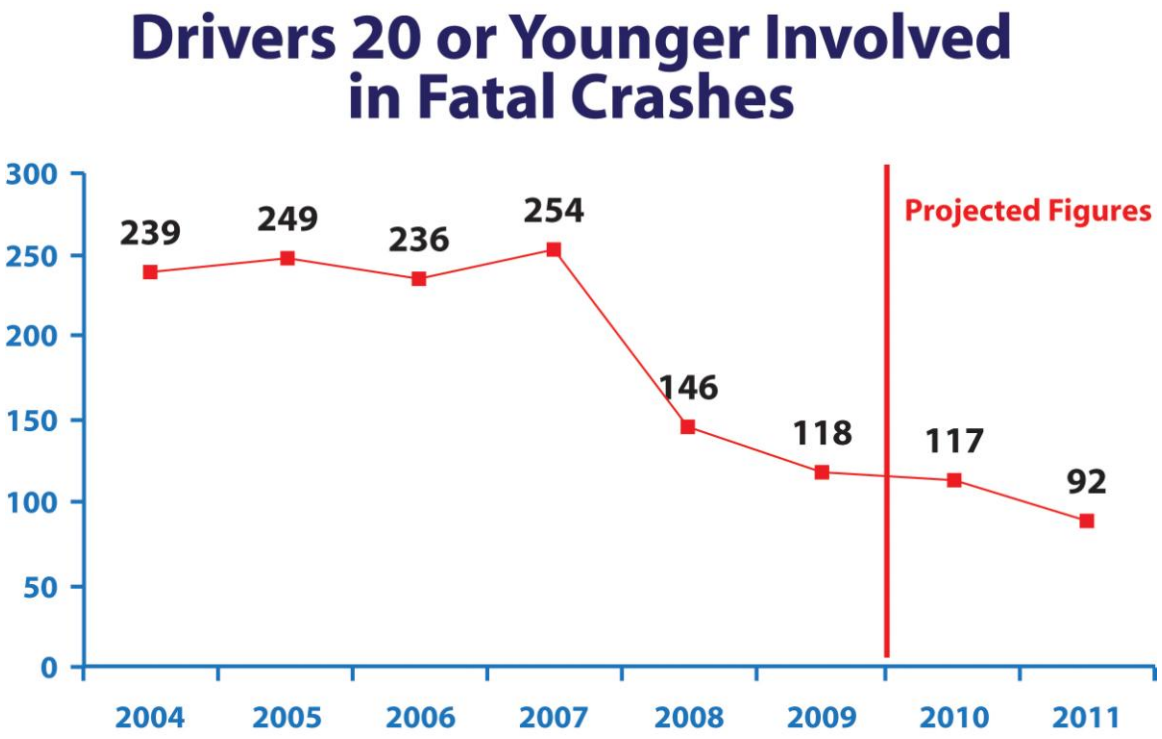
- A graphic presentation of the younger drivers and passengers who were fatally injured is displayed in Figure 8.

Table 8: Number of Teen Deaths in Illinois: 2003-09



Program Goal

Goal: To reduce the total number of drivers 20 years old or younger who are involved in fatal crashes from the 2004 level of 239 to 92 by December 31, 2011.



Teen Initiative Overview

Program Tasks

Program tasks for the teen initiative are covered by numerous task covered throughout the FY 2011 HSPP. These tasks incorporate other areas of interest for DTS, i.e. occupant protection, impaired driving, outreach, education, etc. The following tasks are:

- Occupant Protection Resource Centers - #11-02-02
- CIOT Public Information & Education - #11-02-14
- Paid Media - #11-03-05 and #11-16-01
- Operation Straight ID #11-13-02
- Impaired Driving Public Information & Education - #11-13-07
- Local Alcohol Program - #11-13-12
- Operation Teen Safe Driving - #11-21-08

Operation Teen Safe Driving

IDOT/DTS will continue to fund the Operation Teen Safe Driving (OTSD) peer-led initiative statewide. In the spring of 2007, OTSD was launched in rural Tazewell County after statistics showed that automobile crashes took 15 teen lives in 15 consecutive months. In the 4 years since Operation Teen Safe Driving was implemented there have been no additional teen fatalities in Tazewell County.

After the success in rural Tazewell County, the Ford Motor Company Fund and the Governors Highway Safety Association agreed to team up, once again, with the IDOT/DTS and The Allstate Foundation, to take this lifesaving program statewide in 2008. DTS' mission is to provide the initiative and resources required to challenge the creativity of Illinois teens to develop and implement community-based programs to reduce fatalities and injuries due to traffic crashes among their peers.

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

The top five (5) schools from each region are invited to attend the Ford Motor Company Fund Driving Skills for Life, Ride and Drive event. Students receive behind the wheel training from professional drivers on four separate courses demonstrating critical driving skills. The events are held at US Cellular Field in Chicago and the Abraham Lincoln Capital Airport in Springfield. Areas in which the students have an opportunity to learn improved driving skills and included Hazard Recognition/Accident Avoidance, Vehicle Handling/ Skid Control, Speed/Space Management and fatal vision goggles.

Underage Prevention Program

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

IDOT/DTS will continue to fund the CHOICE/IDOT Task Force in the Metro-East (suburban St. Louis) area of Illinois. This task force will be comprised of local prevention experts that work on a grass roots, underage, impaired driving program called "You Ride, You Decide" in this heavily-populated area of the state. Seventeen local high schools were involved in FY 2010, implementing safe driving programs in their respective schools to reduce crashes and fatalities by emphasizing the importance of good decision-making involving alcohol use/driving. In addition, the task force is working on reinvigorating the BACCHUS (Boost Alcohol Consciousness Concerning the Health of University Students) chapter on the campus of Southwestern Illinois College.

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

The Education Committee will provide public information and educational prevention activities aimed at reducing the incidence of drinking and driving.

The Chicago Public Schools (CPS) will continue to implement a program to educate students about the importance of motor vehicle safety. CPS purpose is to provide a welcoming, realistic, fun and educational environment that inspires and enables students to be self-reliant and well-informed of motor vehicle safety, current laws and life choices. CPS is planning on six major collaborative events with local and national safety organizations. Each collaborative event will include all the students from grades 9-12 of the school. These events will not only provide students with an educational experience but an opportunity to see how choices and decisions they make can have an adverse effect on their future. These events will be strategically planned and coordinated per school region to have an enormous impact on the students and the communities.

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

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

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

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

- High School DUI (Grades 9-12) – educates teens about critical decisions they will make regarding drinking and driving and the implications of those decisions for their driving privileges, their lives and the lives of their friends. Includes information about the "Use It & Lose It" zero tolerance law and the Graduated Driver Licensing (GDL) System in Illinois.

- Middle School Traffic Safety (Grades 9-12) – traffic safety messages include bicycle and pedestrian safety, alcohol awareness and drinking and driving and the importance of wearing a safety belt. Designed to encourage and reinforce the importance of making responsible choices and the consequences of those choices.

- Victim Impact Program (recommended for Grades 9-12) – Dionne Brown was a victim of DUI crash that occurred several years ago. The crash left her confined to a wheelchair and only permits her to speak with the aid of a computer device. She tells a compelling, first-hand story of what can happen when someone makes an unwise decision to drink and drive.

Teen Initiative Strategies

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

TRAFFIC RECORDS PROGRAM AREA

Problem Statement

- Timely, accurate, complete, consistent, accessible and integrated crash-related databases.

Program Goals

Goal: Provide better data that is absolutely essential to reducing the human and economic cost of motor vehicle crashes.

Goal: Improve agency-specific data systems through identifying an information gathering process that includes interviews, technical group sessions and systems analysis.

Traffic Records Overview

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

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

1. **CODES Grant at DTS**

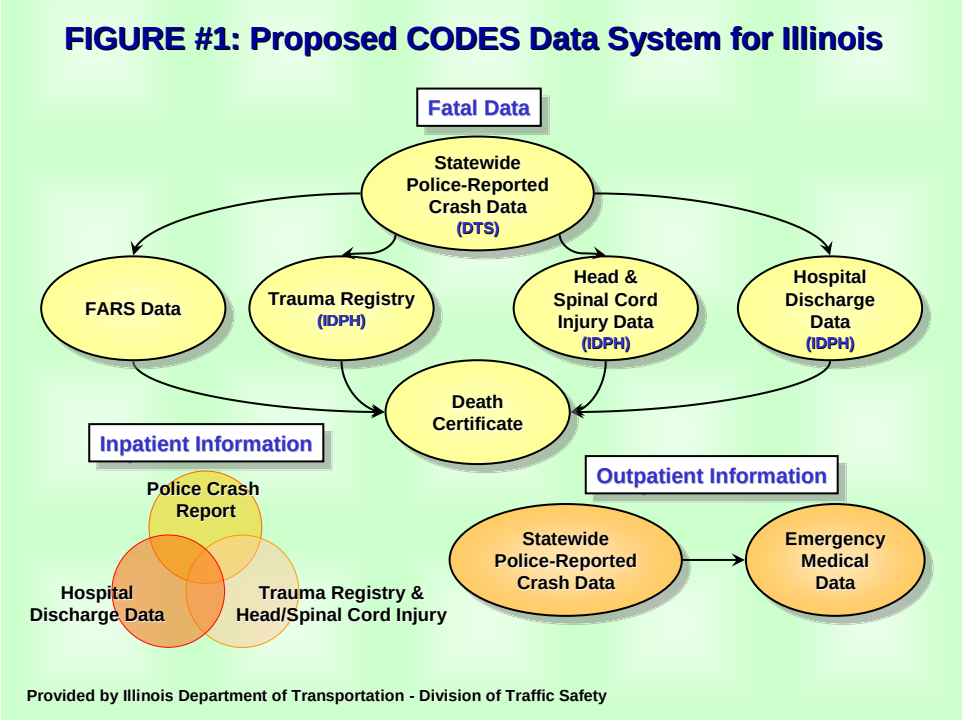
The National Highway Safety Administration (NHTSA) awarded DTS $281,000 to develop a CODES (Crash Outcome Data Evaluation System) program in Illinois. This project is based on collaboration between DTS and the Illinois Department of Public Health (IDPH). Under this grant, DTS will link existing traffic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

Currently, the crash database, as well as a few small local databases, citation data, limited health care data and the exposure data (population and vehicle miles of travel), are used to identify traffic safety problems and evaluate the highway safety programs and projects. The Evaluation Unit within DTS is responsible for problem identifications, developing highway safety goals and objectives and evaluating highway safety programs and projects.

Unfortunately, the current databases DTS uses to identify its highway safety problems and evaluate the existing highway safety goals and objectives are limited since the crash database does not contain the true outcome data, such as medical and financial items. By linking each person identified on the police crash report that is injured to one or more medical records will provide a rich new source on outcomes. The linked data allows for identification of specific types of injuries (head, neck, lower extremity and upper extremity), severity of injury (required hospitalization), cost of injury (hospital charges), payment source (Private, Medicare, Medicare and uninsured) and medical system response (EMS response time, transfer, hospitalized). In addition, the linked data will allow us to identify the main data issues and try to improve overall quality of traffic safety-related databases. Based on the information and data provided by those states that have linked their databases, the linked database also will provide legislators additional information for traffic safety-related issues, such as alcohol, safety belt and helmet use.

Proposed Data Linkage Model

Figure #1 shows the original data linkage model that we proposed to implement using the existing databases.



For information on the CODES project visit our website at http://www.dot.il.gov/trafficsafety/IRTCC.html or contact Mehdi Nassirpour at Mehdi.nassirpour@illinois.gov.

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

- Conduct statewide quality review of the 2007-2008 DTS crash database to identify database changes and trend key data elements since the implementation of CIS upgrade.
- Build upon the current web-based reporting system by adding subsequent years of data from five statewide databases.
- Update 12 “Quick Facts” reports containing crash-related information.
- Provide support to the current CODES project at DTS.
- Promote web-based data reporting system and traffic safety reports to other state agencies.

3. **MCR Project at IDOT—**the Mobile Crash Reporting program is being transitioned into the Electronic Crash and Citations Reporting (ECCR) project. The ECCR project is a new automated system which is envisioned to be implemented by IDOT/DTS in FY 2011 to enable law enforcement agencies to enter and submit crash and citation data electronically in lieu of paper reports. This will reduce the time involved in the reporting process and improve data quality.

4. **Safety Analyst Package--**is a software package that provides state-of-the-art analytical tools for use in the decision-making process to identify and manage a highway safety program of site-specific improvements to enhance highway safety by cost-effective means. This software is available to all states that participated in this study as of July 2009. Since the state of Illinois participated in this pooled-fund study four years ago, it will be one of the states where the Safety Analyst research team will conduct beta testing using state-specific crash and roadway data. The Bureau of Information Processing (BIP) has completed the data conversion of the last four years of the linked crash and roadway data to develop site-based data and test the first three modules of the SafetyAnalyst package using a sample of a few counties. For more information on this project, refer to the following site http://www.safetyanalyst.org.

5. **Local Crash Location Program--**This project is designed to locate crashes involving fatalities, A injuries on the county, municipal and township highways from 2005-2009 using coordinates in order to spatially locate the crashes. This project will provide complete, accurate and uniform crash data in GIS for local agencies in order to evaluate safety issues involving their highways. Once the data is collected by the local agencies or municipal planning organizations, the data will be integrated into the Safety Data Mart and made available through the web-based tool being developed in the Local Safety Services project. A pilot program was done with Tri-County Regional Planning Organization which covers Peoria, Tazewell and Woodford counties. The web-based location tool has been implemented in 70.5 percent of the crashes involving fatalities and A injuries have been entered into the system.

6. **IDOT (Bureau of Information Processing) Current Safety Data Mart Project--** The Safety Data Mart has successfully blended data from the old GAI mainframe system with the data from the new CIS database into one centralized location complete with analysis tools. Ad hoc reporting, standardized reports and pivot table queries are a few of the tasks that can be utilized in the Safety Data Mart. The user also has the choice to select crash locations on a map and then do queries based on the map selection. The Safety Data Mart has been available for the IDOT employees as well as the public.

7. **GIS Applications--The GIS Data Verification Project** was created in 1998 to assist the planning personnel in the District and Central Office who had responsibilities for updating data in the Illinois Highway Information Systems (IRIS, ISISI, IRRIS, and HPMS). The Data Verification Project allows users to review the Roadway, Bridge, Railroad and HPMS inventory and characteristic data from the mainframe system in a graphical view in order to improve the accuracy and completeness of the IHIS data. The IHIS data is linked with the geometry from IDOT's link-node system generating the GIS files that serve as the basis for the GIS road data used throughout the department's GIS applications.

8. **Motor Carrier Project (SafetyNet project)--**DTS has a dedicated bureau that works with the Commercial Vehicle entities. Commercial Vehicles are home to Motor Carrier, Hazmat and Safety Auditors who in turn work with the Illinois State Police Motor Vehicles Division. DTS is the lead agency that works with and disperses the MSCAP Grant Funds FMCSA to monitor Illinois Safetynet data and requires Inspection and Crash statistics.

   - DTS manages the SAFETYNET system, a database management system that allows entry, access, analysis and reporting of data from driver/vehicle inspections, crashes, compliance reviews, assignments and complaints. It is operated at state safety agencies and federal divisions and interfaces with ASPEN, SAFER, MCMIS, and state systems. It is an Oracle-based client-server application that runs on MS Windows servers. All inspections, crashes and census data are uploaded through this office. Safetynet also works with the FARS system regarding commercial vehicles that are involved in fatal crashes on Illinois roadways.

   - SafetyNet Reporting Modules provide many different types of reports that summarize Data Entry Workload, Prioritization, Statistical, Crossover and Upload status reports on the Inspection and Crash reports entered into the Safetynet database.

9. **City of Chicago Crash Data Quality Improvement Project--**The objective of the project is to enhance the quality of the crash data recorded and reported for the city of Chicago. Enhanced training to Chicago Police Department (CPD) and others involved in crash report preparation and procedures will significantly improve crash data quality. Analysis conducted by Office of Emergency Management and Communication, Traffic Management Authority (OEMC-TMA) and the Chicago Department of Transportation (CDOT) has identified incomplete, inconsistent and inaccurate entries during report preparation as one of the primary obstacle in obtaining an accurate understanding of crash data in Chicago. Crash reports are prepared by Chicago Police Officers either at the crash scene or at the police station. With over 140,000 crashes yearly, Chicago crashes represent about one third of all the crashes in the state. Illinois Crash Report SR1050 has more than 100 data fields. The city of Chicago has identified 10 of those fields as the most relevant fields for understanding and analyzing Chicago crashes. Our initial study has shown that over 70 percent of the Chicago crash reports have missing data and about 30 percent of the reports have incorrect information in one of the 10 key fields. Additionally, there is significant inconsistency in reporting intersection related crashes and in street names. Sixteen different variations are used to name one of the major streets; Lake Shore Drive. In an effort to reconcile some of the identified issues, OEMC, CDOT, and CPD would like to develop a training program for Chicago Polices Officers that specifically focuses on the importance of crash data

and opportunities to improve current reporting practices. The city of Chicago proposes to develop a collaborative training program to take place at the Police Academy and within police districts. The following activities are proposed:

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

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

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

11. **Illinois State Police Traffic Crash Reconstruction Program--**The Illinois State Police Traffic Crash Reconstruction Unit currently has 41 certified Traffic Crash Reconstruction Officers (TCROs) who respond to traffic crashes involving serious injury or death. The goal of this project is two-fold:

    - Reconstruction training is needed each year to keep the TCROs current on reconstruction techniques. To accurately calculate speed and impact information, TCROs need to understand new vault formulas and spin analysis equations. Math used in the reconstruction formulas and equations needs to be practiced and tested.
    - Provide specialized equipment to the TCROs to improve crash data recovery. The information that can be recovered during crash reconstruction using the equipment can include safety belt status on the driver and front seat passenger, seat position, longitudinal and lateral delta V, principle direction of force and timing of airbag deployment. The modules provide pre-crash data to include speed prior to impact, braking, throttle position and engine rpm's. Commercial vehicle modules can contain a wealth of information for months prior to the crash. Power train control modules, located in passenger vehicles, can house a variety of information pertaining to vehicle operations prior to the crash.

Racial Profiling

On July 1, 2010 DTS released the 6th annual Racial Profiling Study report. DTS collected data from 970 law enforcement agencies throughout Illinois. These agencies submitted 2,470,554 stops which were then analyzed by the University of Illinois at Chicago. This report was released to the Governor and General Assembly June 2010 and made available to the public July 1, 2010.

The 2009 annual report is available on the following website: http://www.dot.il.gov/trafficstop/results09.html. Additionally, Public Act 96-0658, which was signed into law August 2009, has extended the Racial Profiling Study. All Illinois law enforcement agencies must continue to collect and submit traffic stop data to DTS until July 1, 2015.

Section 408 Application

In June 2007, DTS developed a comprehensive safety data improvement strategic plan for the 408 application which is considered part of the multi-year Statewide Traffic Records plan required by the SAFTEA-LU. In developing the *Illinois Traffic Records Strategic Plan (ITRSP)* Illinois took an important step in establishing the goals, policies and actions that would lead to the development of an efficient and effective system for traffic records improvement Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under the Section 408 grant. The purpose of this document is to provide the Illinois Traffic Records Coordinating Committee (TRCC), DTS and other traffic safety stakeholders of the state of Illinois with a *Strategic Plan for Traffic Records Improvements*. This plan is aimed primarily at actions that the Illinois TRCC can help accomplish through its membership while pursuing the goal of improving traffic records. As such, it touches on the activities of all stakeholder agencies within the state, but it does not represent an attempt to set those agencies' agendas. Rather, it is an attempt to help the TRCC fulfill a broad role of communication, coordination and assistance among collectors, managers and users of traffic records data in Illinois. This plan is based on the 2006 NHTSA Traffic Records Assessment. The assessment was supplemented by information from other documents provided by the state to the project team. The remainder of this document includes sections on the status of the Illinois traffic records system, as well as an overview and details of the strategic plan. The plan includes major goals, objectives and steps to completion, an action item table and a set of Pert charts that graphically illustrate the order and interdependencies of the various steps to completion. This Strategic Plan for Traffic Records Improvement will serve as a road map on how to improve our current traffic safety-related databases and strengthen the focus of our efforts on the factors contributing to the most transportation-related fatalities and injuries and will encourage safety programs and practices that address other significant safety problems. For more information refer to our website at http://www.dot.il.gov/trafficsafety/IRTCC.html.

Traffic Records Program Strategies

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- Continue the implementation of the Mobile Capture and Reporting (MCR) System with Illinois law enforcement agencies.
- Continue to fund the Office of the Secretary of State's Imaging Enhancement and Illinois Department of Public Health's Data Analysis programs.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC) that forges partnership's, assures that all constituents who have a stake in injury/crash reporting are represented; and can facilitate the sharing of traffic records information, address quality issues (timeliness, completeness, accuracy and accessibility) and jointly implement solutions.
- Continue to have the TRCC meet on a quarterly basis.

- Solicit the cooperation of TRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning. System/Geographic Information System (GPS/GIS) user group to include state and local departments and agencies, community stakeholders and organizations and individuals interested in highway-related GPS/GIS applications and continue to fully explore the appropriate use of this technology on a statewide basis to provide for a statewide traffic records system which includes data from all public highways.
- Design and implement an automated, statewide citation/conviction system, using the Cook County citation accountability system as a foundation. (This project is currently being implemented by the Illinois State Police with support from the TRCC and Section 408 funding.)
- Explore using interactive websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.
- Provide a forum for review and comment of traffic records issues within the state of Illinois.
- Review traffic-related data systems and discuss suggested changes to data systems before they are implemented.
- Review the perspectives of organizations in the state that are involved in the administration, collection and use of highway safety data.
- Review and evaluate new technologies to keep the highway safety data systems up-to-date.
- Continue with the Crash Outcomes Data Reporting System (CODES) project.
- Authorize each agency to access selected data from other agencies data files for the purpose of the data linkage project.

Traffic Records Project Tasks

Project Number: 11-05-01 (TR) (402)
Project Title: Mobile Capture and Reporting (MCR) Training (Local)

Project Description
This task provides funds to the University of Illinois at Springfield (UIS) 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 DTS. This task also provides funds to implement an operational Crash Information System (CIS) that will house and analyze Illinois crash data.

Budget: $304,000

Project Number: **11-18-03 (K9) (408)**
Project Title: **Data Integration (Local)**

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

Budget: **$500,000**

Project Number: **11-18-04 (K9) (408)**
Project Title: **Crash Data Quality Improvement Project (Local)**

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

Budget: **$50,000**

Project Number: **11-18-05 (K9) (408)**
Project Title: **Electronic Citation (ISP)**

Project Description
This task provides funds for the Illinois State Police to identify all stakeholders of citations and disposition data, interview each, document their current business requirements and analyze those requirements. ISP will assist IDOT in developing the request for proposal for the E-Citation and Electronic Crash Reporting contract.

Budget: **$284,300**

Project Number: **11-18-06 (K9) (408)**
Project Title: **Crash Reconstruction (ISP)**

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

Budget: **$22,900**

Project Number: **11-18-07 (K9) (408)**
Project Title: **CODES (DTS)**

Project Description
This task provides funds for the DTS to continue to link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharge and vital records (death certificates).

Budget: **$120,000**

Project Number: **11-18-09 (K9) (408)**
Project Title: **Safety Analyst Software Fee (DOH)**

Project Description
This task provides funds for the DTS to reimburse for a Safety Analyst Software Fee to AASHTO.

Budget: **$50,000**

Project Number: **11-18-10 (K9) (408)**
Project Title: **Crash Records Interface (DTS)**

Project Description
This task provides funds for the DTS to develop a crash records interface-Chicago Web-with the Chicago Police Department.

Budget: **$22,000**

Project Number: **11-18-11 (K9) (408)**
Project Title: **Scanner (DTS)**

Project Description
This task provides funds for the DTS to purchase a one Kodak i730 production scanner. The scanner will improve the quality of the images that DTS uses to input crash data.

Budget: **$21,200**

Project Number: **11-18-12 (408) (K9)**
Project Title: **Imaging Enhancement (SOS)**

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

Budget: **$37,100**

Project Number: **11-18-13 (408) (K9)**
Project Title: **Data Analysis (IDPH)**

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

Budget: **$105,200**

Project Number: **11-18-14 (K9) (408)**
Project Title: **Traffic Records Assessment (DTS)**

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

Budget: **$25,000**

Project Number: **11-18-15 (K9) (408)**
Project Title: **Evaluation Project (Local)**

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

Budget: **$143,170**

Project Number: **11-23-01 (K10) (1906)**
Project Title: **Racial Profiling Study (Local)**

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

Budget: **$132,898**

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
11-05-01	UIS-MCR (Local)	$ 304,000	402
11-18-03	Crash Data Quality (Local)	$ 500,000	408
11-18-04	Data Integration (Local)	$ 50,000	408
11-18-05	Electronic Citation (ISP)	$ 284,300	408
11-18-06	Crash Reconstruction (ISP)	$ 22,900	408
11-18-07	CODES (DTS)	$ 120,000	408
11-18-09	Safety Analyst Software (Local)	$ 50,000	408
11-18-10	Crash Records Interface (Local)	$ 22,000	408
11-18-11	Scanner (DTS)	$ 21,200	408
11-18-12	Imaging Enhancement (SOS)	$ 37,100	408
11-18-13	Data Analysis (IDPH)	$ 105,200	408
11-18-14	Traffic Records Assessment (DTS)	$ 25,000	408
11-18-15	UIS Evaluation (Local)	$ 143,170	408
11-23-01	University if Illinois at Chicago (Local)	$ 132,898	1906
402 Total		$ 304,000	
408 Total		$1,380,870	
1906 Total		$ 132,898	
Total All Funds		$1,817,768	

Mobilizations

A Click It or Ticket (CIOT) campaign is a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the benefits of safety belt use and of issuing tickets for 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 DTS.

In FY 2011, DTS will utilize $3.5 million in Section 402 and 406 federal highway safety funds 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).

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

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes six, paid media periods in FY 2011—Thanksgiving (state mobilization), Holiday Season, Memorial Day (national mobilization), Motorcycle Awareness Month (May-September), Fourth of July (state mobilization) and Labor Day (national mobilization) campaigns.

Paid Media Events

The media campaign includes both paid and earned media activities. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2011:

1. **Thanksgiving – November 12–28, 2010**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
    - Paid Media: Television (60 percent) and radio (40 percent).
    - Earned Media: Five media events will be planned in each media market. OP Coordinators will plan earned media events throughout the month.
    - Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Click It or Ticket*
    - Goal: Increase safety belt use and decrease speeding.

2. **Holiday Season – December 17, 2010 – January 2, 2011**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford, and St. Louis.
    - Paid Media: Television (46 percent), radio (46 percent) and alternative media (8 percent).
    - Earned Media: Two or more media events in Chicago, Springfield, Peoria, Rockford and Metro East with a satellite uplink for other media markets to pick up the story.

- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *You Drink & Drive. You Lose.*
- Goal: Reduce the incidence of drinking and driving.

3. Memorial Day, CIOT National Mobilization May 13–30, 2011

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (46 percent), radio (46 percent) and alternative media (8 percent).
- Earned Media: Five media events will be planned in each media market with a satellite uplink for other media markets to pick up the story. OP Coordinators will plan earned media events throughout the month.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *Click It or Ticket*
- Goal: Increase safety belt usage.

4. Motorcycle Awareness Campaign – May 1, – September 30, 2011

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Radio (100 percent).
- Earned Media: Two or more media events will be planned in the media markets.
- Focus: Motoring public and impaired riders.
- Message: *Start Seeing Motorcyclists*.
- Goal: Decrease the incidence of motorcycle-related injuries and fatalities.

5. Fourth of July – June 17–July 4, 2011

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (46 percent), radio (46 percent) and alternative media (8 percent).
- Earned Media: Two or more media events: one in Chicago and one in downstate with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: *You Drink & Drive. You Lose.*
- Goal: Reduce the incidence of drinking and driving.

6. **Labor Day National Impaired Driving Campaign – August 19 – September 5, 2011**

- Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (46 percent), radio (46 percent) and alternative media (8 percent).
- Earned Media: Three or more media events will be planned in the state in different media markets. LELs will assist on planning media events throughout the two week national campaign.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, roving and saturation patrols.
- Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
- Message: Impaired driving message.
- Goal: Reduce the incidence of drinking and driving.

Mobilization Enforcement

Both basic and rural CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on safety belt violations is carried out statewide. We are proposing to provide funding for the local police agencies to conduct safety belt enforcement zones, saturation patrols and safety belt roadside checks. In addition, Illinois State Police will conduct 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 2011:

Proposed Evaluation Activities During the May 2011 Mobilization

Campaign Dates:	April 19-May 7	May 8-14	May 15-21	May 22-30	May 31-June 13
Targeted Markets:	**Rural Media & Enforcement** May 1-12				
Peoria					
Champaign		**CIOT earned media** May 12-26			
Rockford					
Davenport (5 counties)			**CIOT Paid Media** May 13-30		
St. Louis (2 counties)					
				CIOT Enforcement May 13-30	

Safety Belt Observations

Survey Type:		Pre-Rural		Post Rural/ Pre CIOT		Post-CIOT
	Dates	4/18 to 4/24		5/2 to 5/8		5/31 to 6/13
	Statewide	**50 sites**	sub-sample	**50 sites**	sub-sample	**258 sites**
	Rural Targeted	**27 sites**	sub-sample	**27 sites**	sub-sample	**27 sites**

Telephone Surveys

		Pre-Rural		Post Rural/ Pre CIOT		Post-CIOT
	Dates	4/18 to 4/24		5/2 to 5/8		5/31 to 6/13
	Statewide	**n = 500/600**	statewide	**n = 500/600**	statewide	**n = 500/600**
	Rural Targeted	**n = 200**	Over-sample	**n = 200**	Over-sample	**n = 200**

DMV Surveys

		Pre-Rural		Post Rural/ Pre CIOT		Post-CIOT
	Dates	4/18 to 4/24		5/2 to 5/8		5/31 to 6/13
	Statewide	**16**		**16**		**16**
	Rural (target)	**2**		**2**		**2**

Proposed Activities for the Labor Day 2011 National Enforcement Crackdown Mobilization

An impaired driving crackdown is a comprehensive campaign featuring a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the highly-visible enforcement of impaired driving violations and increases awareness that those driving impaired will be arrested. All FY 2011 impaired driving crackdown enforcement periods will include safety belt patrols from 11pm to 6am in addition to impaired driving enforcement. A nighttime safety belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins one week before paid media, two weeks before enforcement and continues throughout other phases of the program. An earned media event, such as a news conference or news release, typically is used to announce the ensuing enforcement program. For the FY 2011 National Enforcement Crackdown, DTS proposes 4-5 media events statewide that will occur the week prior to the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, DTS will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the DTS news conferences, DTS law enforcement grantees are required to submit articles to their local media outlets regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local print media.

Paid Media

The impaired driving campaign also includes paid media in addition to earned media. Paid media allows the impaired driving enforcement messages to be repeated during the entire campaign insuring direct exposure to the intended audience of 21-34 year old males. Paid messages are focused on enforcement and remind motorists to not drink and drive and it alerts them also that doing so will result in arrest. During the two-week period, television, radio and internet advertisements air extensively to insure maximum reach and frequency of the message.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 60 percent of alcohol-related fatalities occurred. A complete list of the 23-counties can found on page 11 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is $805,000.00.

Proposed Evaluation Activities During the August/September 2011 Mobilization

Campaign Dates:	**August 2-14**	**August 14 -19**	**August 20 - 26**	**August 27 - September 5**	**September 6-12**
Targeted Markets: **23 Counties**	**Impaired Driving Paid Media** August 1-14				
		YD&D. YL Earned Media August 18-September 5			
			YD&D. YL Enforcement August 19–September 5		

Telephone Surveys

	Pre-YD &D YL	**Post- YD &D YL**
Dates	July 22–August 7	September 6-12
Statewide	**n = 500/600**	**n = 500/600**

DMV Surveys

	Pre-YD &D YL	**Post- YD &D YL**
Dates	July 22–August 7	September 6-12
Statewide	**16**	**16**

Evaluation of Highway Safety Programs and Projects

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

The highway traffic safety programs administered by the Illinois Department of Transportation aim to reduce 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) and the Sustained Traffic Enforcement Program (STEP) programs.

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

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

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

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

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

ENFORCEMENT/PAID MEDIA SCHEDULE

Month	Illinois	National
October 2010	Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID.	
November 2010	State Click It or Ticket Mobilization. Paid and Earned Media. Mobilization Enforcement Plus. ISP - STEP, DUIE, OREP and ACE. SOS Police – Straight ID. Local – STEP.	Thanksgiving Weekend Travel – Occupant Protection Enforcement
December 2010	Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID.	Holiday Season – Impaired Driving Enforcement
January 2011	Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID.	Holiday Season – Impaired Driving Enforcement
February 2011	Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID.	Super Bowl Sunday – Impaired Driving

Month	Illinois	National
March 2011	Local – STEP and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – Straight ID.	St. Patrick's Day – Impaired Driving.
April 2011	Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID.	
May 2011	National Click It or Ticket Mobilization begins. Earned and Paid Media. Local – STEP and LAP. ISP – STEP, DUIE, OREP and ACE.	Click It or Ticket National Enforcement Mobilization
June 2011	State You Drink & Drive. You Lose. Mobilization begins. Earned and Paid Media. Mobilization Enforcement. Telephone and DMV Surveys. Safety Belt Observations. Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID. IDNR – Alcohol Countermeasures.	Fourth of July – Impaired Driving.

Month	Illinois	National
July 2011	State You Drink & Drive. You Lose. Mobilization begins. Earned and Paid Media. Local – STEP and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – Straight ID. IDNR – Alcohol Countermeasures.	Fourth of July – Impaired Driving.
August 2011	Impaired Driving National Enforcement Crackdown. Earned and Paid Media. Mobilization Plus Enforcement. Local – STEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – Straight ID. IDNR – Alcohol Countermeasures.	Impaired Driving National Enforcement Crackdown.
September 2011	Impaired Driving National Enforcement Crackdown. Earned and Paid Media. Mobilization Plus Enforcement. Local – STEP and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – Straight ID. IDNR – Alcohol Countermeasures.	Impaired Driving National Enforcement Crackdown.

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

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

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

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

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

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

- **National law enforcement mobilizations,**
- **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.**

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

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

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

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

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

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

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

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

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

  (i) the entity in the preceding fiscal year received—

  (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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

activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:

   1. The dangers of drug abuse in the workplace.

   2. The grantee's policy of maintaining a drug-free workplace.

   3. Any available drug counseling, rehabilitation, and employee assistance programs.

   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

   1. Abide by the terms of the statement.

   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

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

f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

   1. Taking appropriate personnel action against such an employee, up to and including termination.

   2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
   a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
   b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
   a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
   b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

_____

Governor's Representative for Highway Safety

Illinois
State or Commonwealth

2011
For Fiscal Year

_____
Date