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Executive Summary

In 2007, the lives of 1,248 people ended on Illinois roadways. Although the past four years have been the safest in 80 years, far too many people are being killed on our roadways. With that in mind, the Fiscal Year (FY) 2009 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 2009 HSPP will continue with enforcement grants, both sustained and high-visibility, with local and state law enforcement agencies, paid media for mobilizations and motorcycle awareness, teen traffic safety outreach, focused marketing campaigns to 16-34 year old males, Ignition Interlock and Child Passenger Safety conferences and continued collaboration with Illinois' highway safety partners. The passage of the federal highway bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continues to give IDOT the ability to fund additional highway safety programs to help change the behavior of drivers on Illinois roadways.

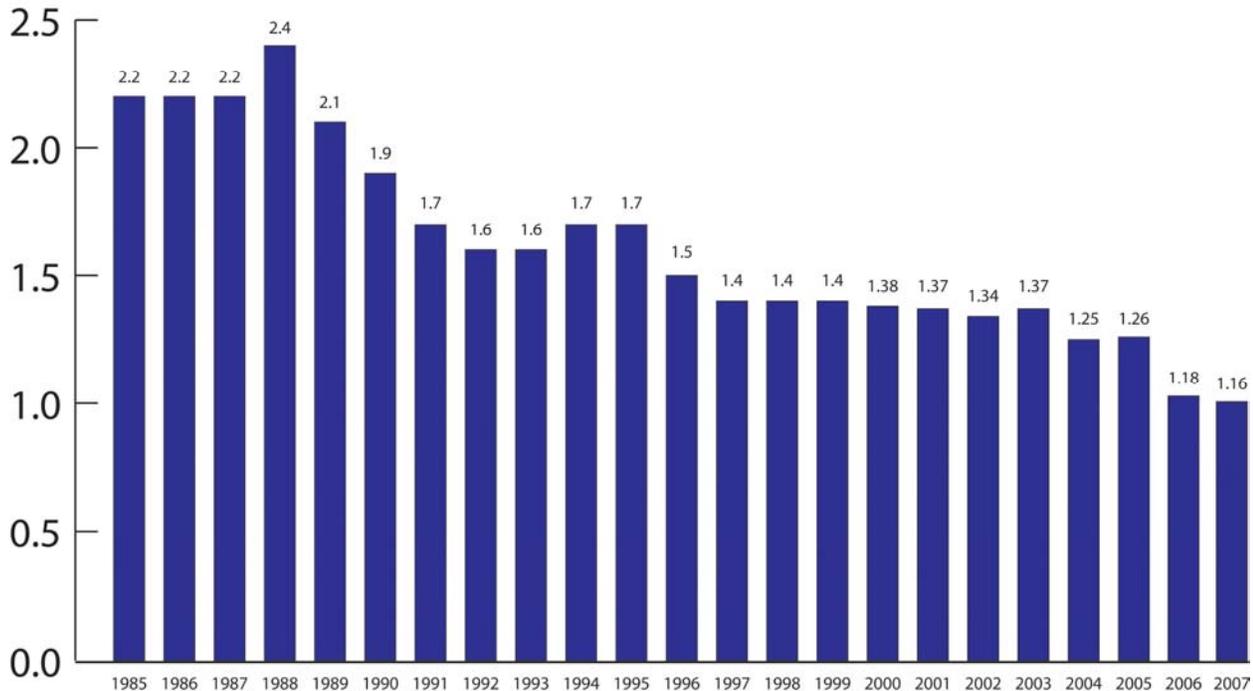
This FY 2009 Illinois Highway Safety Performance Plan is guided by the Division of Traffic Safety's mission...

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

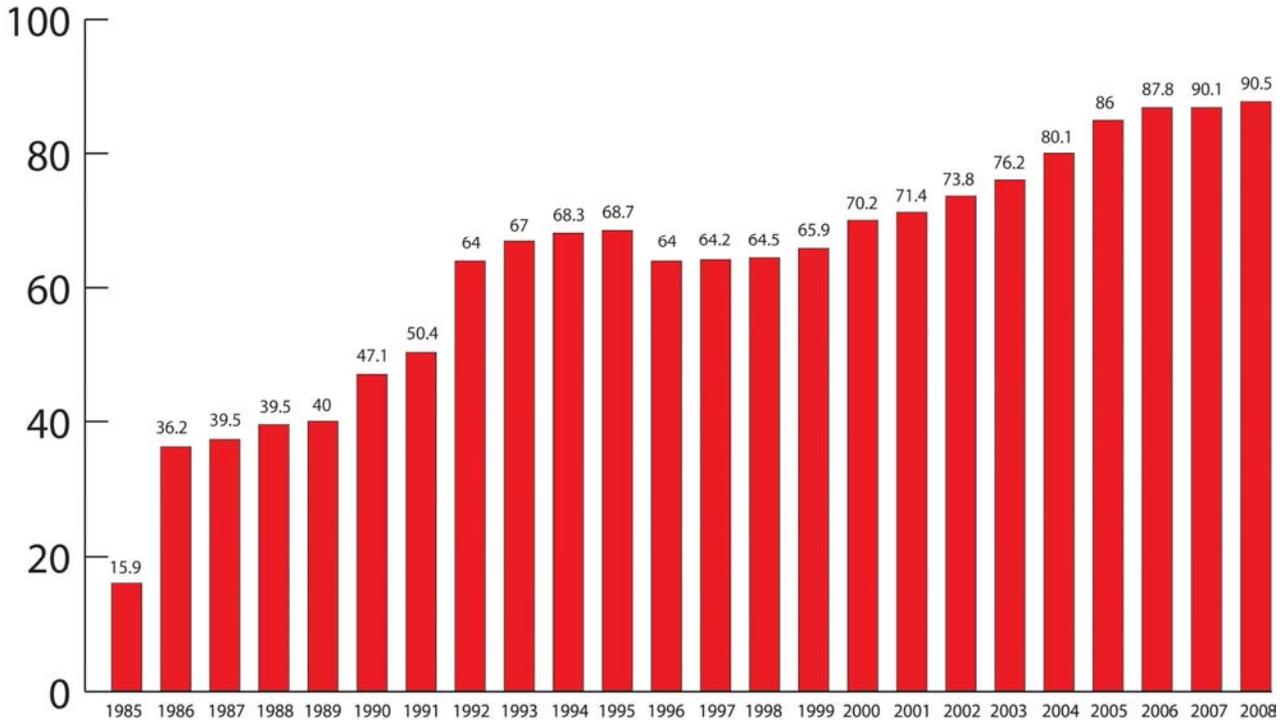
Figure 1
Motor Vehicle Fatality Rates Per 100 Million Vehicle Miles of Travel in Illinois
(1985-2007)



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 1.16 in 2007. The 2007 fatality rate represented the lowest fatality rate since 1985. Illinois is below the national average of 1.46 per 100 million VMT. The main contributing factors to the reduction in the fatality rate continue to be effective alcohol and safety belt campaigns.

Figure 2
Front Seat Occupant Restraint Usage Rates
(1985-2008)

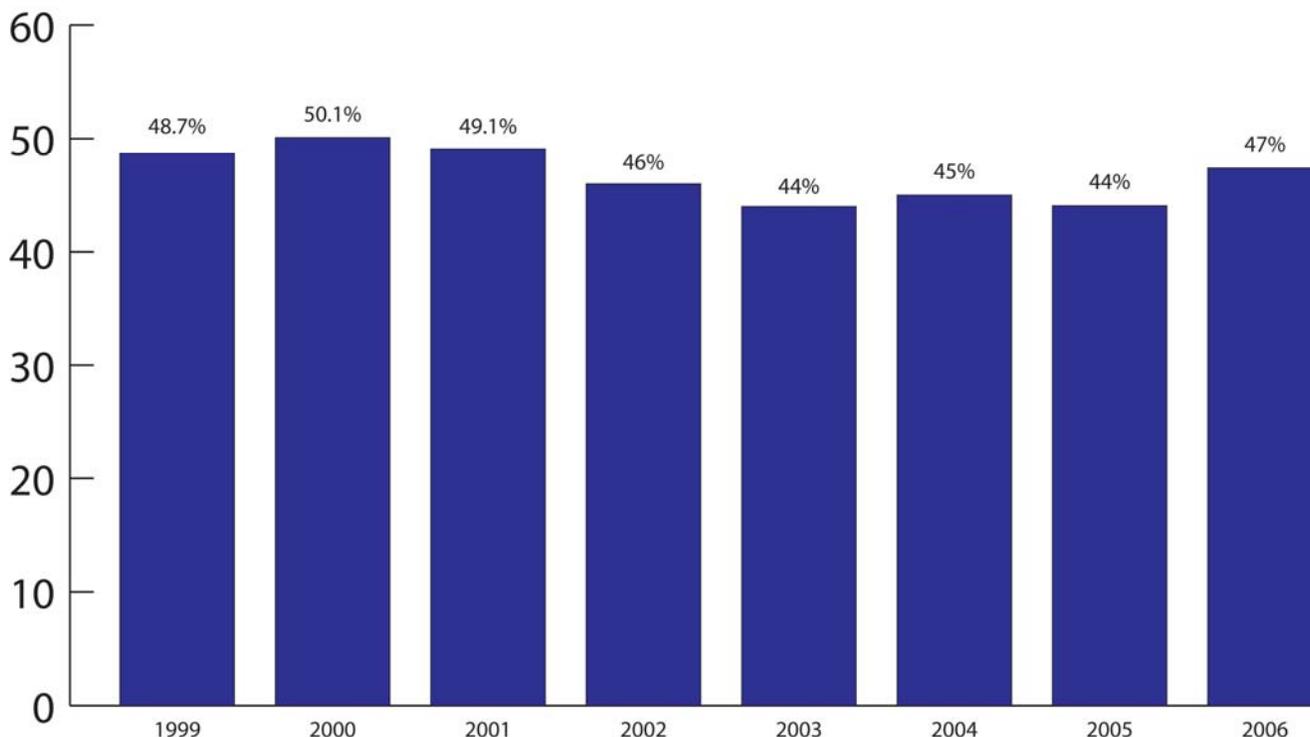


Data Source: Annual Observational Survey

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 became effective, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase, peaking in 2008 at 90.5 percent. There was an increase of over 74.6 percentage points since the first survey was conducted in April 1985.

Based on the observational safety belt survey conducted in June 2008, the safety belt usage rate increased by less than one percentage point from 90.1 percent in June 2007 to 90.5 percent in June 2008. As compared to the June 2003 safety belt survey results (before the primary belt law became effective on July 3, 2003), the usage rate increased by 14.3 percentage points from 76.2 percent in July 2003 to 90.5 percent in June 2008.

Figure 3
Motor Vehicle Alcohol Related Fatality Percent
(Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois
(1999-2006)



Data Source: FARS

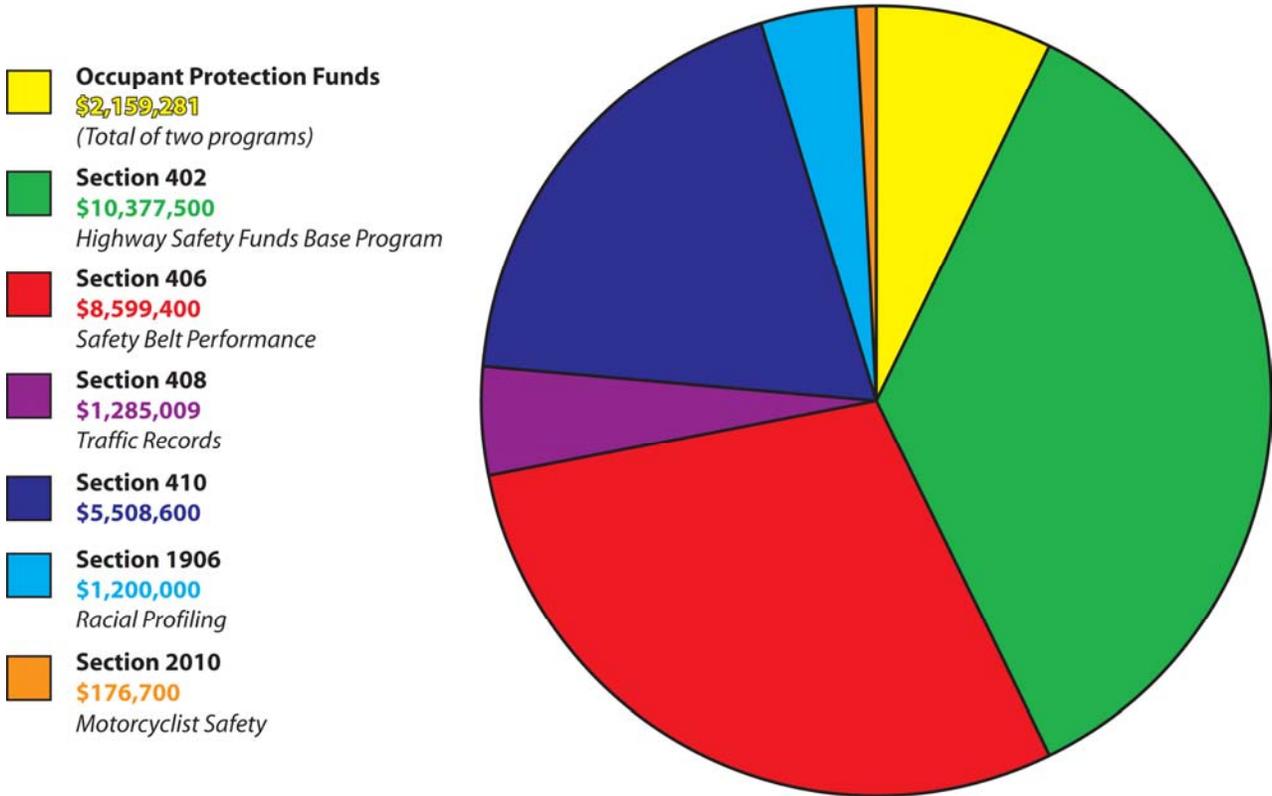
Figure 3 shows the percent of alcohol-related fatalities since 1999. This rate is an imputed number since a large number of killed drivers and passengers are not tested for alcohol. According to Figure 3, the percent of alcohol-related fatalities decreased by 1.7 percentage points from 48.7 percent in 1999 to 47.0 percent in 2006. Although the total number of alcohol-related fatalities was down slightly, the percent of alcohol-related fatalities increased from 44 percent in 2005 to 47 percent in 2006. This was due to the lower number of overall fatalities in 2006.

Key Goals for FY 2009

- Goal 1:** To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.00 by Federal Fiscal Year (FFY) 2009.
- Goal 2:** To achieve and maintain a statewide safety belt usage rate of 91.0 percent by FFY 2009.
- Goal 3:** To achieve an alcohol-related fatality rate of 0.49 deaths per 100 million VMT by FFY 2009.

FUNDING AREAS

FY 2009
Estimated Federal Funds



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

A general description of each program area follows illustrating estimated funding levels for FY 2009.

Highway Safety Funds Base Program

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

Alcohol Fund

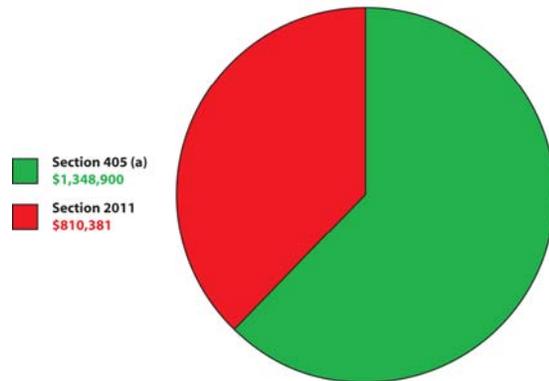
Section 410: SAFETEA-LU amends the alcohol-impaired driving countermeasures incentive grant program (under Section 410 of Chapter 4 of Title 23) to encourage states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. In FY 2009, Illinois is estimating \$5,508,600 in Section 410 funds.

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 use these grant funds only to implement and enforce occupant protection programs.

Section 2011: SAFETEA-LU establishes 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).

FY 2009
Occupant Protection Funding Breakdown



Safety Belt Performance Grant

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

Incentive Grant to Prohibit Racial Profiling

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

Motorcyclist Safety Grant

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

Traffic Safety Information System Improvement Grant

Section 408: SAFETEA-LU establishes 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)

NHTSA awarded IDOT \$281,000 to develop a CODES program in Illinois. This project is based on collaboration between IDOT and the Illinois Department of Public Health (IDPH). Under this grant, IDOT links existing traffic crash records with health care data sources from EMS, 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 | \$ 21,458,506 | \$ 0 | \$ 21,458,506 |
| 402 | \$ 8,939,000 | \$ 1,438,500 | \$ 10,377,500 |
| 405 | \$ 1,275,000 | \$ 73,900 | \$ 1,348,900 |
| 406 | \$ 0 | \$ 8,599,400 | \$ 8,599,400 |
| 408 | \$ 996,309 | \$ 288,700 | \$ 1,285,009 |
| 410 | \$ 5,362,835 | \$ 923,600 | \$ 6,286,435 |
| 1906 | \$ 0 | \$ 1,200,000 | \$ 1,200,000 |
| 2010 | \$ 180,184 | \$ 0 | \$ 180,184 |
| 2011 | \$ 810,381 | \$ 0 | \$ 810,381 |
| | | | |
| Total | \$ 39,022,215 | \$ 12,524,100 | \$ 51,546,315 |

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 2009 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, such as safety belt and alcohol. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information and suggestions received from the public during the public hearing sessions around the state. During the last six 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 2006 FARS data, 70 percent of fatalities and 60 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and emergency medical services. The main data sources that have been used in the problem identification process are:

1. Crash data (2002-2006)
2. FARS data (2002-2006)
3. VMT data (2002-2006)
4. Census data (2000-2006 estimates)
5. Trauma Registry Data (2002-2004)
6. Observational safety belt and child safety seat surveys (1985-2008)
7. Telephone and Driver Facility Surveys (2002-2007)

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

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. Addendum 2 contains motor vehicle-related fatalities and injuries, controlling for selected crash types, demographics and other related factors. The first attachment contains information on the overall fatalities and severe (“A”) injuries across 102 counties including the 23 counties. The second attachment is 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 (2002-2006).

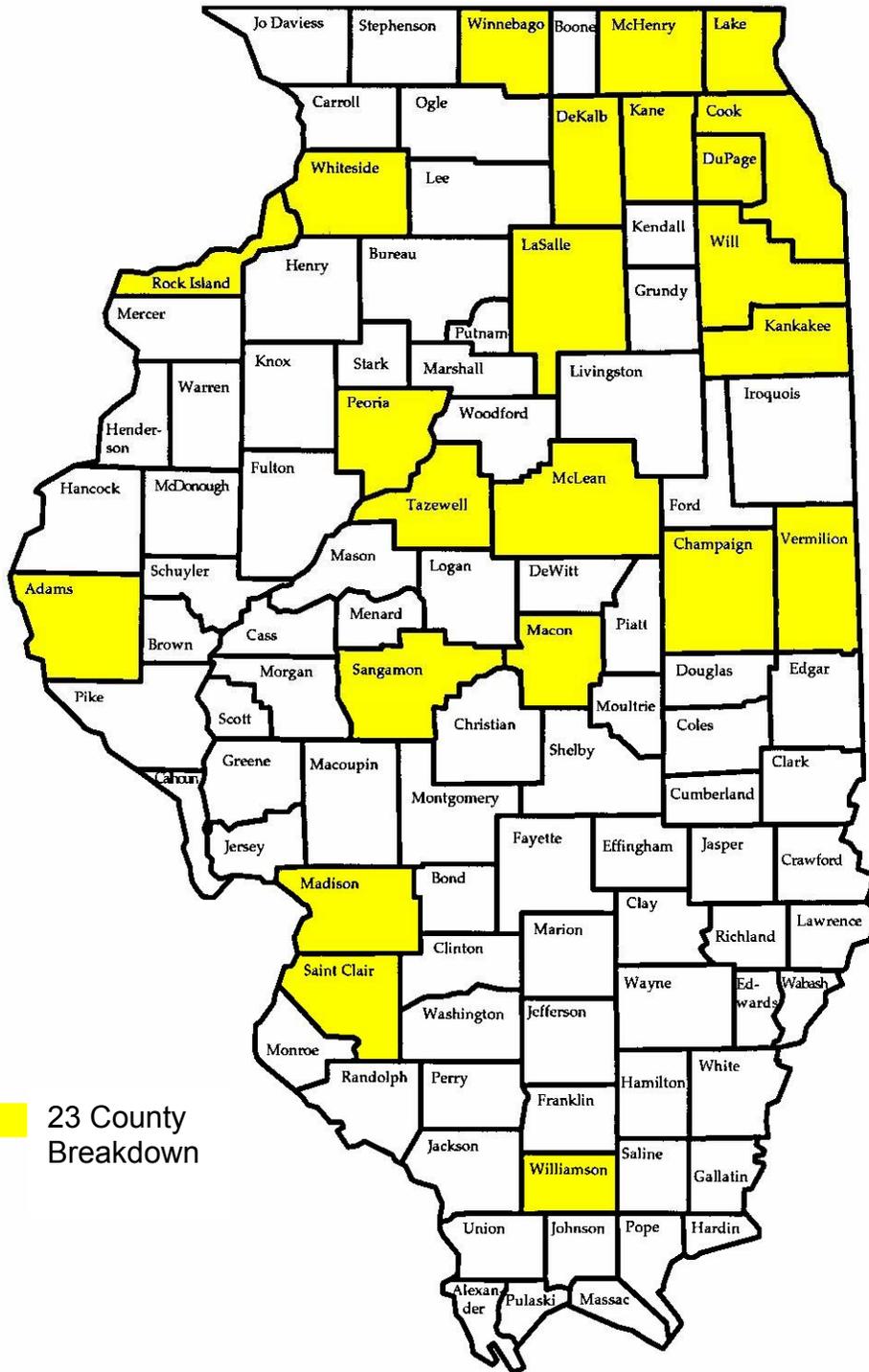
Process for Developing Goals

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

Illinois’ Highway System

Illinois has the third largest roadway network overall in the nation with approximately 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 carries nearly 300 million vehicle miles traveled in a typical 24-hour period. 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, Deputy Director of Finance and Administration, a representative from the Office of the Secretary and the Special Studies and System Manager. In May and June 2008, the HSP Committee convened to review 348 local project and 25 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 recommendations from DTS staff.

During this process, the HSP Committee members were assigned project requests to review. A Project Request Review Form was completed for each project request. This form provides the required information the committee feels is critical for inclusion in the Highway Safety Program. Besides asking for basic information, i.e., agency name, project title, previous and requested funding levels, it also provides more specific information, i.e., project goal, contribution to IDOT's goals, committee member recommendation and ineligible costs. Each committee member presents the appropriate information to the HSP Committee. The HSP Committee reviewed all 348 local project and 25 state agency project requests.

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

The HSP committee is assisted in its efforts by a subcommittee, the Highway Safety Advisory Committee on Grants. This subcommittee is chaired by the Bureau Chief of Safety Programs and Administrative Services and is composed of staff needed to

accomplish the tasks assigned by the HSP Committee. This subcommittee meets on a monthly basis and develops policies and procedures for recommendation to the HSP Committee as follows:

1. Reviews and updates local project specifications.
2. Recommends changes in grant agreement language.
3. Assists in compiling and analyzing information and data required by the HSP to make a knowledgeable review of grant applications.
4. Develops new program ideas for program initiatives.
5. Assists in updating the Highway Safety Planning and Grants Policies and Procedures Manual.
6. Revise DTS performance goals.
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. 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 2009 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.

Survey Results

DTS's Evaluation Unit conducts surveys throughout the year to gauge the effectiveness of highway safety programs. The Evaluation Unit conducts annual safety belt and child safety seat observation surveys for Illinois. The safety belt survey is based on a random selection of interstate highways, US/IL Highways, and several local and residential streets. Based on DTS's June 2008 observational safety belt survey, the safety belt usage rate increased by less than one percentage point from 90.1 percent in July 2007 to 90.5 percent in June 2008. In July 2007, DTS conducted a child safety seat survey with the overall child restraint usage rate in Illinois is 87.2 percent.

The motorcycle helmet usage survey was conducted in June 2008. A total of 1,318 motorcycle riders were observed. Of those, 29.5 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on U.S./Illinois Highways at 34.8 percent. Helmet use on interstate highways was at 31.3 percent, while helmet use on residential roads was at 25.1 percent. The helmet usage rate was 36.1 percent on the weekdays and 34.0 percent on weekends.

Task Forces

The **Pedestrian and Bicycle Safety Task Force** - consisting of advocacy groups, various state agencies, design engineers and special interest organizations met twice, both times in Chicago. The group reported on current conditions and issues of concern to the respective organizations in Illinois, discussed those issues, endorsed an *Existing Conditions Report* and has reviewed a *Best Practices Report*. It is anticipated that this group will continue in an advisory role with periodic meetings as necessary.

The **Motorcycle Safety Advisory Council** held a meeting in Springfield, Illinois on April 15, 2008. The meeting included representatives from rider groups, advocacy groups, Illinois State Police, Office of the Secretary of State and a motorcycle trainer from the University of Illinois at Champaign. The group discussed current training programs; the increase in motorcycle related fatalities and injuries and discussed the role of this council. The Council will plan to meet twice during FY 2009.

HIGHWAY SAFETY PLAN SCHEDULE

| Date | Item | Comment |
|-----------------------|--|---|
| January – April | Problem Identification Project Spec Revisions Goal Development Focus Groups FY 2009 Project Request due. | Development of DTS's 23 county breakdown. |
| May – July | Local Project Selection for FY 2009. State Agency Selection for FY 2010. | Meetings (10 – 15), LALs, LELs and state agency project managers present projects to committee for inclusion in FY 2009 HSPP. |
| August 1 - August 15 | Internal DTS management/IDOT management review of HSP projects/goals | |
| August 15 – August 25 | 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 2008 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. |

Overall Highway Safety Goals, Strategies and Local/State Projects



Overall Goals CY 2003-2009

Goal: To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.00 by December 31, 2009.

Target 1: Achieve incremental decreases in annual fatality rate.

| | Actual Fatality Rate | | | | | Projected Fatality Rate | |
|------|----------------------|------|------|------|------|-------------------------|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rate | 1.37 | 1.24 | 1.26 | 1.17 | 1.16 | 1.04 | 1.00 |

Goal: To reduce the statewide severe injury rate (per 100 Million VMT) from 2003 level of 17.26 to 15.95 by December 31, 2009.

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

| | Actual Severe Injury Rate | | | | Projected Severe Injury Rate | | |
|------|---------------------------|-------|-------|-------|------------------------------|-------|-------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rate | 17.26 | 17.13 | 16.98 | 16.70 | 16.40 | 16.10 | 15.95 |

Goal: To reduce the statewide percentage of fatal crashes (to total fatal and injury crashes) from the 2003 level of 1.45 percent to 1.34 percent by December 31, 2009.

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

| | Actual Fatal Crash Percentage | | | | | Projected Fatal Crash Percentage | |
|---------|-------------------------------|-------|-------|------|------|----------------------------------|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 1.45 | 1.43* | 1.53* | 1.48 | 1.52 | 1.37 | 1.34 |

*Since 2004, the actual number of fatal crashes decreased, but the percentage of fatal crashes increased due to a significant decrease in total injury crashes (as a component of denominator).

Goal: To reduce the statewide percentage of severe injury crashes (to total fatal and injury crashes) to 16.00 percent by December 31, 2009.

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

| | Actual Severe Injury Crash Percentage | | | | | Projected Severe Injury Crash Percentage | |
|-------------|--|-------------|-------------|-------------|-------------|---|-------------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 15.35 | 16.42* | 17.11 | 17.89 | 16.37 | 16.50 | 16.00 |

*Since 2004 through 2006, the actual number of “A” injury crashes decreased, but the percentage of “A” injury crashes increased due to a significant decrease in total injury crashes (as a component of denominator).

List of Proposed Strategies for Overall Goals

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

Fiscal Year 2009 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) | \$200,000 |
| OP | 02-03 | 402 | KISS (SOS) | \$64,000 |
| CR | 02-04 | 402 | OP Resource Centers (Local) | \$809,070 |
| OP | 02-05 | 402 | UIS Evaluation (Local) | \$238,419 |
| OP | 02-06 | 402 | DTS Travel (DTS) | \$15,000 |
| OP | 02-07 | 402 | M & E | \$300,000 |
| OP | 02-08 | 402 | Law Enforcement Liaison (Local) | \$596,180 |
| OP | 02-09 | State | State Match (Local) | \$1,790,625 |
| OP | 02-10 | 402 | Occ. Protection Coordinator (DTS) | \$100,000 |
| OP | 02-11 | 402 | Safety Belt Survey (DTS) | \$5,000 |
| OP | 02-12 | 402 | Teen Safe Driving (DTS) | \$300,000 |
| OP | 02-13 | 402 | CPS Conference (DTS) | \$5,000 |
| OP | 02-14 | 402 | CIOT PI&E Materials (DTS) | \$200,000 |
| OP | 02-15 | 402 | Phone Surveys (Local) | \$90,000 |
| AL | 03-01 | 402 | M & E | \$225,000 |
| AL | 03-02 | 402 | DUIE (ISP) | \$684,200 |
| AL | 03-04 | 402 | Law Enforcement Liaison (Local) | \$596,180 |
| AL | 03-05 | 402 | ADDEP (SOS) | \$174,000 |
| PT | 04-01 | 402 | Police Training (ILETSB) | \$97,200 |
| PT | 04-02 | 402 | SPEED (ISP) | \$486,700 |
| PT | 04-03 | State | ISP Match | \$604,296 |
| PT | 04-04 | 402 | TLEP (Local) | \$641,552 |
| PT | 04-05 | 402 | STEP (ISP) | \$864,200 |
| PT | 04-06 | 402 | M & E | \$150,000 |
| PT | 04-07 | 402 | IL Traffic Safety Awards (Local) | \$135,577 |
| PT | 04-08 | 402 | STAR (SOS) | \$110,400 |
| PT | 04-09 | 402 | MC Patrol Unit (ISP) | \$316,200 |
| PT | 04-10 | 402 | Mobilization Equipment (DTS) | \$140,000 |
| PT | 04-11 | 402 | Mobilization Luncheons (DTS) | \$20,000 |
| PT | 04-12 | 402 | Mobilization Plus (Locals) | \$1,000,000 |
| TR | 05-01 | State | State Match (Local) | \$500,000 |
| TR | 05-03 | 402 | Imaging Enhancement (SOS) | \$158,800 |
| TR | 05-04 | 402 | Temporary Services (DTS) | \$25,000 |
| TR | 05-05 | 402 | M & E | \$45,000 |
| TR | 05-07 | 402 | Data Analysis (IDPH) | \$99,500 |

Fiscal Year 2009 Planning Document

| Prefix | Task Number | Fund Type | Task Title | Programmed Amount |
|-----------|--------------|--------------|-----------------------------------|---------------------|
| EM | 06-01 | 402 | M & E | \$30,000 |
| PS | 12-02 | 402 | Bike/Pedestrian Safety (Local) | \$446,084 |
| K8 | 13-01 | 410 | TSRP (DTS) | \$100,000 |
| K8 | 13-02 | 410 | Operation Straight I.D. (SOS) | \$53,500 |
| K8 | 13-03 | 410 | Breath Analysis (ISP) | \$98,300 |
| K8 | 13-04 | 410 | Alcohol Countermeasures (IDNR) | \$300,300 |
| K8 | 13-05 | 410 | UIS-Court (Local) | \$363,789 |
| K8 | 13-06 | 410 | Alcohol Police Training (ILETSB) | \$194,000 |
| K8 | 13-07 | 410 | Imp. Driv. PI&E Materials (DTS) | \$200,000 |
| K8 | 13-08 | 410 | Mini-Alcohol Programs (Local) | \$568,147 |
| K8 | 13-09 | State | Probation Services (Match) | \$16,525,800 |
| K8 | 13-10 | 410 | Ignition Interlock Conf. (DTS) | \$25,000 |
| K8 | 13-11 | 410 | ACE (ISP) | \$1,280,000 |
| K8 | 13-12 | 410 | Local Alcohol Project (Local) | \$1,912,438 |
| K8 | 13-13 | 410 | Judicial Training (AOIC) | \$42,000 |
| K8 | 13-14 | 410 | TrAIL (ILCC) | \$59,000 |
| K8 | 13-15 | 410 | BAIID (SOS) | \$300,600 |
| K4PM | 16-01 | 406 | Paid Media (DTS) | \$4,600,000 |
| K4PT | 16-02 | 406 | Mobilization Plus (Local) | \$1,018,523 |
| K4TR | 16-03 | 406 | UIS-MCR (Local) | \$571,270 |
| K4OP | 16-04 | 406 | IMaGE (Local) | \$2,231,085 |
| K9 | 18-01 | 408 | IBM Consultants (DTS) | \$474,009 |
| K9 | 18-02 | 408 | NEMSIS (IDPH) | \$145,500 |
| K9 | 18-03 | 408 | Chicago-DOT (Local) | \$250,000 |
| K9 | 18-04 | 408 | Chicago-Data Integration (Local) | \$150,000 |
| K9 | 18-05 | 408 | Electronic Citation (ISP) | \$122,500 |
| K9 | 18-06 | 408 | Crash Reconstruction (ISP) | \$23,000 |
| K9 | 18-07 | 408 | CODES (DTS) | \$120,000 |
| K9 | 18-08 | State | ISP Match | \$327,348 |
| K2 | 19-01 | 405 | OREP (ISP) | \$1,189,700 |
| K2 | 19-02 | State | State Match (Local) | \$2,013,571 |
| K2 | 19-03 | State | ISP Match | \$2,033,136 |
| K3 | 21-01 | 2011 | Boost Illinois (Local) | \$61,374 |
| K3 | 21-02 | State | ISP Match | \$270,144 |
| K3 | 21-03 | 2011 | CPS (Local) | \$246,155 |
| K3 | 21-04 | 2011 | CPS Conference (DTS) | \$5,000 |

Fiscal Year 2009 Planning Document

| Prefix | Task Number | Fund Type | Task Title | Programmed Amount |
|------------|--------------|--------------|-------------------------------|-------------------|
| K6 | 22-01 | 2010 | MC Safety & Awareness (Local) | \$10,911 |
| K6 | 22-02 | 2010 | Public Awareness (DTS) | \$132,789 |
| K6 | 22-03 | 2010 | CRTSP Program (DTS) | \$28,000 |
| K6 | 22-04 | 2010 | MC Advisory Council (DTS) | \$5,000 |
| K10 | 23-01 | 1906 | Racial Profiling (Local) | \$124,984 |
| K10 | 23-02 | State | ISP Match | \$300,024 |
| 154HE | 24-01 | 154 | Hazardous Elimination (DOH) | \$21,458,506 |

Revision #1

FY 2008 PROGRAM OVERVIEW

IMPAIRED DRIVING

Problem Statement

- In 2006, 47.0 percent of all fatally injured individuals who were tested had a positive BAC (BAC of 0.01 or greater).
- Based on NHTSA's estimation, total alcohol-related crash fatalities decreased from 595 in 2005 to 594 in 2006.
- 50,000 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.
- During 2001-2006, there was a total of 96,819 (an average of about 19,400 per year) fatalities and severe injuries in Illinois. About three percent of fatal and injury victims are under 9 years old. The ratio of A-injuries and fatalities to population are over-represented are males aged 16 to 20 and females aged 16 to 20. Young drivers are inexperienced and tend to get into more car crashes than the rest of the population. (Refer to Table 1)

Table 1: A-Injuries & Fatalities by Gender and Selected Age Group

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Population | A-Injury & Fatality Proportion | Population Proportion | Ratio A-Injuries & Fatalities to Population |
|-------------------------------------|------------------|--|-------------------|---|------------------------------|--|
| Male | 0 to 8 | 1,705 | 826,792 | 0.02 | 0.07 | 0.27 |
| | 9 to 15 | 2,515 | 744,987 | 0.03 | 0.06 | 0.44 |
| | 16 to 20 | 8,235 | 463,813 | 0.09 | 0.04 | 2.31 |
| | 21 to 34 | 16,905 | 1,256,732 | 0.17 | 0.10 | 1.75 |
| | 35 to 64 | 20,020 | 2,279,751 | 0.21 | 0.18 | 1.14 |
| | 65+ | 4,244 | 601,611 | 0.04 | 0.05 | 0.92 |
| Female | 0 to 8 | 1,342 | 789,647 | 0.01 | 0.06 | 0.22 |
| | 9 to 15 | 2,299 | 709,946 | 0.02 | 0.06 | 0.42 |
| | 16 to 20 | 7,422 | 432,059 | 0.08 | 0.03 | 2.24 |
| | 21 to 34 | 11,743 | 1,226,453 | 0.12 | 0.10 | 1.25 |
| | 35 to 64 | 15,852 | 2,371,494 | 0.16 | 0.19 | 0.87 |
| | 65+ | 4,537 | 898,414 | 0.05 | 0.07 | 0.66 |
| State of Illinois Total | | 96,819 | 12,601,699 | | | |
| A-Injury & Fatality Rate | | 17.30 | | | | |

- Males 21 to 34 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. (Refer to Table 2)

Table 2: Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Alcohol-Related A-Injuries & Fatalities | % Alcohol-Related A-Injuries & Fatalities |
|-------------------------------------|-----------|---|---|---|
| Male | 0 to 8 | 1,705 | 104 | 6.1% |
| | 9 to 15 | 2,515 | 162 | 6.4% |
| | 16 to 20 | 8,235 | 1,523 | 18.5% |
| | 21 to 34 | 16,905 | 4,872 | 28.8% |
| | 35 to 64 | 20,020 | 3,722 | 18.6% |
| | 65+ | 4,244 | 317 | 7.5% |
| Female | 0 to 8 | 1,342 | 108 | 8.0% |
| | 9 to 15 | 2,299 | 159 | 6.9% |
| | 16 to 20 | 7,422 | 780 | 10.5% |
| | 21 to 34 | 11,743 | 1,561 | 13.3% |
| | 35 to 64 | 15,852 | 1,533 | 9.7% |
| | 65+ | 4,537 | 180 | 4.0% |
| State of Illinois Total | | 96,819 | 15,021 | 15.5% |
| A-Injury & Fatality Rate | | 17.30 | | |

Program Goals

Goal: By December 31, 2009, achieve an alcohol-related fatality rate of 0.49 deaths per 100 million VMT, reduced from the Illinois 2003 rate of 0.60.

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

| | Actual Alcohol-Related Fatality Rate | | | | Projected Alcohol-Related Fatality Rate | | |
|------|--------------------------------------|------|------|------|---|------|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rate | 0.60 | 0.56 | 0.54 | 0.56 | 0.53 | 0.51 | 0.49 |

* Numbers based on NHTSA's imputed numbers.

Goal: Increase awareness of the alcohol-related traffic safety slogan “You Drink & Drive. You Lose” by 30 percentage points from 62.0 percent in 2003 to 90.0 percent by December 31, 2009.

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

| | Actual Percent Awareness of the “You Drink & Drive. You Lose.” Slogan | | | | | Projected Percent Awareness of the “You Drink & Drive. You Lose.” Slogan | |
|---------|---|------|------|------|------|--|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 62.0 | 78.0 | 77.0 | 76.3 | 81.2 | 85.0 | 90.0 |

Impaired Driving Program Overview

DTS will continue a strong emphasis on high-visibility enforcement with local, county and state law enforcement agencies and DTS will also continue to utilize resources on paid media, public information and education, an impaired driving coordinator, a traffic safety resource prosecutor and underage drinking prevention programs. In FY 2009, DTS will continue to look hard for new and innovative ways, to conquer the impaired driving problem. Examples of this include DUI courts, dedicated DUI prosecutors, greater refinement of DUI enforcement using detailed DUI arrest data and capitalizing on the deterrent effect of Illinois’ new ignition interlock law that takes effect on January 1, 2009. As usual, DTS will follow the guidelines as established in the Section 410 application submitted on August 1, 2008.

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. In FY 2009, the TSRP will 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). Specifically, the TSRP may conduct the following trainings in FY 2009:

- Advanced DUI
- Cops in Court: Courtroom Testimony Preparation in DUI Cases
- DUI Practices and Procedure
- Intoximeter Breath Test Instrument Training for Prosecutors
- Nuts & Bolts: Criminal Crash Investigation Basics

- Practical DUI: Nuts and Bolts
- Drugged Driving Investigations & Prosecutions
- Practical DUI Legal Consideration and Pre-Trial Preparation

As in the past several years, Illinois will commit resources to enforcement crackdowns (mobilizations) showcasing high-visibility, impaired driving enforcement taking place around select holiday times. A big part of this effort includes encouraging real participation by more law enforcement agencies; training additional officers when necessary. In addition, in FY 2008, crackdown efforts will include implementing a stronger media component to our local and statewide impaired driving enforcement grants.

In response to the Illinois Alcohol Assessment conducted in 2005, DTS will look into the possibility of hiring a statewide Standard Field Sobriety Testing (SFST) Coordinator to oversee SFST training in Illinois helping to ensure law enforcement officers are properly trained and re-trained in the latest SFST techniques.

Impaired Driving Crackdowns

As in the past several years, Illinois will continue its commitment to enforcement 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. In addition, in FY 2009, crackdown efforts will include maximizing the deterrent effect of the new ignition interlock law with paid and earned media efforts during crackdown periods.

In response to the Illinois Alcohol Assessment conducted in 2005, the Illinois Traffic Safety Resource Prosecutor is overseeing the SFST training in Illinois helping to ensure law enforcement officers are properly trained and re-trained in the latest SFST techniques.

Judicial

DTS will help expand the use of DUI Courts in Illinois. DUI courts require a much higher level of offender accountability, thereby, reducing recidivism. In advance of FY 2009, DTS is funding a one-day training on DUI Courts to be conducted by UIS-ILLAPS.

DTS will continue to fund the Administrative Office of the Illinois Courts (AOIC) to conduct an annual two-day seminar to address the legal, scientific and clinical issues involved in 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 educational opportunities. Judges are being invited to attend the Ignition Interlock Symposium in early FY 2009. The goal of this symposium is to educate attendees on the new Illinois law requiring Breath Alcohol Ignition Interlock Devices (BAIID) for all first-time DUI

offenders on the value of BAIDs in general. UIS-ILLAPS will also be including the judiciary in FY 2009 DUI court training, expected to take place in April 2009.

Underage Prevention Program

In FY 2009, DTS's commitment to building a stronger Students Against Destructive Decisions (SADD) organization will continue with expansion of the state-wide coordinator position to oversee the SADD Chapters in Illinois. The mission of SADD is to provide students with the best prevention and intervention tools possible to deal with the issues of underage drinking, drunk driving, drug abuse and other destructive decisions. FY 2009 will see SADD partnering with a training-based prevention organization that will allow it to reach more teens, including under-served communities, with underage driving prevention efforts.

The Southern Illinois University School of Medicine (SIU) projects 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 Sangamon County REO will conduct monthly planning meetings that will include students, staff, community agencies, law enforcement, parents and interested community members. Sangamon County REO will provide county-wide educational forums addressing drug and alcohol issues and provide more opportunities for the youth to assume more active leadership in the committee and in their home schools. The activities will include:

- Sangamon County Youth Empowerment Summit: Teens from all of the county high schools will be invited to participate. This summit will focus on the concern of alcohol. Adult and teen leaders will facilitate the discussion and they will challenge the teens to discuss their experiences and viewpoints concerning this problem.
- Positive Choices Event: This program utilizes middle school students within Sangamon County that will discuss the problems related to making choices in their young lives and how those choices can have long-range consequences.
- Prevention Day 2008: All Sangamon County area high school students are invited to participate in a student planned and led crash re-enactment and in a mock funeral. A speaker will share a personal experience related to alcohol impaired driving. This event is planned to coincide with the prom season to highlight the dangers of drinking and driving.

The Chicago Public Schools (CPS) will design 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.

In FY 2008, the Alliance Against Intoxicated Motorists (AAIM) updated their publication, *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 book will continue to be distributed throughout FY 2009.

Tolono Unity High School will conduct a project ignition program to reach its student population. The program will educate the students and community members on the dangers of speeding, safety belt compliance, driver distractions and drinking and driving. The students plan on developing radio public service announcements (PSAs), speaking to elementary school students and producing a mock crash during prom season.

The Central Illinois Chapter of the American Red Cross concentrates 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 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.

The Illinois Liquor Control Commission (ILCC) conducted the Tracking Alcohol in Illinois (TrAIL) project in FY 2007. A TrAIL investigation would occur when underage alcohol consumption is suspected in an incident that results in serious consequences. This could be a car crash, alcohol poisonings, or other events which cause serious injuries or deaths. If these criteria are met, first responding officers on the scene call a 24-hour hotline number to deploy a TrAIL investigator, who will assist the responding officer in the collection of evidence and will pursue a line of questioning to determine where alcohol was purchased or served. The ILCC piloted the TrAIL project in three counties in FY 2007, Jackson, Sangamon and Rock Island. The major benefit of the program is holding accountable those who provide alcohol to individuals under the age of 21. In FY 2009 the ILCC is planning to partner with the Illinois State Police, Office of the Illinois Secretary of State, Department of Police and local law enforcement agencies to conduct this program.

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, public hearings, presentations, minor league baseball parks and other traffic safety events during the year.

Impaired Driving Program Strategies

Funded Strategies

- Continue to fund a Traffic Safety Resource Prosecutor 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 calendar year.
- Implement an Underage Drinking Prevention Program.
- 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.
- Continue to consider recommendations from Illinois Impaired Driving Re-assessment, implementing them in a manner that works best for Illinois.
- 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.
- To further focus anti-impaired driving resources by utilizing newly acquired DUI arrest data center in on the impaired driving problem on a county-by-county basis.
- Recognize accomplishments of DTS's Traffic Safety Partners (i.e., LEL Luncheons, TOP Cops).
- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC), UIS-ILLAPS and DTS.
- Fund a DUI court in Peoria County.
- Fund a DUI-dedicated prosecutor in Macon County.

Proposed Strategies

- Provide leadership towards Illinois' effort to effectively implement new Illinois law requiring Ignition Interlocks for all DUI offenders.
- Conduct Ignition Interlock Symposium.
- Develop a video series on the DUI investigative, charging and criminal procedures for distribution to public access channels throughout Illinois.
- 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.
- 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.
- Promote DUI courts with the criminal justice system, including judges, probation departments and state's attorneys.

Impaired Driving Project Tasks

Project Number: 09-13-01 (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: \$100,000

Project Number: 09-13-02 (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: \$53,500

Project Number: 09-13-03 (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: \$98,300

Project Number: 09-13-05 (K8) (410)
Project Title: UIS Court Project (Local)

Project Description

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

Budget: \$363,789

Project Number: 09-13-07 (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: \$200,000

Project Number: 09-13-10 (K8) (410)

Project Title: Ignition Interlock Symposium (DTS)

Project Description

This task provides funds for DTS to conduct an Ignition Interlock Symposium. The goal of the symposium is to educate attendees on the new Illinois law requiring Breath Alcohol Ignition Interlock Devices (BAIID) for all first time DUI offenders on the value of BAIIDs in general.

Budget: \$25,000

Project Number: 09-13-13 (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: \$42,000

Project Number: 09-13-14 (K8) (410)
Project Title: Tracking Alcohol in Illinois (TrAIL)

Project Description

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

Budget: \$59,000

Project Number: 09-13-15 (K8) (410)

Project Title: BAID (SOS)

Project Description

This task provides funds for the Office of the Secretary of State to begin the implementation of the BAID program statewide. The new BAID law which went into effect on January 9, 2009 will require 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 (BAID).

Budget: \$300,600

Project Number: 09-16-01 (K4PM) (406)

Project Title: Paid Media (DTS)

Project Description

This task provides funds for paid media for impaired driving in support of the Holiday Season, Super Bowl, St. Patrick's Day, Fourth of July and National Enforcement Crackdown during Labor Day 2009. This task also includes funds for the creative advertising agency and media buyer to place advertising spots during these campaigns.

Budget: \$2,300,000

Impaired Driving: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|--|---------------|----------------------|
| 09-13-01 | Traffic Safety Resource Prosecutor (DTS) | \$ 100,000 | 410 |
| 09-13-02 | Operation Straight ID (SOS) | \$ 53,500 | 410 |
| 09-13-03 | Breath Analysis (ISP) | \$ 98,300 | 410 |
| 09-13-05 | UIS-Court (Local) | \$ 363,789 | 410 |
| 09-13-07 | Impaired Driving PI&E (DTS) | \$ 200,000 | 410 |
| 09-13-10 | Ignition Interlock Symposium (DTS) | \$ 25,000 | 410 |
| 09-13-13 | Judicial Training (AOIC) | \$ 42,000 | 410 |
| 09-13-14 | TrAIL (ILCC) | \$ 59,000 | 410 |
| 09-13-15 | BAID (SOS) | \$ 300,600 | 410 |
| 09-16-01 | Paid Media (DTS) | \$2,300,000 | 406 |
| 406 Total | | \$2,300,000 | |
| 410 Total | | \$1,242,189 | |
| Total All Funds | | \$3,542,189 | |

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: 09-02-09 (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 2009.

Budget: \$1,790,625

Project Number: 09-04-03 (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 16,786 hours of regular traffic patrol will be conducted in FY 2009.

Budget: \$604,296

Project Number: 09-05-01 (State Funds) (402 Match)

Project Title: State Match (Local)

Project Description

This task provides funds for local law enforcement agencies to purchase printers for the MCR program. The primary program emphasis is to be placed on having additional agencies begin to utilize the MCR system and existing users to expand it to additional officers in their agencies. Illinois will not seek federal reimbursement for this task during FY 2009.

Budget: \$500,000

Project Number: 09-13-09 (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 22,553 DUI defendants supervised by Illinois probation departments in 2007, at an average cost per case of \$1,520. Total estimated expenditures for DUI probation supervision in 2007 was \$34,280,560. For this program DTS only needs a state match of \$16,525,800.

Budget: \$16,525,800

Project Number: 09-18-08 (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 9,093 hours of regular traffic patrol will be conducted in FY 2009.

Budget: \$327,348

Project Number: 09-19-02 (State Funds) (405 Match)

Project Title: State Match (Local)

Project Description

This task identifies funds for local law enforcement agencies to conduct speed enforcement programs to reduce the incidence of speeding-related motor vehicle crashes and the resulting injuries and fatalities through highly-visible increased enforcement of speed-related laws. Illinois will not seek federal reimbursement for this task during FY 2009.

Budget: \$2,013,571

Project Number: 09-19-03 (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 56,476 hours of regular traffic patrol will be conducted in FY 2009.

Budget: \$2,033,136

Project Number: 09-21-02 (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 7,504 hours of regular traffic patrol will be conducted in FY 2009.

Budget: \$270,144

Project Number: 09-23-02 (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 8,334 hours of regular traffic patrol will be conducted in FY 2009.

Budget: \$300,024

Match Tasks: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------------|-------------------------------|---------------|----------------------|
| 09-02-09 | State Match (Local) | \$ 1,790,625 | State Match |
| 09-04-03 | ISP Match | \$ 604,296 | State Match |
| 09-05-01 | State Match (Local) | \$ 500,000 | State Match |
| 09-13-09 | Probation Services (Match) | \$16,525,800 | State Match |
| 09-18-08 | ISP Match | \$ 327,348 | State Match |
| 09-19-02 | State Match (Local) | \$ 2,013,571 | State Match |
| 09-19-03 | ISP Match | \$ 2,033,136 | State Match |
| 09-21-02 | ISP Match | \$ 270,144 | State Match |
| 09-23-02 | ISP Match | \$ 300,024 | State Match |
| Total Match Funds | | \$24,364,944 | |

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

Motorcyclists (operators and passengers) killed in 2007 accounted for over 12 percent of all motor vehicle fatalities. Motorcycle registrations, however, accounted for less than 3 percent of all motor vehicle registered. In 2007, there were 157 motorcyclists killed in 154 motor vehicle crashes. This is an increase in fatalities of 52 percent compared to 1999, when 103 motorcyclists were killed in 101 crashes. Other significant factors include:

- 105 (74 percent) of the 142 motorcycle operators killed in 2007 were not licensed to operate a motorcycle.
- Motorcycle riders accounted for almost 12 percent of all persons killed on Illinois roadways in 2007.
- In 2007, 38 percent of motorcyclists killed were age 45 or older.
- In 2007, 80 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 since they typically ride motorcycles more frequently than females and coupled with the fact that Illinois does not have a helmet law. Both males and females tend to have a low percent helmet use since there is no helmet law in Illinois. (Refer to **Table 3**)

Table 3: Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Motorcycle A-Injuries & Fatalities | Helmeted Motorcycle A-Injuries & Fatalities | % Helmeted Motorcycle A-Injuries & Fatalities | % Motorcycle A-Injuries & Fatalities |
|---|-----------|---|------------------------------------|---|---|--------------------------------------|
| Male | 0 to 8 | 1,705 | 5 | 2 | 40.0% | 0.3% |
| | 9 to 15 | 2,515 | 52 | 15 | 28.8% | 2.1% |
| | 16 to 20 | 8,235 | 296 | 61 | 20.6% | 3.6% |
| | 21 to 34 | 16,905 | 1,709 | 333 | 19.5% | 10.1% |
| | 35 to 64 | 20,020 | 2,453 | 393 | 16.0% | 12.3% |
| | 65+ | 4,244 | 113 | 38 | 33.6% | 2.7% |
| Female | 0 to 8 | 1,342 | 3 | 0 | 0.0% | 0.2% |
| | 9 to 15 | 2,299 | 13 | 3 | 23.1% | 0.6% |
| | 16 to 20 | 7,422 | 82 | 12 | 14.6% | 1.1% |
| | 21 to 34 | 11,743 | 240 | 28 | 11.7% | 2.0% |
| | 35 to 64 | 15,852 | 495 | 105 | 21.2% | 3.1% |
| | 65+ | 4,537 | 22 | 3 | 13.6% | 0.5% |
| State of Illinois Total A-Injury & Fatality Rate | | 96,819 17.30 | 5,483 | 993 | 18.1% | 5.7% |

Program Goal

Goal: To reduce the statewide percentage of motorcycle fatalities from 9.8 percent in 2003 to 8.2 percent by December 31, 2009.

| Year | Actual Motorcycle Fatality Percentage | | | | | Projected Motorcycle Fatalities Percentage | |
|---------|---------------------------------------|------|------|------|------|--|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 9.8 | 11.6 | 11.6 | 10.5 | 12.6 | 8.8 | 8.2 |

Motorcycle Safety Program Overview

In response to the increasing motorcycle-related injuries and fatalities, Illinois is working to expand 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.

The DTS will continue both earned and paid media activities during Motorcycle Awareness month in May 2009. 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 continue to promote the motorcycle safety messages ***Start Seeing Motorcyclists*** and ***Don't Drink and Ride*** during motorcycle awareness month in May. Messages will specifically stay focused on driver's awareness of motorcyclists and riding while impaired on our roadways. DTS will again purchase radio and television spots for the ***Start Seeing Motorcyclists*** and ***Don't Drink and Ride*** messages. DTS will guide both the earned and paid media efforts.

DTS will continue to promote the motorcycle safety messages ***Start Seeing Motorcyclists*** and ***Don't Drink and Ride*** during motorcycle awareness month in May and through the summer and early fall. DTS will continue to 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 and bumper stickers, ***Don't Drink and Ride*** give-aways.

In FY 2008 DTS offered a new motorcycle safety and awareness grant for local agencies. This program will continue in FY 2009 to enlist local agencies and organizations to improve motorcycle safety and motorist's awareness through the following activities: identification and study of motorcycle high-accident locations; identification of factors impacting motorcycle safety; creation and distribution of education and awareness materials; motorcycle-related research and pilot programs; and selective enforcement of motorcycle-related laws and equipment requirements.

DTS will continue with the Motorcycle Safety Advisory Council in FY 2009. The Council will continue to bring together representatives from the different motorcycle groups, state agencies, local police departments and local organizations to discuss the motorcycle

environment in Illinois. The focus of the council will be the implementation of the motorcycle assessment recommendations, motorcycle safety strategic plan and to review crash data to determine the best use of federal highway safety funds.

Motorcycle Safety Program Strategies

- Implement recommendations from the Motorcycle Safety Program Assessment.
- Increase training opportunities for beginning motorcycle riders in Illinois through DTS's Cycle Rider Training Program.
- Develop a public information and education campaign for motorcycle awareness.
- Conduct a paid media campaign for the motorcycle riding season.
- Continued involvement with the Motorcycle Safety Advisory Council.

Motorcycle Safety Project Tasks

Project Number: 09-22-01 (K6) (2010)

Project Title: Motorcycle Safety and Awareness Grant (Local)

Project Description

This task provides funds for Rockford and Evanston Police Department's to conduct an enforcement campaign to reduce behavior that leads to crashes and fatalities and to improve safety. Rockford and Evanston Police Department's will focus on high-speed corridors with officers where there is high-activity with motorcycles, set up safety check zones specifically for motorcycles to verify proper eye protection and motorcycle equipment requirements as well as encourage use of protective equipment

Budget: \$10,911

Project Number: 09-22-02 (K6PM) (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. DTS may purchase radio time to air motorcycle awareness messages.

Budget: \$132,789

Project Number: 09-22-03 (K6) (2010)

Project Title: Cycle Rider Safety Training Program (CRSTP) (DTS)

Project Description

This task provides funds for DTS's Cycle Rider Safety Training Program (CRSTP) to purchase 10 training motorcycles for additional training courses through the four regional training centers.

Budget: \$28,000

Project Number: 09-22-04 (K6) (2010)
Project Title: Motorcycle Advisory Council (DTS)

Project Description

This task provides funds for DTS to conduct 2-3 motorcycle advisory council meetings statewide to discuss motorcycle issues.

Budget: \$5,000

Motorcycle Safety Program Area: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|---|---------------|----------------------|
| 09-22-01 | Motorcycle Safety & Awareness Grant (Local) | \$ 10,911 | 2010 |
| 09-22-02 | PI&E Campaign | \$ 132,789 | 2010 |
| 09-22-03 | CRTSP Program | \$ 28,000 | 2010 |
| 09-22-04 | MC Advisory Council | \$ 5,000 | 2010 |
| | | | |
| 2010 Total | | \$176,700 | |
| Total All Funds | | \$176,700 | |

OCCUPANT PROTECTION

Problem Statement

- 1,248 persons were killed (1,052 were occupants) in 1,126 crashes in 2007.
- Travel increased by 0.6 percent compared to the previous year.
- The mileage death rate decreased by 0.6 percent from 2006 to 2007.
- There was an average of 1.1 deaths per fatal crash.

- 28.8 percent of the fatal crashes occurred at intersections in 2007.
- 79.1 percent of the fatal crashes occurred on dry roadways in 2007.
- 45.5 percent of the fatal crashes occurred during daylight hours in 2007.
- 56.1 percent of the fatal crashes occurred on urban roadways in 2007.
- 31.4 percent of the fatal crashes involved a collision with a fixed object in 2007.
- In 2008, the safety belt usage rate in Illinois is 90.5 percent.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 4)

Table 4: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Occupant A-Injuries & Fatalities | Belted Occupant A-Injuries & Fatalities | % Belted Occupant A-Injuries & Fatalities |
|--------------------------------|-----------|---|----------------------------------|---|---|
| Male | 0 to 8 | 1,705 | 1,137 | 491 | 43.2% |
| | 9 to 15 | 2,515 | 1,423 | 809 | 56.9% |
| | 16 to 20 | 8,235 | 7,693 | 4,355 | 56.6% |
| | 21 to 34 | 16,905 | 15,796 | 8,107 | 51.3% |
| | 35 to 64 | 20,020 | 17,874 | 10,553 | 59.0% |
| | 65+ | 4,244 | 3,720 | 2,635 | 70.8% |
| Female | 0 to 8 | 1,342 | 1,065 | 484 | 45.4% |
| | 9 to 15 | 2,299 | 1,729 | 1,111 | 64.3% |
| | 16 to 20 | 7,422 | 7,406 | 4,980 | 67.2% |
| | 21 to 34 | 11,743 | 11,107 | 8,106 | 73.0% |
| | 35 to 64 | 15,852 | 14,797 | 11,389 | 77.0% |
| | 65+ | 4,537 | 4,100 | 3,319 | 81.0% |
| State of Illinois Total | | 96,819 | 87,547 | 56,339 | 64.4% |
| A-Injury & Fatality Rate | | 17.30 | | | |

Program Goals

Goal: Increase the statewide safety belt usage rate by 11.9 percentage points from 80.1 percent in 2003 to 92.0 percent by December 31, 2009.

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

| | | |
|--|--|----------------------------|
| | Actual Statewide Safety Belt Use Percentage | Projected Statewide |
|--|--|----------------------------|

| | | | | | | | Safety Belt Use Percentage |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------------------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 76.2 | 83.0 | 86.0 | 88.0 | 90.1 | 90.5 | 92.0 |

Goal: Increase the statewide child safety seat usage rate by 9.5 percentage points from 60 percent in 2003 to 69.5 percent by December 31, 2009.

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

| | Actual Child Safety Seat Usage Rate (Only Includes Correct Use) | | | | | Projected Child Safety Seat Usage Rate (Only Includes Correct Use) | |
|-------------|--|-------------|-------------|--------------|-------------|---|-------------|
| Year | 2003 | 2004 | 2005 | 2006* | 2007 | 2008 | 2009 |
| Percent | 60.0 | 64.0 | 60.1 | 53.9 | 53.6 | 64.5 | 69.5 |

Note: The definition for incorrect use was altered in 2006 to reflect a more comprehensive list of incorrect uses of child safety seats.

Goal: Increase the percent awareness of the safety belt slogan "Click It or Ticket" by 10 percentage points from 85.0 percent in 2003 to 95.0 percent by December 31, 2009.

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

| | Actual Percent Awareness of the "Click It or Ticket" Slogan | | | | | Projected Percent Awareness of the "Click It or Ticket" Slogan | |
|-------------|--|-------------|-------------|-------------|-------------|---|-------------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 85.0 | 90.0 | 91.1 | 91.2 | 93.8 | 95.0 | 95.0 |

Goal: Reduce the combined percent unbelted occupant fatalities by 33.90 percentage points from 76.0 percent in 2003 to 42.10 percent by December 31, 2009.

Target 1: Achieve incremental decreases in unbelted occupant fatalities.

| | Actual Percent Unbelted Occupant Fatalities | | | | Projected Percent Unbelted Occupant Fatalities | | |
|-------------|--|-------------|-------------|-------------|---|-------------|-------------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 76.00 | 57.09 | 55.86 | 57.50 | 49.50 | 46.20 | 42.10 |

Goal: Reduce the combined percent unbelted occupant “A” injuries by 9.6 percentage points from 32.70 percent in 2003 to 23.10 percent by December 31, 2009.

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

| | Actual Percent Unbelted Occupant A-Injuries | | | | Projected Percent Unbelted Occupant A-Injuries | | |
|-------------|--|-------------|-------------|-------------|---|-------------|-------------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 32.70 | 29.74 | 30.11 | 30.24 | 26.10 | 24.10 | 23.10 |

Occupant Protection Program Overview

The Illinois Department of Transportation’s Division of Traffic Safety (DTS) is determined to reduce the number of unrestrained and improperly restrained motor vehicle occupants, thereby reducing Illinois’ unbelted occupant fatalities and unbelted occupant “A” injuries to 42.10 percent and 23.10 percent respectively by December 31, 2009. In FY 2008, the Occupant Protection Program contributed significantly to the achievement of these statewide goals by pushing safety belt compliance up to 90.5 percent throughout Illinois. In FY 2009, in addition to our existing law enforcement initiatives DTS will direct resources to increased law enforcement in rural areas, nighttime safety belt enforcement zones, teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, 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 CIOT communications kits again this year. The CIOT communications kit includes media advisories and press releases to announce 25 percent of local law enforcement activities will be held during nighttime hours. The communications kit also includes small CIOT signs to be posted at fast food, bank and pharmacy drive-thru lanes; quick fact notepads with important details to enforce the primary safety belt, graduated driver licensing and child occupant protection laws; bi-lingual posters for use at auto parts stores, athletic

facilities, gas stations and scrap metal processing plants; evaluation forms and a cd-rom of opinion editorials, website materials and e-mail templates. To further support the integration of enforcement, paid media and outreach, DTS will institute an e-newsletter to keep law enforcement and community gatekeepers up-to-date on occupant protection mobilizations.

Based on the May 2008 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. Illinois' safety belt usage increased 0.4 percentage points statewide to 90.5 percent after the May 2008 Click It or Ticket campaign. There were gains in all four markets among pick-up truck drivers – Chicago (75.6% up from 74%), Cook County (85.2% up from 77.0% - an 8.2% jump), Collar Counties (86.1% up from 85.3%) and downstate (81.5% up from 81.3%). These increases among pick-up truck drivers were significant. Overall pick-up truck occupant safety belt usage rose to 83.5 percent up from 82.0 percent. Overall passenger car safety belt usage rose to 91.6 percent up from 91.2 percent.

The biggest safety belt usage jump in one area was in Cook County. Cook County safety belt usage went up from 88.2 percent in 2007 to 90.4 percent in 2008, a 2.2 percent jump. The significantly increased participation of local law enforcement agencies and the saturation of a finite area with CIOT toolkits played a large part into that increase.

The biggest challenge to raising safety belt usage statewide is the city of Chicago. More funding and Chicago-focused intervention procedures must go into increasing safety belt usage in Chicago. The Chicago Occupant Protection (OP) Resource Center put up a valiant effort to increase safety belt usage in Chicago during the May 2008 Click It or Ticket campaign, and was able to help DTS maintain the 2007 safety belt usage rate in Chicago (86.8%) in 2008. Chicago is unique from Cook County as only one police department serves the massive population, excluding college and university police departments, the Illinois State Police (ISP) or the Cook County Sheriff's Department. Even if one counted ISP, the Sheriff's Department and Universities, there would be less than 10 police departments serving the entire city, unlike Cook County where there are potentially hundreds of police agencies with varying degrees of tenacity to enforce safety belt usage. Illinois must greatly increase both educational outreach and high-visibility law enforcement within the city of Chicago. To see a massive jump in the statewide safety belt compliance rate, determined steps will be taken to engage the Chicago Police Department in stepped-up enforcement through buy-in all the way from the local level to the highest administrator.

CIOT Mobilization Recognition

DTS will conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2009 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 2008 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

DTS has set a goal to increase the statewide child vehicle restraint systems usage rate to 95 percent by January 1, 2009. Illinois has a current child vehicle restraint systems usage rate of 87.2 percent. DTS will 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) development 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 completely unbuckled. In Illinois for the year 2006, 18 children, from birth through nine years of age, were killed and 4,360 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 2009 DTS will fund 14 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 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 and coordinate standardized child passenger safety technician certification courses throughout Illinois. The resource centers also serve an instrumental role in promoting and advancing the national and statewide CIOT mobilizations.

During the National Child Passenger Safety Awareness Week, DTS will once again host Seat Check Saturday events. During Seat Check Sunday 2007, 33 checkpoints were held with over 250 certified child passenger safety technicians. During Seat Check Saturday 2008, 93 checkpoints will be held with over 750 certified child passenger safety technicians. Seat Check Saturday 2008 is co-sponsored by AAA Chicago, Evenflo and Illinois Safe Kids. The 93 participating checkpoints will receive child safety seats, flyers, posters, and a cd-rom of support materials. During Child Passenger Safety Awareness Week 2009, 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 close to 500,000 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 will institute a statewide educational campaign to increase booster seat usage called Boost Illinois. Boost Illinois will be fully implemented with Section 2011 federal booster seat funding in FY 2009. During National Child Passenger Safety Awareness Week, Boost Illinois will be rolled-out to Illinois communities with a back-to-school in boosters theme.

Boost Illinois is modeled after the successful Boost America program Ford Motor Company sponsored years ago with an added component of parental education by technicians and parent co-pay toward the booster seats. Based on new research and model programs that were recently held in Illinois, Boost Illinois will put the onus of booster seat ownership in parent's hands. This will not be a booster seat giveaway program. Boost Illinois enables parents to work with certified child passenger safety technicians to purchase and properly install booster seats. Allowing parents to invest in their child's safety empowers them to use the booster seat consistently and correctly long term. Model programs in southern Illinois and DuPage County have significantly increased booster seat usage through a combination of classroom and all-school assemblies to educate children; parent co-pay on booster seats; parent education on proper installation by certified technicians and media coverage. In conjunction with local school districts, the 1,870 certified technicians in Illinois will be eligible for reimbursable mini-grants to increase booster seat usage in their communities. The program will also be marketed to the Illinois Parent Teacher Association and Illinois Head Start groups to increase the number of certified CPS technicians in these institutions and strengthen the number of communities involved in Boost Illinois. Parents who participate in Boost Illinois will be allowed to purchase booster seats at reduced prices while being educated on Illinois law and proper installation. Certified technicians will be required to fill out applications, progress reports and evaluations that detail their plans, success and recommendations. By increasing the number of children between four and eight years of age who are properly restrained in booster seats, DTS will chip away at our goal of 95 percent child safety seat usage. Applications to participate in Boost Illinois and the September National Child Passenger Safety Awareness Week Seat Check Saturday were solicited in the spring.

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 42 percent. Illinois has a technician recertification rate of 45.1 percent. In 2007, National Safe Kids, the certifying body for technicians, instituted a Continuing Education system wherein technicians must attend update courses, conferences or read technical literature to recertify as a Child Passenger Safety Technician. Illinois continues to 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 1,870 certified child passenger safety technicians and Instructors. The Regional Occupant Protection Coordinators 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 their sponsoring agency. Regional OP Coordinators retain technicians through a variety of methods including mailings, follow-up with all expiring technicians, courses located within close proximity of groups of expiring technicians and a statewide child passenger safety technician conference. In 2009, to further support the efforts of Regional OP Coordinators, DTS proposes an Illinois Technician Retention Challenge (ITRC). The ITRC is modeled after the Illinois Traffic Safety Challenge and CIOT Law Enforcement Awards Breakfasts. By challenging and recognizing agencies that recertify Illinois CPS Technicians, DTS plans to raise the Illinois CPS Recertification rate to 85 percent by 2010.

DTS's proposal will empower local technicians to take an active role in raising the state's CPS recertification rate by instituting a yearly Illinois CPS Technician Retention Challenge. Utilizing Section 2011 federal funding, DTS will host an awards breakfast at the end of each calendar year and distribute 10 total prizes to agencies of varying sizes that have met state recertification goals. In 2008, agencies that retain 55 percent of recertifying technicians will be eligible for prizes. In 2009, agencies with a 65 percent recertification rate will be eligible for prizes, and in 2010 agencies with an 85 percent recertification rate will be eligible for prizes. Prizes will include items that agencies can use at their local CPS fitting stations – i.e., pop-up vehicle tents, replacement child safety seats and trips to National Lifesavers for continuing education.

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 Regional Occupant Protection Coordinators. 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 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 Occupant Protection Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.

Occupant Protection Project Tasks

Project Number: 09-02-01 (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: \$200,000

Project Number: 09-02-03 (OP) (402)

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: \$64,000

Project Number: 09-02-04 (OP) (402)

Project Title: Occupant Protection Resource Centers (Local)

Project Description

This task provides funds for seven local agencies to be a Regional Occupant Protection Center (ROPC). The ROPC's will concentrate on safety belt use, teen safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

Budget: \$809,070

Project Number: 09-02-05 (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 improved the effectiveness of the highway safety projects conducted by DTS through expanded program evaluation.

Budget: \$238,419

Project Number: 09-02-10 (OP) (402)
Project Title: Occupant Protection Coordinator (DTS)

Project Description

This task provides funds for DTS to continue to fund a consultant to coordinate and implement all of DTS's occupant protection and child passenger safety programs statewide.

Budget: \$100,000

Project Number: 09-02-11 (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 2009.

Budget: \$5,000

Project Number: 09-02-12 (OP) (402)

Project Title: Teen Safe Driving (Local)

Project Description

This task provides funds for Illinois high schools to develop and implement effective measures to combat the teen driving problem in Illinois. The goal of this program 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.

Budget: \$300,000

Project Number: 09-02-14 (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: \$200,000

Project Number: 09-02-15 (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: \$90,000

Project Number: 09-16-01 (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 2008 and the National Enforcement Mobilization during May 2009. This task also includes funds for the creative advertising agency and media buyer to place advertising spots during these campaigns.

Budget: \$2,300,000

Project Number: 09-21-01 (K3) (2011)
Project Title: Boost Illinois (Local)

Project Description

This task provides funds to design to reduce the death an injury rate of children by providing booster seats to 11 local agencies for distribution to parents, grandparents and/or guardians.

Budget: \$61,374

Project Number: 09-21-03 (K3) (2011)
Project Title: Child Passenger Safety Seat Project (CPS) (Local)

Project Description

This task provides funds for 14 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: \$246,155

Project Number: 09-21-04 (K3) (2011)
Project Title: CPS Conference (DTS)

Project Description

This task provides funds for DTS to conduct a statewide Child Passenger Safety Conference in FY 2009

Budget: \$5,000

Occupant Protection: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|------------------------------------|--------------|---------------|
| 09-02-01 | Sports Marketing Coordinator (DTS) | \$ 200,000 | 402 |
| 09-02-03 | KISS (SOS) | \$ 64,000 | 402 |
| 09-02-04 | OPRC (Local) | \$ 809,070 | 402 |
| 09-02-05 | UIS Evaluation (Local) | \$ 238,419 | 402 |
| 09-02-10 | Occ.Prot. Coordinator (DTS) | \$ 100,000 | 402 |
| 09-02-11 | Safety Belt Surveys (DTS) | \$ 5,000 | 402 |
| 09-02-12 | Teen Safe Driving (DTS) | \$ 300,000 | 402 |
| 09-02-14 | CIOT PI&E (DTS) | \$ 200,000 | 402 |
| 09-02-15 | Phone Surveys (Local) | \$ 90,000 | 402 |
| 09-16-01 | Paid Media (DTS) | \$ 2,300,000 | 406 |
| 09-21-01 | Boost Illinois (Local) | \$ 61,374 | 2011 |
| 09-21-03 | CPS Projects (Local) | \$ 246,155 | 2011 |
| 09-21-04 | CPS Conference (DTS) | \$ 5,000 | 2011 |
| 402 Total | | \$ 2,006,489 | |
| 406 Total | | \$ 2,300,000 | |
| 2011 Total | | \$ 312,529 | |
| Total All Funds | | \$ 4,619,018 | |

PEDESTRIAN AND PEDAL CYCLE PROGRAM AREA

Problem Statement

Statewide

- In 2007, there were 172 pedestrian fatalities and of the 6,423 injured, 1,145 suffered "A" injuries.
- In 2007, there were 18 pedal cyclist fatalities and of the 3,946 injured, 496 suffered "A" injuries.

Chicago

- In 2007, there were 49 pedestrian fatalities and of the 3,972 injured, 566 suffered “A” injuries.
- In 2007, there were 3 pedal cyclist fatalities and of the 1,826 injured, 172 suffered “A” injuries.

Overview

Between 2001 and 2006, about 60 percent of pedestrian fatalities and severe injuries were males. About 10 percent of pedestrian fatalities and severe injuries are children under nine years old. Children are over-represented when it comes to pedestrian-related A-injuries and fatalities. Within the age group of 0-8 and 9-15, males had the highest percentage of pedestrian fatalities and injuries (25.3 percent and 22.2 percent respectively). (Refer to Table 5)

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

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Pedestrian A-Injuries & Fatalities | % Pedestrian Related A-Injuries & Fatalities |
|-------------------------------------|-----------|---|------------------------------------|--|
| Male | 0 to 8 | 1,705 | 432 | 25.3% |
| | 9 to 15 | 2,515 | 559 | 22.2% |
| | 16 to 20 | 8,235 | 371 | 4.5% |
| | 21 to 34 | 16,905 | 805 | 4.8% |
| | 35 to 64 | 20,020 | 1,573 | 7.9% |
| | 65+ | 4,244 | 433 | 10.2% |
| Female | 0 to 8 | 1,342 | 234 | 17.4% |
| | 9 to 15 | 2,299 | 404 | 17.6% |
| | 16 to 20 | 7,422 | 259 | 3.5% |
| | 21 to 34 | 11,743 | 541 | 4.6% |
| | 35 to 64 | 15,852 | 932 | 5.9% |
| | 65+ | 4,537 | 419 | 9.2% |
| State of Illinois Total | | 96,819 | 6,962 | 7.2% |
| A-Injury & Fatality Rate | | 17.30 | | |

- Male aged 9-15, tend to have the highest percentage of pedal-cycle-related A-injuries and fatalities. (Refer to Table 6)

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

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Pedal-cycle A-Injuries & Fatalities | % Pedal-cycle-related A-Injuries & Fatalities |
|--------|-----------|---|-------------------------------------|---|
| Male | 0 to 8 | 1,705 | 133 | 7.8% |
| | 9 to 15 | 2,515 | 530 | 21.1% |
| | 16 to 20 | 8,235 | 170 | 2.1% |

| | | | | |
|--------------------------------|----------|---------------|--------------|-------------|
| | 21 to 34 | 16,905 | 302 | 1.8% |
| | 35 to 64 | 20,020 | 562 | 2.8% |
| | 65+ | 4,244 | 84 | 2.0% |
| Female | 0 to 8 | 1,342 | 40 | 3.0% |
| | 9 to 15 | 2,299 | 163 | 7.1% |
| | 16 to 20 | 7,422 | 57 | 0.8% |
| | 21 to 34 | 11,743 | 91 | 0.8% |
| | 35 to 64 | 15,852 | 120 | 0.8% |
| | 65+ | 4,537 | 17 | 0.4% |
| State of Illinois Total | | 96,819 | 2,269 | 2.3% |
| A-Injury & Fatality Rate | | 17.30 | | |

Program Goals

Goal: To reduce the statewide percentage of pedal-cycle fatalities from 1.85 in 2004 to 1.65 percent by December 31, 2009.

| | Actual Percent Pedal-cycle Fatalities | | | | Projected Percent Pedal-cycle Fatalities | | |
|---------|---------------------------------------|------|------|------|--|------|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 1.17 | 1.85 | 1.62 | 1.95 | 1.8 | 1.71 | 1.65 |

Goal: To reduce the statewide percentage of pedestrian fatalities from 14.8 in 2003 to 10.0 percent by December 31, 2009.

| | Actual Percent Pedestrian Fatalities | | | | Projected Percent Pedestrian Fatalities | | |
|---------|--------------------------------------|-------|-------|------|---|------|------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 14.8 | 13.36 | 14.33 | 11.4 | 11.0 | 10.6 | 10.0 |

Pedestrian and Pedal Cycle Program Overview

Illinois has over 2,000 miles of dedicated bicycle trails. The recent expansions of bicycle facilities, especially in the state's metropolitan areas have focused on facilitating greater use of bicycles for work and personal business commuting. Approximately 1,900 miles of the more than 16,000-mile state highway system are considered suitable for cycling. Cycling opportunities are also possible on more than 10,000 miles of locally-operated and maintained roadways with low traffic volumes and lower motor vehicle speeds.

DTS will continue to be involved with the Pedestrian and Bicycle Safety Task Force. This task force consists of advocacy groups, various state agencies, design engineers and special interest organizations. This group will continue in an advisory role with periodic meetings as necessary.

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 two categories: Enforcement Efforts and Creating Safe Behaviors.

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 target 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.

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. Conduct 200 Chicago Park District day camps reaching 20,000 children in FY 2009.
- 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 20 trainings to businesses that employ professional drivers, including taxi associations and charter bus companies.

CDOT will continue to conduct a pedestrian safety initiative in Chicago. CDOT's Pedestrian Safety Initiative will increase the number of schools visited to a total of 200 for FY 2009. 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 also launch 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 Chicago Police Department will conduct a Crosswalk Enforcement Initiative to reduce the number of pedestrian-vehicle crashes throughout the city of Chicago by increasing enforcement of pedestrian safety laws. The purpose of the Crosswalk Enforcement Initiative is twofold. First, through enforcement actions, the Chicago Police Department seeks to increase yielding rates at marked crosswalks among drivers. Secondly, the Chicago Police Department seeks to improve pedestrian safety throughout the city of Chicago by emphasizing the presence and vulnerability of pedestrians as road users.

The city of Elgin has a large bicycling community of all different skill levels and interest. The presence of the Fox River Trail and the Elgin Branch of the Illinois Prairie Path make biking along the Fox River ideal for traveling to points within and outside the City. Based on crash data, the city of Elgin identified locations that are high crash locations for bicyclists and pedestrians. The result of this analysis indicates that all reported

crashes were located in various locations both on both the west and east side of the Fox River suggesting that there is no one location that is necessarily more dangerous than others for bicyclists. The city of Elgin’s premise of the Elgin Bicycle and Pedestrian Safety Campaign is that effective education and enforcement of traffic laws targeting those behaviors that are causing the most injuries and fatalities, based on an understanding of the circumstances of bicycle crashes, will reduce the frequency and severity of these injuries.

Pedestrian and Pedal Cycle Program Strategies

- Fund the Chicago Department of Transportation, Chicago Police Department and city of Elgin’s 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 Pedestrian and Bicycle Safety Task Force.

Pedestrian and Pedal Cycle Project Task

Project Number: 09-12-02 (PS) (402)

Project Title: Bicycle/Pedestrian Safety (Local)

Project Description

This task provides funds for the Chicago Department of Transportation (CDOT), Chicago Police Department and the city of Elgin to conduct pedestrian/bicycle safety programs.

Budget: \$446,084

Pedestrian/Bicycle Safety Program Area: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|-----------------------------------|---------------|----------------------|
| 09-12-02 | Bicycle/Pedestrian Safety (Local) | \$446,084 | 402 |
| 402 Total | | \$446,084 | |
| Total All Funds | | \$446,084 | |

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: 09-01-01 (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, Evaluation Unit Manager, Mathematical Evaluator, Finance Unit Manager, Advanced Accountant, Public Information and Graphics Specialists, 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: 09-02-06 (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: \$15,000

Project Number: 09-02-07 (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: 09-03-01 (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: 09-04-06 (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: 09-05-05 (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: 09-06-01 (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

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

| Project Number | Project Title | Budget | Budget Source |
|------------------------|---------------------------------|--------------------|----------------------|
| 09-01-01 | Planning & Administration (DTS) | \$ 750,000 | 402 |
| 09-02-06 | DTS Travel (DTS) | \$ 15,000 | 402 |
| 09-02-07 | Management & Evaluation (DTS) | \$ 300,000 | 402 |
| 09-03-01 | Management & Evaluation (DTS) | \$ 225,000 | 402 |
| 09-04-06 | Management & Evaluation | \$ 150,000 | 402 |
| 09-05-05 | Management & Evaluation (DTS) | \$ 45,000 | 402 |
| 09-06-01 | Management & Evaluation (DTS) | \$ 30,000 | 402 |
| 402 Total | | \$1,515,000 | |
| Total All Funds | | \$1,515,000 | |

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

- In 2006, a total of 525 fatalities were a result of speed-related crashes, 39 percent of the total fatalities in Illinois.
- In the United States, a total of 13,543 fatalities were a result of speed-related crashes, 31.8 percent of the total fatalities in the U.S.
- Males 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. (Refer to Table 7)

Table 7: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities

| Gender | Age Group | Total A-Injuries & Fatalities (2002-2006) | Speed-Related A-Injuries & Fatalities | % of Speed-Related A-Injuries & Fatalities |
|--------------------------------|-----------|---|---------------------------------------|--|
| Male | 0 to 8 | 1,705 | 285 | 16.7% |
| | 9 to 15 | 2,515 | 446 | 17.7% |
| | 16 to 20 | 8,235 | 2,254 | 27.4% |
| | 21 to 34 | 16,905 | 4,297 | 25.4% |
| | 35 to 64 | 20,020 | 4,361 | 21.8% |
| | 65+ | 4,244 | 711 | 16.8% |
| Female | 0 to 8 | 1,342 | 265 | 19.7% |
| | 9 to 15 | 2,299 | 498 | 21.7% |
| | 16 to 20 | 7,422 | 1,872 | 25.2% |
| | 21 to 34 | 11,743 | 2,737 | 23.3% |
| | 35 to 64 | 15,852 | 3,437 | 21.7% |
| | 65+ | 4,537 | 673 | 14.8% |
| State of Illinois Total | | 96,819 | 21,836 | 22.6% |
| A-Injury & Fatality Rate | | 17.30 | | |

Program Goals

Goal: By December 31, 2009, achieve alcohol-related fatality rate of 0.49 deaths per 100 million VMT from the Illinois 2003 rate of 0.60 VMT.

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

| | Actual Alcohol-Related Fatality Rate | | | | Projected Alcohol-Related Fatality Rate | | |
|------|--------------------------------------|------|------|------|---|------|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rate | 0.60 | 0.56 | 0.54 | 0.56 | 0.53 | 0.51 | 0.49 |

* Numbers based on NHTSA's imputed numbers.

Goal: Increase the statewide safety belt usage rate by 15.8 percentage points from 76.2 percent in 2003 to 92.0 percent by December 31, 2009.

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

| Year | Actual Statewide Safety Belt Use Percentage | | | | | | Projected Statewide Safety Belt Use Percentage |
|------|---|------|------|------|------|------|--|
| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| | | | | | | | |

| | | | | | | | |
|---------|------|------|------|------|------|------|------|
| Percent | 76.2 | 83.0 | 86.0 | 88.0 | 90.1 | 90.5 | 92.0 |
|---------|------|------|------|------|------|------|------|

Goal: Reduce the combined percent unbelted occupant fatalities by 33.9 percentage points from 76.00 percent in 2003 to 42.10 percent by December 31, 2008.

Target 1: Achieve incremental decreases in unbelted occupant fatalities.

| | Actual Percent Unbelted Occupant Fatalities | | | | Projected Percent Unbelted Occupant Fatalities | | |
|---------|---|-------|-------|-------|--|-------|-------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 76.00 | 57.09 | 55.86 | 57.50 | 49.50 | 46.20 | 42.10 |

Goal: Reduce the combined percent unbelted occupant "A" injuries by 9.6 percentage points from 32.7 percent in 2003 to 23.1 percent by December 31, 2009.

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

| | Actual Percent Unbelted Occupant A-Injuries | | | | Projected Percent Unbelted Occupant A-Injuries | | |
|---------|---|-------|-------|-------|--|-------|-------|
| Year | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Percent | 32.70 | 29.74 | 30.11 | 30.24 | 26.10 | 24.10 | 23.10 |

Police Traffic Services Program Overview

During FY 2009, 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 May 2009, DTS will focus on increasing the number of participating local law enforcement agencies, and increasing media outreach to 18-34 year old males. In August 2009, DTS will concentrate efforts for the impaired driving national enforcement crackdown.

DTS will continue to explore new innovative enforcement techniques (i.e. night-time occupant protection enforcement zones and flexible RSC's) with local and state agency projects. Also, DTS will encourage its local enforcement projects Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Mobilization Enforcement Plus and Illinois State Police, Office of the Secretary of the State and 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. DTS will implement the high-visibility enforcement activities as established in the Section 410 application submitted on August 1, 2008.

Illinois continues to implement high-visibility impaired driving enforcement campaigns with local and state enforcement agencies. The Illinois State Police (ISP) through its Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects provide a statewide enforcement effort along with the Office of the Illinois Secretary of State's (SOS) Department of Police's Anti-Drunk Driving Enforcement Program (ADDEP). 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. Mini-Grant Alcohol Program (MAP) – is designed to reduce the incidence of alcohol-related motor vehicle crashes, and the resulting injuries, fatalities and property damage through increased highly-visible enforcement of impaired driving laws, with an emphasis on state and national mobilizations.
3. Mobilization Enforcement Plus – is designed to provide funds for local police departments to conduct enhanced enforcement details during specified impaired driving mobilizations.

Occupant Protection Enforcement

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

1. Integrated Mini-Grant Enforcement Program (IMaGE) – the purpose of the IMaGE program is to reduce the incidence of motor vehicle crashes, and resulting injuries and fatalities, through increased highly-visible enforcement of occupant restraint, impaired driving and speed laws during the national and state mobilizations.

2. Traffic Law Enforcement Program (TLEP) – is designed to address traffic safety problems which might be effectively resolved by education and increased traffic enforcement. Enforcement principally is directed against those violations which have been identified as causes of crashes during the times of day and days of week when the crashes have occurred most frequently. This enforcement supplements the amount of traffic law enforcement currently in effect. Thus, the police are expected to substantially increase the number of citations for traffic law violations.
3. Speed Enforcement Program (SEP) – the purpose of the SEP is to reduce the incidence of speed-related motor vehicle crashes, and the resulting injuries and fatalities, through highly-visible increase enforcement of speed-related laws. Local agencies will conduct speed surveys before, during (mid-point of project year) and at the end of the project period. Surveys will be conducted at the designated patrol locations, which have been identified as having a high rate of speed-related crashes, during the times of day and days of week when the majority of those crashes have occurred. All surveys (before, during, after) must be, each time, conducted at the same time of day and day of week. Surveys may be conducted with radar or a speed trailer. In FY 2009, the SEP projects will be funded with state funds.
4. Mobilization Enforcement Plus – is designed to provide funds for local police departments to conduct enhanced enforcement details during specified occupant protection mobilizations.

DTS also funds occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State's Department of 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 2009, 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. Speed Patrols Enforcing and Educating Drivers (SPEED) – this project provides for the ISP to conduct concentrated enforcement patrols to reduce speed-related fatalities and crashes. Patrols will focus on enforcing speeding violations. Occupant restraint and other traffic violations which are contributing causes of crashes such as following too closely and improper lane usage will be enforced.
4. Speed Traffic Accident Reduction (STAR) – this program is designed to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. The intent is to apprehend traffic law violators committing

common traffic offenses with particular emphasis being placed on speed. Additional attention will be placed on safety belt and child restraint violations.

DTS will fund the Illinois State Police to continue a centralized Motorcycle Patrol Unit. The high-visibility patrols, coupled with an aggressive enforcement protocol which targets the “Fatal Five” violations, will instill recognition of police presence on Illinois’ highways by the motoring public. The strategic deployment of these officers through the use of staggered shifts during peak traffic times will further contribute to a patrol saturation perception by motorist.

Law Enforcement Liaison

DTS will continue to fund eight Law Enforcement Liaisons (LEL) in FY 2009. 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 LEL will also be responsible for overseeing and managing numerous local law enforcement projects as well as organizing media events for the impaired driving and occupant protection campaigns.

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. 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.

DTS developed a SFST Refresher course for local law enforcement officers who work in a LAP, MAP and RSC project. In FY 2009, the course will be offered through the ILETSB’s 16 MTU’s. DTS’s goal is to train all local law enforcement officers in the SFST Refresher Training course.

Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Safety Belt Enforcement Zones, Speed Enforcement Program (SEP), Mobilizations and Law Enforcement Liaisons.
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 17–30, 2008 and May 15–31, 2009)
- Continue to fund eight Law Enforcement Liaisons.
- Continue to fund enforcement through the Illinois State Police’s Special Traffic Enforcement Project (sSTEP), Speed Patrols Enforcing and Educating Drivers (SPEED) and OREP projects and the Office of the Secretary of State’s Department of Police’s Speed Traffic Accident Reduction (STAR) and Anti-Drunk Driving Enforcement Project (ADDEP).

- 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. Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE).
- Continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Halloween, Holiday Season, Super Bowl, St. Patrick's Day and Cinco de Mayo). These smaller mobilization efforts include earned media. Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE).
- Continue to conduct periodic DUI enforcement around pre-selected events (Mini-Grant Alcohol Program, Flexible RSCs, Strike-Forces and Mobilization Plus).
- Continue to coordinate sustained enforcement and paid media campaigns around pre-selected high drinking 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.

Police Traffic Services Project Tasks

Project Number: 09-02-08 (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: \$596,180

Project Number: 09-03-02 (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: \$684,200

Project Number: 09-03-04 (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 who 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: \$596,180

Project Number: 09-03-05 (AL) (402)

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

Project Description

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

Budget: \$174,000

Project Number: 09-04-01 (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) coordinates the specialized police training activities. The training is most often delivered through ILET SB'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 2009, the following NHTSA approved courses will be offered on a statewide basis:

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

Budget: \$97,200

Project Number: 09-04-02 (PT) (402)

Project Title: Speed Patrols Enforcing and Educating Drivers (SPEED)

Project Description

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

Budget: \$486,700

Project Number: 09-04-04 (PT) (402)

Project Title: Traffic Law Enforcement Projects (Local)

Project Description

This task provides funds for three local police departments to conduct traffic law enforcement projects (TLEP). The key elements of a traffic law enforcement program is to provide for enforcement of specific traffic laws at selected high crash locations and to conduct a public information and education campaign. TLEP projects are selected based on DTS's 23 county breakdown. TLEP projects will include occupant restraint and speed limit enforcement components.

Budget: \$641,552

Project Number: 09-04-05 (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: \$864,200

Project Number: 09-04-07 (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: \$135,577

Project Number: 09-04-08 (PT) (402)

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

Project Description

This task provides funds for the Office of the Illinois Secretary of State, Department of Police (SOS Police) to reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. Its intent is to apprehend traffic law violators committing common traffic offenses with particular emphasis being placed on speed, safety belts and child restraint. SOS Police will be deployed to target areas on an as needed basis.

Budget: \$110,400

Project Number: 09-04-09 (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 42 officers who will be assigned to speed enforcement duties on the interstate highways.

Budget: \$316,200

Project Number: 09-04-10 (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 2009 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: \$140,000

Project Number: 09-04-11 (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 2008 and the Click It or Ticket mobilization during the May 2009 Click It or Ticket National Enforcement mobilization.

Budget: \$20,000

Project Number: 09-04-12 (402)

Project Title: Mobilization Enforcement Plus (Local)

Project Description

This task provides funds for local law enforcement agencies to conduct special enforcement for alcohol mobilizations and/or occupant protection mobilizations during one or more of the following campaigns: 1. Thanksgiving Campaign, 2. Christmas/New Years Campaign, 3. Super Bowl Campaign, 4. St. Patrick's Day Campaign, 5. Cinco de Mayo Campaign, 6. Memorial Day Campaign, 7. Fourth of July Campaign, 8. Labor Day Campaign, 9. Additional RSCs and 10. Additional SBEZ's.

Budget: \$1,000,000

Project Number: 09-13-04 (K8) (410)
Project Title: Alcohol Countermeasures (IDNR)

Project Description

This task provides funds for the Illinois Department of Natural Resources, 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: \$300,300

Project Number: 09-13-06 (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 2009, the following NHTSA approved courses will be offered on a statewide basis:

- Breath Alcohol Testing
- Criminal Patrol "CCTS-Drug Enforcement"
- Driving Under the Influence Drug Enforcement Instructor Training
- DUI Enforcement
- In-Vehicle Video Taping of DUI Suspects
- Recognition of Driving Under the Influence of Alcohol and Other Drugs
- Roadside Safety Checkpoints
- Standardized Field Sobriety Testing-HGN
- Standardized Field Sobriety Testing-HGN Instructor
- Standardized Field Sobriety Testing-One-Day Refresher Training Course
- Testifying in a DUI Trial
- Youth Enforcement Workshop

Budget: \$194,000

Project Number: 09-13-08 (K8) (410)

Project Title: Mini-Alcohol Program (MAP) (Local)

Project Description

This task provides funds for 27 local law enforcement agencies to conduct impaired driving enforcement patrols. Each MAP project will participate in eight enforcement waves of DUI enforcement, preceded and followed by public information and education activities.

Budget: \$568,147

Project Number: 09-13-11 (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: \$1,280,000

Project Number: 09-13-12 (K8) (410)

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

Project Description

This task provides funds for 15 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: \$1,912,438

Project Number: 09-16-02 (K4PT) (406)

Project Title: Mobilization Enforcement Plus (Local)

Project Description

This task provides funds for local law enforcement agencies to conduct special enforcement for alcohol mobilizations and/or occupant protection mobilizations during one or more of the following campaigns: 1. Thanksgiving Campaign, 2. Christmas/New Years Campaign, 3. Super Bowl Campaign, 4. St. Patrick's Day Campaign, 5. Cinco de Mayo Campaign, 6. Memorial Day Campaign, 7. Fourth of July Campaign, 8. Labor Day Campaign, 9. Additional RSCs and 10. Additional SBEZ's.

Budget: \$1,018,523

Project Number: 09-16-04 (K4PT) (406)

Project Title: Integrated Mini-Grant Enforcement Program (IMaGE) (Local)

Project Description

This task provides funds for 64 local law enforcement agencies to hireback officers during selected integrated enforcement periods. There will be five enforcement campaign periods, each of which will cover a four week period. During the first and fourth campaigns, certified officers working overtime will concentrate on enforcement of all traffic laws with special emphasis on impaired driving violations. During the second and third campaigns the emphasis will be on occupant restraint and during the fifth and final campaign the emphasis will be on speed violations.

Budget: \$2,231,085

Project Number: 09-19-01 (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: \$1,189,700

Police Traffic Services Program Area: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|-----------------------|----------------------|---------------|----------------------|
|-----------------------|----------------------|---------------|----------------------|

| | | | |
|------------------------|---------------------------------------|--------------|-----|
| 09-02-08 | LEL (Local) | \$ 596,180 | 402 |
| 09-03-02 | DUIE (ISP) | \$ 684,200 | 402 |
| 09-03-04 | DUI LEL (Local) | \$ 596,180 | 402 |
| 09-03-05 | ADDEP (SOS) | \$ 174,000 | 402 |
| 09-04-01 | Police Traffic Training (ILETSB) | \$ 97,200 | 402 |
| 09-04-02 | SPEED (ISP) | \$ 486,700 | 402 |
| 09-04-04 | TLEP (Local) | \$ 641,552 | 402 |
| 09-04-05 | STEP (ISP) | \$ 864,200 | 402 |
| 09-04-07 | Awards (Local) | \$ 135,577 | 402 |
| 09-04-08 | STAR (SOS) | \$ 110,400 | 402 |
| 09-04-09 | MC Patrol Unit (ISP) | \$ 316,200 | 402 |
| 09-04-10 | Mobilization Equipment (Local) | \$ 140,000 | 402 |
| 09-04-11 | Mobilization Luncheons (DTS) | \$ 20,000 | 402 |
| 09-04-12 | Mobilization Enforcement Plus (Local) | \$1,000,000 | 402 |
| 09-13-04 | Alcohol Countermeasures (IDNR) | \$ 300,300 | 410 |
| 09-13-06 | Alcohol-PTT (ILETSB) | \$ 194,000 | 410 |
| 09-13-08 | MAP (Local) | \$ 568,147 | 410 |
| 09-13-11 | ACE (ISP) | \$1,280,000 | 410 |
| 09-13-12 | LAP (Local) | \$1,912,438 | 410 |
| 09-16-02 | Mobilization Enforcement Plus (Local) | \$1,018,523 | 406 |
| 09-16-04 | IMaGE (Local) | \$2,231,085 | 406 |
| 09-19-01 | OREP (ISP) | \$1,189,700 | 405 |
| | | | |
| 402 Total | | \$ 5,862,389 | |
| 405 Total | | \$ 1,189,700 | |
| 406 Total | | \$ 3,249,608 | |
| 410 Total | | \$ 4,254,885 | |
| Total All Funds | | \$14,556,582 | |

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. Improvements may include internal agency process enhancements, electronic transmission of data (intra-agency and/or inter-agency) and an increased ability to analyze data and produce reports. System improvements will be accomplished based on the availability of resources.

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

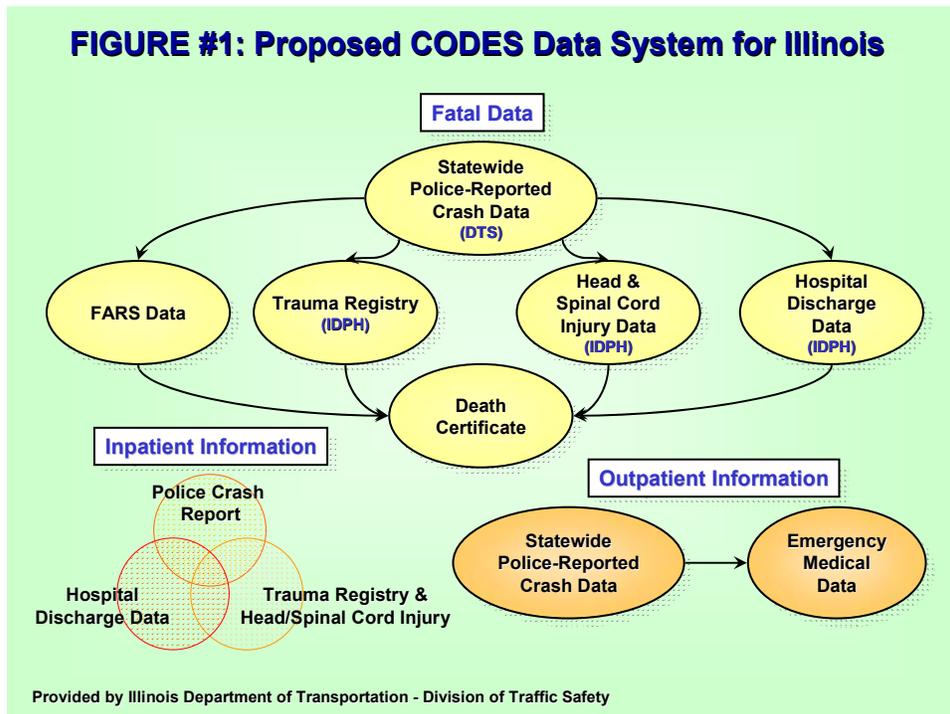
The National Highway Safety Administration (NHTSA) recently awarded DTS \$281,000 to develop a CODES (Crash Outcome Data Evaluation System) program in Illinois. This project will be based on collaboration between DTS and the Illinois Department of Public Health (IDPH). Under this grant, DTS will link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharges and vital records (death certificates). The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries (e.g., head, neck, upper extremity and lower extremity) and health care costs resulting from motor vehicle crashes. Individual databases are not always adequate for certain analyses (e.g., race and ethnicity, socioeconomic 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, Medicaid, 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 and 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 2006-2007 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** --- Mobile Crash Reporting has several components currently active at DTS.
- MCR-Printers Grant Program where grants are made available to local police agencies that adopt MCR for crash reporting to purchase printers for use in police vehicles. One major obstacle to implementation of MCR has been the lack of printers in police vehicles. As of August 26, 2008, 67 agencies have received grants and two additional grants are pending approval.
 - MCR-XML Grant Program where grants are made available to local police agencies that have a crash reporting system other than MCR that could, with additional computer work, report crashes electronically. The grant would pay for development and reporting required to export the data in an appropriate XML formatted report that can be imported into CIS. As of April 30, 2007 there have been no applications for this program.
 - MCR-Marketing and Training Grant with the University of Illinois at Springfield provides training and technical support to local police agencies who use MCR, including an after hours telephone help line. Additionally marketing of the software is underway to encourage additional local police agencies to adopt MCR as their crash reporting system.
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 will be available to all those states that participated in this study by the end of 2008. Since the state of Illinois participated in this pooled-fund study three 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. For more information on this project, refer to the following site <http://www.safetyanalyst.org>.
5. **Safety Performance Functions**— Using descriptive and advanced statistical techniques, this study will provide analytical tools for DTS to identify and manage a program of site-specific, and systematic improvements to develop strategies to reduce fatalities and severe injuries resulting from motor vehicle crashes. The

Safety Performance Function models developed from this study will be directly used to screen for candidate locations in the Illinois roadway network for safety improvements. The multivariate statistical models will help DTS to develop comprehensive strategies to reduce motor vehicle crashes.

6. **Local Safety Services**—This project will provide a web-based tool for local agencies to analyze crash data on their local roads/highways. It will integrate the Highway Safety Improvement Program, High Risk Rural Road program, Cost Benefit Analysis, Safety Data Mart, and Safety Performance Functions into a web-based system that is readily accessible by local highway agencies and their consultants. This tool will be a key resource in reducing fatalities on the local system.
7. **Local Crash Location Program**—This project is designed to locate crashes involving fatalities, A injuries on the county, municipal and township highways from 2002-2006 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.
8. **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 put into production and the Data Mart team is moving on to the next database to incorporate into the Data Warehouse. Eventually, all the information connected to a roadway will be integrated into the warehouse, facilitating complete analysis of projects from cost to crashes.
9. **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.
10. **The Crash Analysis Project** is a GIS application that currently exists in ArcView 3.3 software and continues to be supported by BIP. This project is utilized extensively by the Central Office as well as the District Offices for doing analysis on crashes by location. DTS is migrating to ARCGIS 9.1 software and is currently in the requirements gathering stages for developing a new project for studying crashes

spatially. The Crash Analysis Project utilizes the same shapefiles that are contained in the Data Verification Project.

11. **The Work Zone Project** is research project with the Illinois Institute of Technology. The purpose of the project is to develop practical national work zone safety audit guidelines. A couple of project locations will be used as case studies to draw a picture of the state-of-the-art implementation and practices of the safety programs, to benchmark the safety performance, and to learn the lessons on what has been done right and what may be done better in the future.
12. **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. Please note DTS is the lead agency that works with and disperses the MSCAP Grant Funds FMCSA monitor and scrutinize 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 is uploaded through this office. SafetyNet also works with the FARS system regarding Commercial Vehicles that are involved in fatal crashes on the 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.
13. **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

14. 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.

15. 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

DTS will contract with University of Illinois at Chicago to conduct analysis and reporting aspects of the Traffic Stop Study as mandated by the General Assembly. The report

was released to the Governor and the General Assembly in June 2008 and then released to the public via the Racial Profiling Website.

DTS received data from 939 law enforcement agencies who reported 2,450,986 traffic stops for the year 2007. There were 96 agencies that either did not make any stops or failed to provide their data to IDOT. DTS will continue to analyze the data collected by the University of Illinois at Chicago's Traffic Stop Study.

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/IRTC.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, 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: 09-05-03 (402) (TR)

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: \$158,800

Project Number: 09-05-04 (402) (TR)

Project Title: Temporary Services (DTS)

Project Description

This task provides funds for DTS to hire temporary service personnel to address the current backlog of work in DTS's imaging operation. System improvements have been made and are continuing to be made however; a backlog still exists and must be addressed.

Budget: \$25,000

Project Number: 09-05-07 (TR) (402)
Project Title: Data Analysis (IDPH)

Project Description

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

Budget: \$99,500

Project Number: 09-16-03 (KTR) (406)
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: \$571,270

Project Number: 09-18-01 (K9) (408)

Project Title: IBM Consultants (DTS)

Project Description

This task provides funds to support IBM consultants and support for DTS's Mobile Capture and Reporting (MCR), Crash Information System (CIS) and Accident Imaging System (AIS) systems.

Budget: \$474,009

Project Number: 09-18-02 (K9) (408)

Project Title: NEMSIS (IDPH)

Project Description

This task provides funds for the Illinois Department of Public Health to attain NEMSIS compliance for the 67 required data elements and XML Standard exporting capability.

Budget: \$145,500

Project Number: 09-18-03 (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: \$250,000

Project Number: 09-18-04 (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: \$150,000

Project Number: 09-18-05 (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.

Budget: \$122,500

Project Number: 09-18-06 (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: \$23,000

Project Number: 09-18-07 (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: 09-23-01 (K10) (1906)

Project Title: Racial Profiling Study (Local)

Project Description

This task provides funds for the DTS to contract with University of 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: \$124,984

Traffic Records Program Area: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|-----------------------|----------------------|---------------|----------------------|
|-----------------------|----------------------|---------------|----------------------|

| | | | |
|------------------------|---|-------------|------|
| 09-05-03 | Imaging Enhancement (SOS) | \$ 158,800 | 402 |
| 09-05-04 | Temporary Services (DTS) | \$ 25,000 | 402 |
| 09-05-07 | Data Analysis (IDPH) | \$ 99,500 | 402 |
| 09-16-03 | UIS-MCR (Local) | \$ 571,270 | 406 |
| 09-18-01 | IBM-Consultants (DTS) | \$ 474,009 | 408 |
| 09-18-02 | NEMESIS (IDPH) | \$ 145,500 | 408 |
| 09-18-03 | Crash Data Quality (Local) | \$ 250,000 | 408 |
| 09-18-04 | Data Integration (Local) | \$ 150,000 | 408 |
| 09-18-05 | Electronic Citation (ISP) | \$ 122,500 | 408 |
| 09-18-06 | Crash Reconstruction (ISP) | \$ 23,000 | 408 |
| 09-18-07 | CODES (DTS) | \$ 120,000 | 408 |
| 09-23-01 | University of Illinois at Chicago (Local) | \$ 124,984 | 1906 |
| | | | |
| 402 Total | | \$ 283,300 | |
| 406 Total | | \$ 571,270 | |
| 408 Total | | \$1,285,009 | |
| 1906 Total | | \$ 124,984 | |
| Total All Funds | | \$2,264,563 | |

Mobilization Activities

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 2009 DTS will utilize \$4.6 million in Section 406 federal highway safety dollars on paid advertising for the CIOT and the impaired driving mobilizations. Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

In FY 2009 DTS plans to continue a relationship with a public relations firm to insure DTS occupant protection messages and impaired driving messages are being heard by Illinois' minority communities. The public relations firm will guide both DTS' earned and paid media efforts. DTS will also work with NHTSA to carry out the paid media efforts during the mobilizations.

An advertising agency and media buyer will design and distribute campaigns respectively to compliment 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 and MySpace (10 percent).

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes nine, paid media periods in FY 2009—Thanksgiving (State Mobilization), Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Memorial Day (National Mobilization), Motorcycle Awareness Month (May), Fourth of July (state mobilization), and Labor Day (national mobilization) campaigns.

Paid Media Events

The media campaign includes both paid and earned media activities. IDOT will establish a relationship with a media buyer to purchase air time during the selected paid media campaigns. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2009:

1. Thanksgiving – November 17 – 30, 2008

- Media Markets: Chicago, Champaign, Davenport, Peoria, 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 13 – 31, 2008

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria, Rockford and Metro East.
- Paid Media: Television (50 percent) and radio (50 percent).

- Earned Media: Three or more media events in Chicago, Peoria 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. Super Bowl – January 30 - February 15, 2009

- Media Markets: Chicago and downstate (based on budget).
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events 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 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.

4. St. Patrick's Day – March 6 - 22, 2009

- Media Markets: Chicago and downstate (based on budget).
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events 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 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.

5. Memorial Day, CIOT National Mobilization May 15–31, 2009

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

- Earned Media: Five media events will be planned in each media market. OP Coordinators will 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.

6. Motorcycle Awareness Campaign – May 2009

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria, 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.

7. Fourth of July – June 19 – July 6, 2009

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

8. Labor Day National Impaired Driving Campaign – August 13 – 31, 2008

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Three or more media events will be planned in the 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 over 3,000 safety belt enforcement zones. In addition, Illinois State Police will conduct over 2,000 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 2009:

Proposed Evaluation Activities During the May 2009 Mobilization

| Campaign Dates: | April 20- May, 7 | May 8-14 | May 15-21 | May 22-27 | May 28- June 14 |
|---------------------------------|--------------------------------------|-------------|---------------------------------|-------------|--------------------|
| Targeted Markets: | Rural Media & Enforcement | | | | |
| Peoria | May 1-12 | | | | |
| Champaign | CIOT earned media | | | | |
| Rockford | May 4 -June 1 | | | | |
| Davenport (5 counties) | CIOT Paid Media | | | | |
| St. Louis (2 counties) | May 11 - 24 | | | | |
| | CIOT Enforcement | | | | |
| | May 15 - 31 | | | | |
| Safety Belt Observations | | | | | |
| Survey Type: | <u>Pre-Rural</u> | | <u>Post Rural/ Pre CIOT</u> | | <u>Post-CIOT</u> |
| Dates | 4/20 to 4/26 | | 5/4 to 5/10 | | 6/1 to 6/14 |
| 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 | | | | | |
| | <u>Pre-Rural</u> | | <u>Post Rural/ Pre CIOT</u> | | <u>Post-CIOT</u> |
| Dates | 4/20 to 4/26 | | 5/4 to 5/10 | | 6/1 to 6/14 |
| 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 | | | | | |
| | <u>Pre-Rural</u> | | <u>Post Rural/ Pre CIOT</u> | | <u>Post-CIOT</u> |
| Dates | 4/20 to 4/26 | | 5/4 to 5/10 | | 6/1 to 6/14 |
| Statewide | 16 | | 16 | | 16 |
| Rural (target) | 2 | | 2 | | 2 |

Proposed Activities for the Labor Day 2009 National Enforcement Crackdown Mobilization

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

enforcement blitz to inform the motoring public of the highly-visible enforcement of impaired driving violations. The model program includes 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing strict enforcement; 3) highly visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

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

Paid Media

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

Proposed Evaluation Activities During the August/September 2009 Mobilization

| Campaign Dates: | August 3-13 | August 14 -19 | August 20 - 26 | August 27 - September 3 | September 4-14 |
|------------------------|--------------------|----------------------|-----------------------|------------------------------------|-----------------------|
|------------------------|--------------------|----------------------|-----------------------|------------------------------------|-----------------------|

Evaluation of Highway Safety Programs and Projects

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

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

Proposed Evaluation Methodology

1. Develop a Highway Evaluation Plan—this section includes all necessary activities that must be prepared before the evaluation study. All the evaluation objectives and measures of effectiveness, analytical framework and data requirements are examined in this section. If there are several similar projects in different locations, it would be advantageous to combine them in a group and treat them as a single project. This is true in the case of some of the highway safety projects such as Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Speed Enforcement Program (SEP), mobilization enforcement and Mini-Grant Alcohol Program (MAP) programs.
2. Collect and Reduce Data—this section includes the data collected before and after any proposed interventions. These data should include all injuries and fatalities (from crash report) and other data required to be collected from the locals, such as citation data collected by local police officers.
3. Compare Measures of Effectiveness —this section will include preparation of summary data tables, performing descriptive analysis, such as percent change, rate, ratio or proportion, expected frequency of fatalities and injuries.
4. Perform Test of Significance—this section includes observed percent change in each project site, which will be analyzed to determine whether the change occurred by chance or because of the project.

5. Perform Economic Analysis—Perform cost/benefit analysis to determine whether the project is cost-effective in meeting the proposed objectives and reducing fatalities and injuries.
6. Prepare Evaluation Report—This section includes results of the evaluation including all activities of the evaluation to determine appropriateness of utilizing the results and other findings for future highway safety decisions.

ENFORCEMENT/PAID MEDIA SCHEDULE

| Month | Illinois | National |
|---------------|--|---|
| October 2008 | Local – TLEP and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID. | Halloween – Impaired Driving Enforcement |
| November 2008 | State Click It or Ticket Mobilization. Paid and Earned Media. Mobilization Enforcement Plus. ISP - STEP, DUIE, OREP and ACE. SOS Police – ADDEP, Straight ID and STAR. IMaGE Wave 1. MAP Wave 1. | Thanksgiving Weekend Travel – Occupant Protection Enforcement |
| December 2008 | IMaGE Wave 2. MAP Wave 2. Local – TLEP, LAP and Mobilization Plus. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID. | Holiday Season – Impaired Driving Enforcement |
| January 2009 | Local – TLEP and LAP. MAP Wave 3. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID. | |

| Month | Illinois | National |
|---------------|--|--|
| February 2009 | <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>MAP Wave 3.</p> <p>ISP – DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p> | Super Bowl Sunday – Impaired Driving |
| March 2009 | <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>MAP Wave 4.</p> <p>ISP - STEP, DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p> | St. Patrick’s Day – Impaired Driving. |
| April 2009 | <p>MAP Wave 4.</p> <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p> | Cinco de Mayo – Impaired Driving Enforcement |
| May 2009 | <p>National Click It or Ticket Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>IMaGE Wave 3.</p> <p>MAP Wave 5.</p> <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>ISP – STEP, DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP & STAR.</p> | Click It or Ticket National Enforcement Mobilization |
| Month | Illinois | National |

| | | |
|------------------|---|---|
| <p>June 2009</p> | <p>State You Drink & Drive. You Lose. Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>Telephone and DMV Surveys.</p> <p>Safety Belt Observations.</p> <p>IMaGE Wave 4.</p> <p>MAP Wave 6.</p> <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>ISP – DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP, STAR and Straight ID.</p> <p>IDNR – Alcohol Countermeasures</p> | <p>Fourth of July – Impaired Driving.</p> |
| <p>July 2009</p> | <p>State You Drink & Drive. You Lose. Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Local – TLEP, LAP and Mobilization Plus.</p> <p>ISP - STEP, DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p> <p>IDNR – Alcohol Countermeasures</p> | <p>Fourth of July – Impaired Driving.</p> |

| Month | Illinois | National |
|----------------|---|---|
| August 2009 | <p>Impaired Driving National Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Mobilization Plus Enforcement.</p> <p>IMaGE Wave 5.</p> <p>MAP Wave 7.</p> <p>Local – TLEP and LAP.</p> <p>ISP – DUIE, OREP, SPEED and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p> <p>IDNR – Alcohol Countermeasures.</p> | <p>Impaired Driving National Enforcement Crackdown.</p> |
| September 2009 | <p>Impaired Driving National Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Mobilization Plus Enforcement.</p> <p>IMaGE Wave 5.</p> <p>MAP Wave 7.</p> <p>Local – TLEP and LAP.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP, Straight ID and STAR.</p> <p>IDNR – Alcohol Countermeasures.</p> | <p>Impaired Driving National Enforcement Crackdown.</p> |

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§

1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this

Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the

prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

