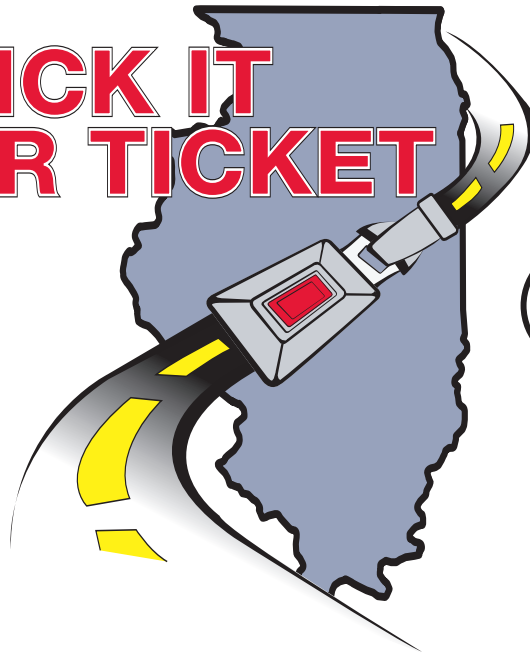


FY2006

HIGHWAY SAFETY PLAN

**CLICK IT
OR TICKET**



**Illinois Department
of Transportation**
Division of Traffic Safety

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Executive Summary

In 2004, Illinois' traffic deaths fell to a 60 year low. A total of 1,356 people died in traffic crashes last year. The figures for 2004 are an 8 percent drop from 1,454 traffic deaths recorded in 2003. The primary safety belt law, tougher rules on teen driving, child passenger safety and increased enforcement of traffic safety laws are some of the reasons for the decrease in fatalities. The FY 2006 Highway Safety Plan will continue with aggressive highway safety programs to keep the reduction in fatalities a downward trend.

The Illinois Department of Transportation's (IDOT) main goals are to reduce fatalities and injuries on Illinois' roadways. With that in mind, this Highway Safety Plan (HSP) will continue with mobilization enforcement grants with local and state law enforcement agencies, paid media for three mobilizations, a Governor's Alcohol Abuse Task Force, and data improvement (MCR, CIS). New initiatives include: assessments of DTS's traffic records and motorcycle safety programs, hiring a Traffic Safety Resource Prosecutor and a Motorcycle/Pedestrian/Pedal Cycle coordinator. Speed control on all roadways will be emphasized in FY 2006.

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

The Highway Safety Program in FY 2006 will continue to be a coordinated effort. The Office of Planning and Programming will be responsible for coordinating all grant activities among local agencies. The Division of Traffic Safety (DTS) will provide crash data, provide evaluation efforts, and manage the state agency highway safety programs. The Office of External Affairs will provide monitoring activities of all non-enforcement highway safety projects.

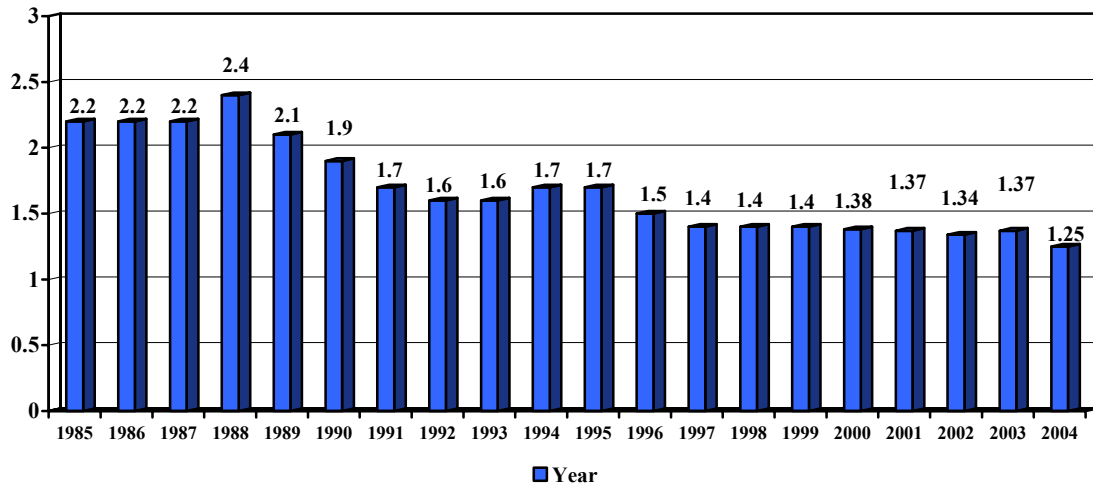
This FY 2006 Illinois Highway Safety Plan is guided by the DTS mission...

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

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

Key Accomplishments

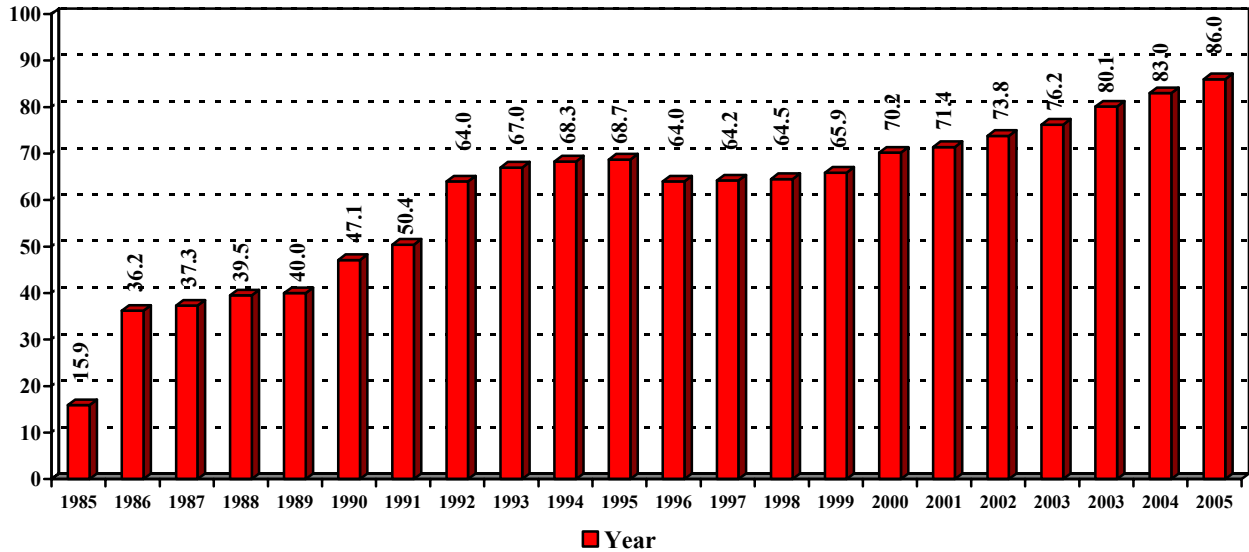
Figure 1: Motor Vehicle Fatality Rates Per 100 Million Vehicle Miles of Travel in Illinois (1985-2004)



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 1.25 in 2004. The 2004 fatality rate represents the lowest fatality rate since 1985. Illinois is below the national average of 1.48 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



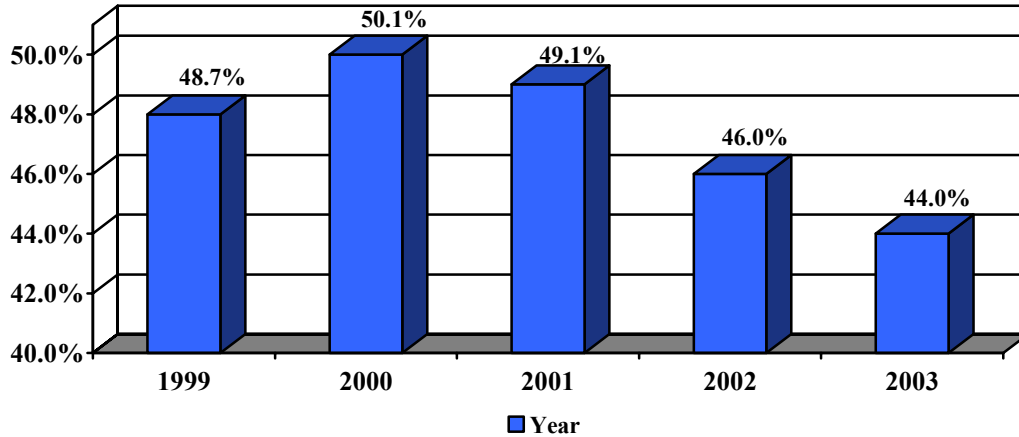
Data Source: Annual Observational Survey

Figure 2 shows occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first twelve 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 2005 at 86.0 percent. There was an increase of over 70.1 percentage points since the first survey was conducted in April 1985.

Based on the observational safety belt survey conducted in June 2005 in Illinois, the usage rate increased by 3 percentage points from 83.0 percent in July 2004 to 86.0 percent in June 2005. As compared to the June 2003 safety belt survey results (before the primary belt law became effective on July 3rd, 2003) the usage rate increased by 9.8 percentage points from 76.2 percent in July 2003 to 86.0 percent in June 2005. This increased belt usage rate translates into an estimated 84 lives saved, 2,638 injuries prevented, NHTSA Cost Estimate package that assumes safety belts are 45 percent effective in preventing motor vehicle-related fatalities and injuries.

During the May 2005 mobilization, state agencies along with local police departments issued 53,095 citations (This is based on the preliminary figures). Almost 65.7 percent of all citations were safety belt citations.

Figure 3: Motor Vehicle Alcohol Related Fatality Percent (Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois (1999-2003)



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 alcohol-related fatalities decreased by 4.7 percentage points from 48.7 percent in 1999 to 44 percent in 2003. The main reasons are tougher impaired driving laws (e.g., .08 law) and several alcohol and safety belt mobilizations.

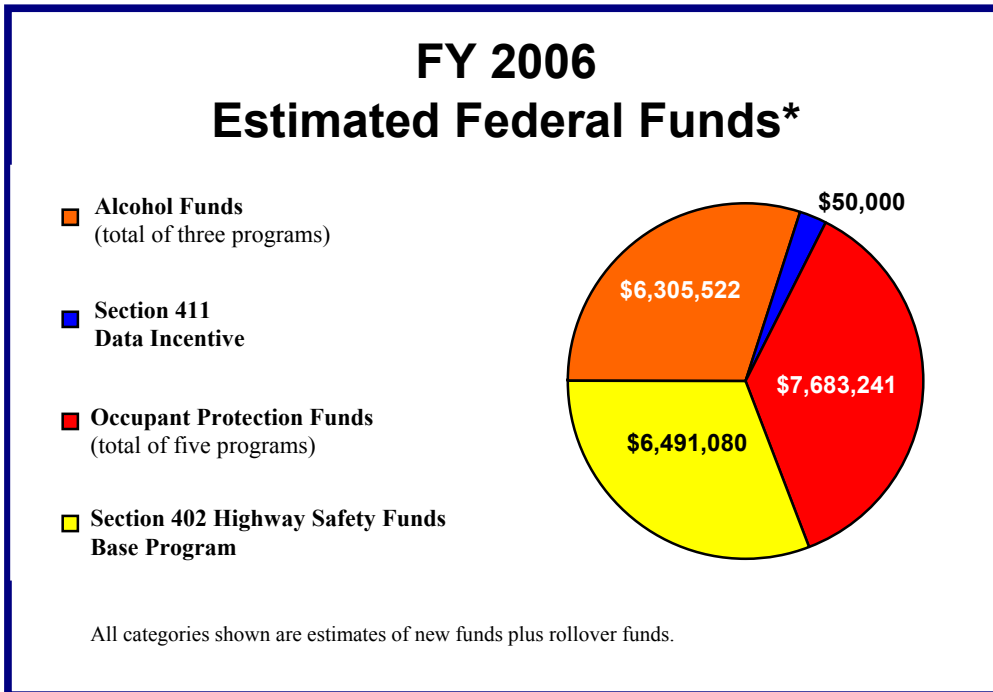
Key Goals for FY 2006

Goal 1: To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.06 by FFY 2006.

Goal 2: To achieve a statewide safety belt usage rate of 88.0 percent by FFY 2006.

Goal 3: To achieve an alcohol-related fatality rate of .55 deaths per 100 million VMT by FFY 2006.

FUNDING AREAS



As part of this FY 2006 Highway Safety Plan, DTS will discuss its intentions for traffic safety countermeasures in nine federal funding program areas. The plan does not include the potential new funding levels from SAFETEA (Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003). The next generation of the federal highway funding bill. The Bush Administration's surface transportation legislative proposal would provide more than \$15 billion nationwide over six years for highway safety programs. This is more than double the amount provided by its predecessor, TEA-21 (Transportation Equity Act for the 21st Century). This bill would be an important step in reducing highway fatalities and injuries, and providing greater flexibility to state and local governments to use these funds consistent with a comprehensive strategic highway safety plan.

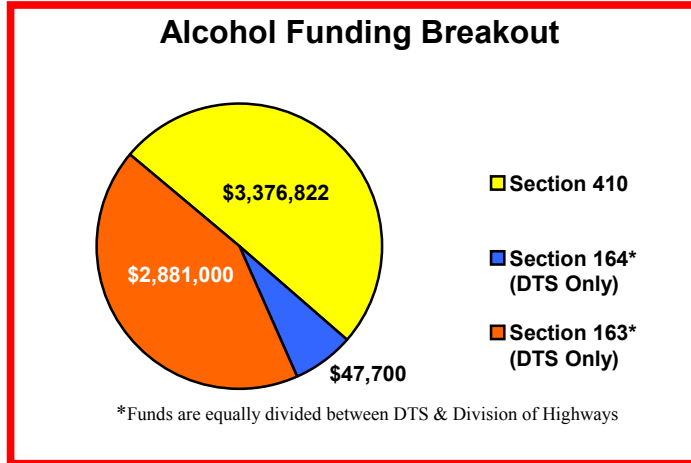
A general description of each program area follows illustrating estimated funding levels for FY 2006.

HIGHWAY SAFETY FUNDS BASE PROGRAM

Section 402: A State and Community Highway Safety formula grant program to support state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. A state may use these grant funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems. The balance of these grant funds are awarded to other state agencies and for program administration.

ALCOHOL FUNDS

Section 410: An Alcohol-Impaired Driving Countermeasure Incentive grant program to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. Funds may only be used to implement and enforce impaired driving prevention programs.



Section 163: An Alcohol Incentive grant program to encourage states to establish .08% blood alcohol concentration (BAC) as the legal limit for drunk driving offenses. A state may use these funds for any project eligible for assistance under Title 23. In Illinois, these funds are equally divided between DTS and the Division of Highways.

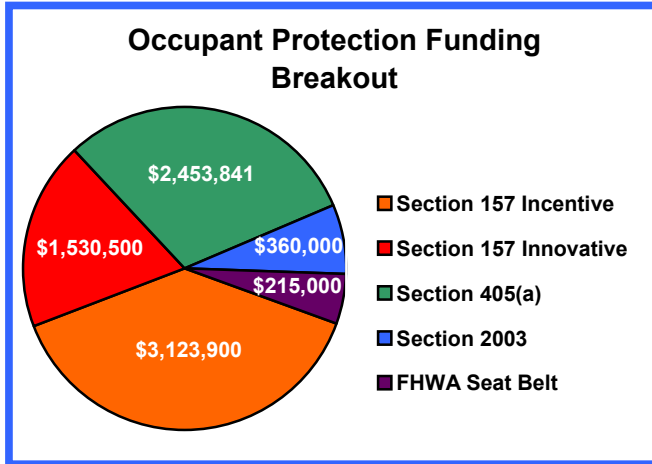
Section 164: An Alcohol Incentive grant program to encourage states to enact Repeat Intoxicated Driver laws. A state may use these funds for alcohol-impaired driving countermeasures in the 402 program or for hazard elimination activities under 23 U.S.C. 152. In Illinois, the distribution of these funds was equally divided between DTS and the Division of Highways.

OCCUPANT PROTECTION FUNDS

Section 405(a): An Occupant Protection Incentive grant program to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. A state may use these grant funds only to implement and enforce occupant protection programs.

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

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



Section 157 Innovative: Safety Incentive Grants for Usage of Seat Belts to encourage states to increase safety belt use rates. These funds are allocated to selected states to carry out innovative projects that promote increased safety belt use rates.

FHWA Seat Belt: An Occupant Protection grant program to increase safety belt usage rates. These grant funds can be used to implement and enforce occupant protection programs.

DATA IMPROVEMENT INCENTIVE GRANT

Section 411(Option A): State Highway Safety Data Improvements Incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, 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. A state may use these grant funds only to implement such data improvement programs.

ESTIMATED FUNDING AVAILABLE

	New Allocation	Reprogrammed Funds	Total
402	\$ 6,200,000	\$ 291,080	\$ 6,491,080
405	\$ 1,470,000	\$ 983,841	\$ 2,453,841
410	\$ 1,900,000	\$ 1,476,822	\$ 3,376,822
2003b	\$ 300,000	\$ 60,000	\$ 360,000
157 Incentive	\$ 580,000	\$ 2,543,900	\$ 3,123,900
157 Innovative	\$ 1,110,500	\$ 420,000	\$ 1,530,500
164 – AL	\$ 0	\$ 47,700	\$ 47,700
163	\$ 2,500,000	\$ 381,000	\$ 2,881,000
FHWA	\$ 0	\$ 215,000	\$ 215,000
411	\$ 0	\$ 50,000	\$ 50,000
Total	\$ 14,060,500	\$ 6,469,343	\$ 20,529,843

Problem Identification

Each year, the Division of Traffic Safety identifies traffic safety problems using several existing databases, such as crash reports, FARS, health care data, census data, 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 2006 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois’ experience in each of the existing Illinois highway safety priority areas, such as safety belt and alcohol. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information and suggestions received from the public during the Public Hearing sessions around the state. During the last three years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map). Based on the 2003 FARS data, 70 percent of fatalities and 60 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas have been identified and are currently being addressed are: Occupant Protection, Impaired Driving, Youthful Drivers, Pedestrian Safety, Bicycle Safety, Traffic Records, and Emergency Medical Services (CODES). The main data sources that have been used in the problem identification process are:

1. Crash data (1999-2003)
2. FARS data (1999-2004, except for alcohol which is 1999-2003)
3. VMT data (1999-2003)
4. Census data (2000-2003 estimates)
5. Trauma Registry Data (2001-2002)
6. Observational safety belt and child safety seat surveys (1999-2005)
7. Telephone and Driver Facility Surveys (2002-2005)

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

Process for Developing Goals

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT, population). The goals were established for the various program priority areas (e.g., alcohol, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (5 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 vehicle miles of travel (VMT).

Highway Safety Plan Process

One of NHTSA's comments concerning Illinois' FY 2005 HSP was, *DTS does not formally solicit and receive input from traffic safety partners both directly and indirectly throughout the year. Recommend that DTS identify opportunities to solicit input into the HSP development process from the highway safety community.* Based on NHTSA's comment, DTS held 11 (Peoria, Orland Park, Chicago, Rock Island, Quincy, Decatur, Effingham, Collinsville, Urbana, Carterville and Schaumburg) Public Hearings across the state on highway safety planning. The purpose of these meetings was to receive input from local agencies and the public at large on traffic safety issues. DTS heard from over 250 people representing local police departments, and grassroot organizations concerned with highway safety, families of victims killed on Illinois roadways, ABATE, Mothers Against Drunk Drivers (MADD), AAIM and local dignitaries.

DTS will continue with bi-monthly meetings with our Law Enforcement Liaisons (LEL's) to discuss program initiatives, project status, mobilization planning, law enforcement award banquets, reviewing new innovative enforcement strategies and mobilization media events.

By May 20, 2005, DTS received 153 local project requests from local agencies throughout Illinois. DTS also received 25 project requests from state agencies for funding consideration in FY 2007.

June 20 - 22, 2005, DTS conducted an in-house training for Law Enforcement Liaison's (LEL's) and the Local Agency Liaison's (LAL's) to discuss the project review process. Items covered in the meeting centered around new priority areas, project review process, monitoring updates and an overall assessment of the past year's activities. The LEL's will continue to manage the enforcement projects and the LAL's will handle the non-enforcement projects. In FY 2006 DTS will have the LEL's and LAL's attend NHTSA's Program Management course. DTS will also explore all training opportunities for staff development.

On July 22, 2005, the HSP Committee convened to review the 153 local project requests. The FY 2006 HSP Committee is made up of the Director of DTS, Deputy Director of DTS, two Assistants to the Director, Occupant Protection Coordinator, Impaired Driving Coordinator, Bureau Chief of Safety Data & Data Services, a representative from the Office of the Secretary, and DTS's Evaluation Unit manager. 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?

Local project specifications were updated 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.

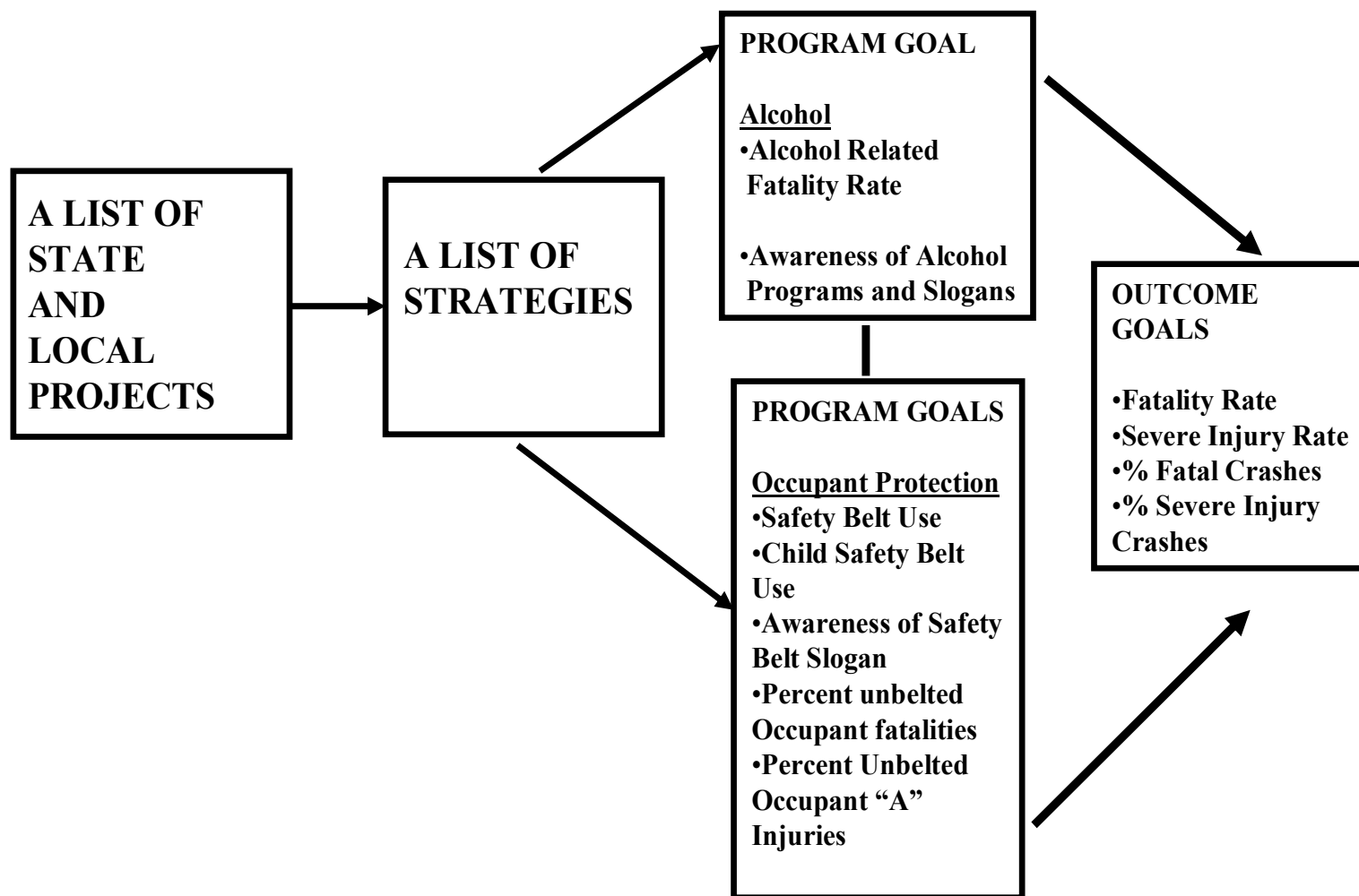
The HSP committee members were also supplied information on the project requests, updated program goals, revamped project specifications, a new 5-year study of crash data within counties making up 85 percent of Illinois' population, other vehicle fatality and crash data from various sources, annual statewide safety belt survey results, projects anecdotal data, and recommendations from DTS staff.

During this process, the HSP Committee members were assigned projects 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 153 local project requests.

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

The FY 2006 HSP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Overall Highway Safety Goals, Strategies and Local/State Projects



Overall Goals CY 2004-2007

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

Measurement:

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

Target 1: Achieve incremental decreases in annual fatality rate.

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

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

Measurement:

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

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

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

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

Measurement:

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

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

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

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

Measurement:

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

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

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

List of Proposed Strategies for Overall Goals

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

FY 2006 PROGRAM OVERVIEW

OCCUPANT PROTECTION

PROBLEM STATEMENT

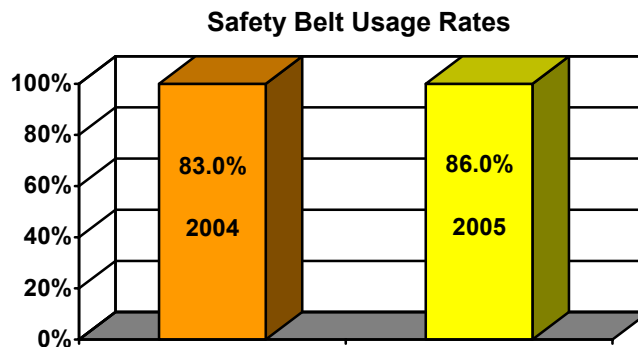
GENERAL

- 1,356 persons were killed (1,006 were occupants) in 1,225 crashes in 2004.
- Travel increased by 2.3% compared to the previous year.
- The mileage death rate decreased by 8.76% from 2003 to 2004.
- There was an average of 1.1 deaths per fatal crash.
- 26.4% of the fatal crashes occurred at intersections.
- 81.3% of the fatal crashes occurred on dry roadways.
- 47.7% of the fatal crashes occurred during daylight hours.
- 56.4% of the fatal crashes occurred on urban roadways.
- 30.4% of the fatal crashes involved a collision with a fixed object.

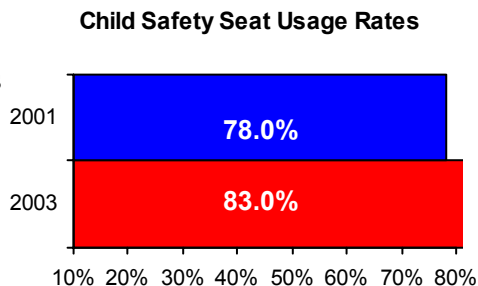
As of July 3, 2003, Illinois has a primary safety belt law.

The 2005 statewide safety belt usage rate rose to 86.0%. Safety belt usage by road type shows 92.9% usage on interstate highways and 86.3% on state highways. It should be noted that the 2004 and 2005 safety belt surveys include pickup truck drivers and

passengers who tend to have significantly lower usage rates than the front seat occupants of passenger cars. The Collar Counties (DuPage, Kane, Lake, McHenry, and Will) had the highest usage rate at 88.4% followed by the Downstate Counties (Champaign, Macon, Montgomery, Peoria, Rock Island and St. Clair) at 86.8%. Cook County, excluding the City of Chicago, had a usage rate of 83.5%. The City of Chicago had the lowest usage rate at 80.1%.



The July 2003 child safety seat usage survey indicated a usage rate of 83.0%. This is an increase of 5% from the April 2001 child safety seat usage rate of 78.0%. Currently in Illinois, over 1,380 CPS (Child Passenger Safety) technicians are available and an additional 59 are certified instructors for the NHTSA Standardized Course. CPS Technicians check for correct installation of child safety seats and offer advice in choosing appropriate restraints for a child's height and weight. In 2004, over 13,671 safety seats were checked by certified child passenger safety technicians.



PROGRAM GOALS

Goal: Increase the statewide safety belt usage rate by 7.9 percentage points from 80.1% in 2003 to 90.0% by January 1, 2008.

Measurement: Statewide Observational Survey Results

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

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

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

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

Measurement: Statewide Observational Survey Results

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

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

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

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

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

Measurement: Statewide Telephone Survey and Driver Facility Survey

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

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

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

Measurement: Fatality Analysis Reporting System Data (FARS)

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

Target 1: Achieve incremental decreases in unbelted occupant fatalities.

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

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

Measurement: Crash Data

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

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

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

OCCUPANT PROTECTION PROGRAM OVERVIEW

Traffic Safety Legislation

Illinois' primary safety belt enforcement bill was signed into law by Governor Blagojevich on July 3, 2003. During that same legislative session, the Illinois Child Passenger Protection Act came into focus with NHTSA recommendations for children under eighty pounds. Illinois law now stipulates that children under the age of eight must be properly restrained in either a booster seat or child safety seat. During the 2005 legislative session, the Illinois Teen Graduated Driver's licensing law was strengthened to require safety belt use by teenagers in every seating position when the driver is under 19 years of age. These laws are an important tool for law enforcement agencies and community traffic safety groups in their continued efforts to save lives. *The 2005 statewide safety belt usage rate rose 9.8 percentage points from 76.2% in 2003 to 86.0% in 2005. This increased safety belt usage rate translates into 84 lives saved, 2,638 injuries prevented, using the NHTSA Cost Estimate package that assumes safety belts are 45% effective in preventing motor vehicle-related fatalities and injuries.* The primary safety belt law, teen graduated driver's licensing laws, and Child Passenger Protection Act allow law enforcement to pull over and ticket motorists who refuse to buckle up or refuse to buckle up their passengers. Traffic safety legislation in Illinois is one tool in a multi-faceted effort to increase safety belt use to 90% by 2006. In Illinois, we plan to fully integrate Occupant Protection across the lifespan through the use of law enforcement mobilizations, paid and earned media to target groups, and Regional Occupant Protection Coordinators. Law enforcement mobilizations will complement year-round community education on adult safety belt use, teenage occupant protection in all seating positions, and occupant protection for children under the age of 12. The success of Illinois' Occupant Protection program is due to the dedication and coordination of law enforcement, education, and legislation. Working together to enforce laws, educate the community, evaluate programs, and duplicate successes we will reach 90% safety belt use in 2006 and change the behaviors of part-time safety belt users as we save lives and prevent injuries.

Enforcement Efforts

Enforcement efforts in Illinois are enhanced by recent activities conducted within the statewide *Click it or Ticket* campaign. During the May 2005 Click It or Ticket period, 4,590 enforcement zones were conducted statewide by 247 state, county, and local agencies in an effort to increase the perception of risk of enforcement action against non-belt users. During the May 2005 safety belt enforcement period, 36,513 safety belt tickets were written along with 1,072 child safety seat tickets. Twenty safety belt mobilizations have been conducted since the program's inception in May 2000. In each instance, media events were conducted in five or more locations to warn of enhanced enforcement action. During the May 2004 *Click It or Ticket* mobilization, state agencies along with local police departments issued 55,391 citations. About 62% of the total citations were safety belt citations. In the May 2005 *Click It or Ticket* mobilization, the state agencies and local police departments issued 56,322 citations (preliminary figures). Almost 67% of all citations were safety belt citations. Remaining citations were for DUI, reckless driving, suspended licenses and uninsured motorists to name a few. The enforcement zones also apprehended 270 fugitives.

Based on the success of the *Click It or Ticket* mobilizations and its direct impact on traffic safety in the state, IDOT will continue to direct resources to this campaign in this year's plan. The Department of Transportation will continue to vigorously seek partnerships with sheriff's departments and local law enforcement agencies that have not participated in past CIOT efforts. Law enforcement agencies will also be encouraged to send officers through a condensed traffic safety training modeled after the national TOPS and OP LE trainings provided by NHTSA. Development of a state specific training will aid in disbursement of traffic safety education and reinforce grant goals and objectives.

DTS will explore new innovative enforcement techniques (i.e. Night time Safety Belt Enforcement Zones) with local and state agency projects. Also, DTS will encourage its local enforcement projects (TLEP, IMAgE, SBEZ, Mobilizations) and state agency enforcement projects (Illinois State Police and Secretary of State) to participate in other seat belt enforcement campaigns during the year (CPS Week, July 4th and Summer Sports/Music Festivals/Parents).

Based on the success of the *Click It or Ticket* mobilizations and its direct impact on traffic safety in the state, IDOT will continue to direct resources to this campaign in this year's plan. The Department of Transportation will continue to vigorously seek partnerships with sheriff's departments and local law enforcement agencies that have not participated in past CIOT efforts.

Law enforcement agencies will also be encouraged to send officers through a condensed traffic safety training modeled after the national TOPS and Occupant Protection Law Enforcement trainings provided by NHTSA. Development of a state specific training will aid in disbursement of traffic safety education and reinforce grant goals and objectives.

Public Information and Education

The *Click It or Ticket* campaign will continue for another year under the direction of IDOT with support from a public relations firm. The campaign in 2006 will partner with other traffic safety initiatives that target part-time safety belt users between the ages of 18 – 34. Preliminary studies suggest the statewide enforcement and public information campaign has directly contributed to the increase in Illinois' safety belt usage rates. Preliminary studies also show that Hispanics, African-Americans, and truck drivers in rural areas do not buckle up at the same high rates as the general population. Paramount to the success of this campaign is the integration of state, county, and local law enforcement agencies with Regional Occupant Protection Coordinators who can focus on increasing safety belt use among minority and rural populations. Regional Occupant Protection Coordinators will also focus on teenage safety belt use and child occupant protection. It is important to partner local agency efforts with local law enforcement efforts so that the *Click It or Ticket* message is repeated non-stop throughout the year and part-time safety belt users become full-time safety belt users. In FY 2006, the three Child Passenger Safety regions in Illinois will be split into seven Occupant Protection regions that focus on Occupant Protection across the lifespan. Regional Occupant Protection Resource Centers will persistently target the remaining portion of the public that do not buckle up with specific emphasis on the rural truck driving population and minorities.

Through the effective use of earned media, they will enhance public awareness, understanding and compliance with Illinois Occupant Protection laws. Regional Occupant Protection Coordinators will be strategically located throughout the state to change the knowledge, attitude, and behavior of motorists who do not respond to law enforcement initiatives. Grassroots community oriented work is needed to change the behavior of the remaining portion of part-time safety belt users who have not responded to current traffic safety efforts. Regional Occupant Protection Coordinators will assess the level and extent of existing traffic safety programs, plan multi-faceted campaigns for their region, implement year-round Occupant Protection programming, and evaluate their effectiveness.

Regional Occupant Protection Coordinators will be located in Southeastern Illinois, Southwestern Illinois, West Central Illinois, East Central Illinois, Northwestern Illinois, Chicago, and the Collar Counties. One graduate student will be placed in each rural region to focus solely on increasing safety belt use among truck driving populations. Four graduate students will be placed in urban African American communities, and four graduate students will be placed in urban Hispanic communities to aid with outreach in the City of Chicago. Graduate students from minority neighborhoods will provide a vital access link to urban neighborhoods. Focus groups will be held to determine the best approach to reach targeted neighborhoods. Community groups will be organized to address Occupant Protection from within the community for a consistent year-round campaign in harmony with national *Click It or Ticket* messages.

Timeline

FY 2005-2006	Law Enforcement	Regional OP Coordinators	Public Health Grad Students
October 2005	Grants Begin	Grants Begin	Grants Begin
	TOPS / OP LE Training to Law Enf Grantees	Reg OP Coordinator Orientation	Graduate Student Orientation – 32hr Courses
	Local – TLEP		
November 2005	TOPS / OP LE Training to Law Enf Grantees	Development of Grassroots community groups to increase safety belt compliance in targeted communities	Focus Groups in Minority and Rural Communities
	IMaGE Grant Campaign		
	Local – TLEP		
December 2005	TOPS / OP LE Training to Law Enf Grantees	Planning and development of targeted OP campaigns	Pre-tests of safety belt use
	IMaGE Grant Campaign		
	Local – TLEP		
January 2006	TOPS / OP LE Training to Law Enf Grantees	Implementation of Campaigns to increase safety belt compliance in minority and rural communities statewide and by region.	
	IMaGE Grant Campaign		
	Local – TLEP		
February 2006	TOPS / OP LE Training to Law Enf Grantees	Educational Campaign	Random testing of safety belt compliance
	Local – TLEP		Minority / Rural Outreach
	National Child Passenger Safety Awareness Week		
March 2006	TOPS / OP LE Training to Law Enf Grantees	Educational Campaign	Minority / Rural Outreach
	Local – TLEP		
April 2006	TOPS / OP LE	Educational	Random testing of

	Training to Law Enf Grantees	Campaign	safety belt compliance
	Local – TLEP		Minority / Rural Outreach
May 2006	TOPS / OP LE Training to Law Enf Grantees	Educational Campaign	Pos-test of safety belt use
	IMaGE Grant Campaign		Minority / Rural Outreach
	Local – TLEP		
	Click It or Ticket Mobilization		
	Buckle Up America Week		
June 2006	TOPS / OP LE Training to Law Enf Grantees	Educational Campaign	
	IMaGE Grant Campaign		
July 2006	IMaGE Grant Campaign	Educational Campaign	
August 2006	IMaGE Grant Campaign	Educational Campaign	
September 2006	September 2006		
	Submission of Final Grant Claims / Progress Reports		

OCCUPANT PROTECTION PROGRAM STRATEGIES

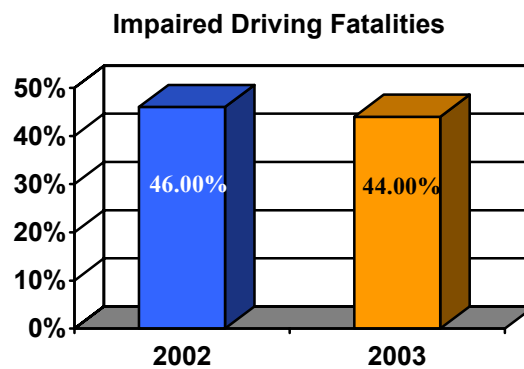
- Provide funding to conduct sustained and periodic enforcement/high intensity publicity/awareness campaigns (Occupant Restraint Enforcement (ISP), Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Safety Belt Enforcement Zones, Mobilizations and Law Enforcement Liaisons).
- *Click It or Ticket* mobilizations. (November 21 – December 4, 2005 and May 22 – June 4, 2006)
- Continue to fund an Occupant Protection Coordinator to oversee all of DTS's occupant protection programs.
- Law Enforcement Liaisons.
- Develop a paid/earned annual media plan.
- Enforcement through the Illinois State Police's sSTEP, OREP, and DUIE projects and Secretary of State Department of Police's Speed Traffic Accident Reduction (STAR) and Anti-Drunk Driving Enforcement Project (ADDEP).
- Identify and focus on part-time belt users (16-34 year old males).
- Identify and analyze unbelted/belted crash related fatalities and "A" injuries for a three-year period in counties comprising 85% 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.
- Rural Demonstration Project (May 2006).
- Explore innovative enforcement strategies with local and state agency law enforcement agencies (i.e. Night time Seat Belt Enforcement Zones).
- Establish seven (7) Occupant Protection Resource Centers.

IMPAIRED DRIVING

PROBLEM STATEMENT

- 43.9% of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC of 0.01 or greater).
- 54.9% of fatally injured drivers 16-24 years of age who were tested had a positive BAC.
- In 2003, there were 639 people (44%) were killed in alcohol-related crashes in Illinois according to NHTSA.
- In Illinois, 44% of all crash fatalities were related to alcohol compared to 40% average of all states, according to NHTSA

Based on the actual fatalities in 2003 and 2004, the total number of alcohol-related fatalities decreased from 503 in 2003 to 473 in 2004. Although the absolute value of the alcohol-related fatalities decreased, the percent of alcohol-related fatal crashes decreased from 436 in 2003 to 411 in 2004. Overall, about 52% of all drivers involved in fatal crashes were tested for BAC. In 2004, drivers under the age of 21 accounted for 11.5% of driver fatalities and 42.2% of those fatalities were alcohol-related.



PROGRAM GOALS

Goal: By January 1, 2008, achieve alcohol-related fatality rate of .53 deaths per 100 million VMT from the Illinois 2003 rate of .61 VMT.

Measurement:

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

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

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

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

* Numbers based on NHTSA's inputted numbers.

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

Measurement: Statewide Telephone Survey.

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

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

IMPAIRED DRIVING PROGRAM OVERVIEW

Illinois will continue to use a combination of local and statewide programs, activities, and efforts to provide a comprehensive approach to its impaired driving problem. Through this approach, DTS intends to achieve reductions in alcohol-related crashes and fatalities and to continue the 2004 decrease in alcohol-related totals.

DTS will hire a Traffic Safety Resource Prosecutor (TSRP) who will provide legal research assistance to local prosecuting attorneys who contact IDOT requesting such assistance. The TSRP will provide training to law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic safety issues.

Illinois conducted an Impaired Driving Re-Assessment in September 2003 and efforts are underway to incorporate resulting recommendations into DTS program efforts. (see attached Impaired Driving Re-Assessment Status Report, Addendum 1)

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

Also in response to priority recommendations from the Impaired Driving Re-Assessment IDOT is organizing a Criminal Justice System Review Committee to address the court system recommendations and certain legislative recommendations. Starting with a planning group of members of the judiciary, representatives from NHTSA and IDOT, ultimately the Committee will include judges, prosecutors, defense attorneys, court clerks and the Secretary of State's office.

IDOT will also actively participate on the Tina Ball Memorial DUI Task Force, which is named in memory of an IDOT worker killed by a reckless homicide offender and is chaired by the Clerk of the Cook County Circuit Court Dorothy Brown. Various Illinois legislative issues are being addressed by this Task Force, including mandatory testing of all drivers in serious injury/fatal crashes and permitting paramedics to draw blood for evidentiary purposes.

During FY 2006 DTS will continue with a strong emphasis on enforcement with state and local law enforcement agencies. DTS has programmed funds for a Fourth of July and Labor Day *You Drink & Drive. You Lose.* mobilizations. The Illinois State Police through their Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects will provide a statewide enforcement effort along with the Office of Secretary of State, Department of Police's Anti-Drunk Driving Enforcement Project (ADDEP). DTS will encourage its local and state agency enforcement agencies to participate in other impaired driving enforcement campaigns during FY 2006 (Halloween, Holiday Season, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, July 4th).

Proposed solutions contained under 410 activities target both state and local levels. Areas of law enforcement and adjudication, community action and public information, DUI and underage impairment prevention are emphasized.

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

Training members of law enforcement, the judiciary, prosecutors and probation staff will continue. DTS has four Law Enforcement Liaisons that are certified Standard Field Sobriety Testing (SFST) trainers. The Illinois Law Enforcement Training and Standards Board (ILETSB) will include the full NHTSA SFST course in their basic law enforcement training. Public education on impaired driving will target businesses, teens, communities, senior citizens and college campuses. Educational efforts will be coordinated through local health departments, prevention providers, community colleges, law enforcement and DTS's promotional events. On the local level, comprehensive programs will be supported. These include support for enforcement, public information and education/community outreach and prevention. A couple examples of enforcement strategies on the local level are Roadside Safety Checks, Local Alcohol Programs and Mobilization Enforcement. DTS will continue to provide mini-grants for colleges/universities for SONOR, the DTS program for social norming/marketing with college students.

Evaluation of existing and proposed programs will be ongoing. DTS evaluation staff will continue to develop and conduct specific evaluation plans for proposed activities.

IMPAIRED DRIVING PROGRAM STRATEGIES

- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC) and the University of Illinois at Springfield's Local Alcohol Program (LAP).
- Hire a Traffic Safety Resource Prosecutor.
- Continue to fund the Impaired Driving Coordinator.
- DTS's involvement in the Governor's Alcohol Abuse Task Force.
- Mobilization Enforcement for local law enforcement agencies during the two *You Drink & Drive. You Lose.* campaigns. (June 26 – July 9, 2006 and August 18 – September 4, 2006)
- Implement recommendations from the Illinois Impaired Driving Re-Assessment.
- Promote DUI courts with judges.
- Develop a DUI tracking system.
- Paid and earned media during the *You Drink & Drive. You Lose.* mobilizations.
- Identify and analyze alcohol-related crash fatalities by jurisdiction in counties comprising 60% of all alcohol-related crash fatalities for a five year period and counties comprising 85% of the statewide population.
- Provide funding to conduct sustained enforcement/high intensity public awareness campaigns. (Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program).
- Conduct periodic DUI enforcement around pre-selected events (Integrated Mini-Grant Enforcement Program, Mini-Grant Alcohol Program, Roadside Safety Checkpoint, Strike-Forces, Safety Belt Enforcement Zones, and Mobilizations).
- Recognize accomplishments of DTS's Traffic Safety Partners (i.e., LEL Luncheons, Illinois Lifesavers Conference, TOP Cops).
- Coordinate sustained enforcement campaigns around pre-selected high drinking periods (i.e. Halloween, Super Bowl, St. Patrick's Day, Cinco de Mayo, July 4th, Holiday Season).

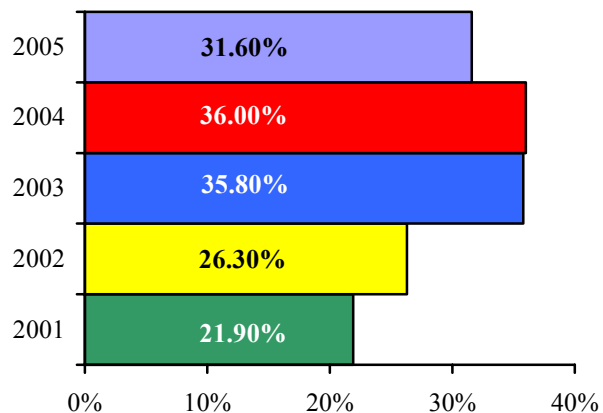
MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM

PROBLEM STATEMENT

- In 2004, 157 motorcyclists, including passengers, were killed in 154 traffic crashes compared to 143 in 2003 (a 9.8% increase).
- 2,878 motorcyclists were injured on Illinois roads in 2003. That represents a 13.7% increase from an average of 2,531 for the previous three years. An additional 352 non-motorcyclists were injured in crashes involving motorcycles in 2003.
- 51.4% of the operator fatalities were between the ages of 25 and 44.
- 16.4% of the operator fatalities were between the ages of 15 and 24.
- 32.2 % of the operator fatalities were 45 or older.
- There were 335 alcohol-related motorcycle crashes in 2003. Of these, 294 or 87.8% occurred between 4 p.m. and 4 a.m.
- In 2003, only 4.6% of passenger car/deer crashes and 2.5% of pickup truck/deer crashes resulted in death or injury to a motor vehicle occupant. 60.6% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Almost nine out of ten motorcycle crashes occurred on dry pavement in 2003.
- Saturday and Sunday are the two most common days for alcohol-related and non-alcohol-related motorcycle crashes. Nearly half of the alcohol-related crashes occur on one of these two days.
- The three most frequent contributory causes cited in fatal motorcycle crashes in 2004 were: driving too fast, driver condition and failure to keep in proper lane.
- In 2004, 156 pedestrians (54 in the City of Chicago) were killed in Illinois.
- In 2004, 25 pedal cyclists (5 in the City of Chicago) were killed in Illinois.

Illinois does not have a motorcycle helmet law. Although several attempts have been made to pass a mandatory helmet law in the years since Illinois' law was repealed, none have been successful. According to the July 2005 motorcycle helmet use survey, motorcycle helmet usage decreased 4.4 percentage points to 31.6%. A total of 1,236 motorcycle riders were observed. Of those, 31.6% were observed wearing helmets. The Collar Counties and Downstate Counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair) had the highest usage rate at 32.4%. The City of Chicago had the second highest usage rate at 29.8%, while Cook County had the lowest usage rate at 25.0%.

Motorcycle Helmet Usage Rates



PROGRAM GOALS

Motorcycle Goal:

To reduce the statewide percentage of motorcycle fatalities from 9.8% in 2003 to 7.0% by January 1, 2008.

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

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

Pedal cycle Goal:

To reduce the statewide percentage of pedal cycle fatalities from 1.2% in 2003 to 0.8% by January 1, 2008.

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

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

Pedestrian Goal:

To reduce the statewide percentage of pedestrian fatalities from 13.1% in 2003 to 10% by January 1, 2008.

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

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

MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM OVERVIEW

The popularity of motorcycling has been on the increase for a number of years as evidenced by the number of motorcycles being sold. In 1998, there were 8,032 new motorcycles sold in Illinois. In 2004, there were 49,784 new motorcycles sold in Illinois which is an increase of about 520% over a six-year period. Motorcycle license plate registrations increased from 192,087 in 1998 to 259,380 in 2004 (35%). Clearly, the popularity of motorcycling has experienced significant growth and the motorcycle industry is very healthy.

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

In response to the increasing injuries and fatalities, Illinois is working hard to expand the number of training courses we offer for beginning motorcycle riders. Although training is not the complete answer to the problem, past experience indicates that inexperienced, untrained riders are at a distinct disadvantage when they first take to the highways. Illinois' training program was established in 1976 using Federal Section 402 funds. The program is now self-supported through rider license and registration fees and utilizes over 340 instructors statewide. In 1998, the program trained 7,311 riders. In 2004, a total of 12,454 riders were trained which is an increase of 70%. To date, approximately 198,000 riders have received training through this program.

Illinois does not currently have a motorcycle helmet law. Illinois enacted a mandatory helmet law in 1968, however, it was repealed in 1969. Although several attempts have been made over the years to pass another helmet law, none have been successful. According to our July 2005 motorcycle helmet use survey, usage decreased 4.4% over 2004 for an overall usage rate of 31.6%. Motorcycle helmet usage is required in all of the Department's rider training courses. The courses are also used as an avenue to encourage full-time helmet usage by all riders.

Illinois is currently making preparations to conduct a Motorcycle Safety Program Assessment using a team of experts assembled by the National Highway Traffic Safety Administration. The recommendations which result from the assessment will be used to guide a renewed emphasis on motorcycle safety in Illinois. The assessment will be conducted in October 2005.

An increasing number of people are using bicycle travel for transportation, still the majority of people use bicycles for exercise. With an increase in people using their bicycles for transportation, the number of injuries and fatalities associated with bicycles also increase. During FY 2006, the DTS has programmed Section 402 federal funds to address pedal cycle and pedestrian projects. More specifically, DTS will hire a Motorcycle/Pedestrian/Pedal Cycle coordinator to oversee programs.

MOTORCYCLE/PEDESTRIAN/PEDAL CYCLE PROGRAM STRATEGIES

- Conduct a Motorcycle Safety Program Assessment.
- Hire a Motorcycle/Pedestrian/Pedal Cycle Coordinator.
- Increase training opportunities for beginning motorcycle riders in Illinois through DTS's Cycle Rider Training Program.
- Fund the League of Illinois Bicyclist program dealing with proper bicycle-motor vehicle interaction.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.

TRAFFIC RECORDS

PROBLEM STATEMENT

- Timely and accurate crash data.
- Complete and accurate Crash Reporting from law enforcement.

PROGRAM GOAL

The continuing improvement of traffic-related data is essential to reducing the terrible human and economic cost of motor vehicle crashes. Improvement of data consists of timeliness, completeness, accuracy, accessibility and integration in support of national, state and local highway safety programs.

TRAFFIC RECORDS OVERVIEW

Based on the National Highway Traffic Safety Administrations (NHTSA) comment in the FY 2005 Highway Safety Plan approval letter, DTS reinstated the Illinois Traffic Records Coordinating Committee (ITRCC) in 2005. The ITRCC includes collectors, administrators and users of state highway safety data and traffic records so there is a forum to review, evaluate and implement the best methodologies available as they relate to data collection. One of the decisions the ITRCC recommended is to conduct a Traffic Records Assessment in FY 2006 using a team of experts assembled by the NHTSA. The recommendations which result from the assessment will be used by the ITRCC to guide a renewed emphasis on traffic records in Illinois.

DTS will continue to fund Secretary of State's (SOS) Imaging Enhancement program which allows for the accurate expedient automated transmittal of crash data between IDOT data files and the SOS driver files. The Illinois Department of Public Health's Data Analysis program will also continue in FY 2006. This program will further develop and maintain an effective Injury Surveillance System within Illinois by building upon previous efforts of web data availability, data linkage, and analysis.

The Crash Outcomes Data Reporting System (CODES) program will continue to be implemented by DTS and the Illinois Department of Public Health (IDPH) in FY 2006. The CODES system will allow IDOT and IDPH staff to match traffic records with health care data from a variety of sources, including emergency medical service records, hospital discharges and death certificates. DTS will use CODES information to support their decisions to improve traffic safety on Illinois highways. Eventually, the CODES system will be able to better identify the full extent of injuries suffered as a result of impaired driving, not wearing safety belts and not wearing a helmet on a motorcycle. Since the inception of the Crash Reporting System project in April 2000, a top priority for the Division of Traffic Safety has been to improve the timeliness, accuracy, completeness and accessibility of vehicle crash data in Illinois.

Crash data is vital to the analysis necessary for successful highway safety public information and enforcement programs. An effective Illinois Highway Safety Plan simply cannot be formulated without the best possible data. In addition, this data is used extensively by IDOT engineers as they work to ensure Illinois roads are as safe and efficient as they can be.

DTS is currently in the rollout training and support of the Mobile Capture and Reporting System (MCR). The system developed by IDOT provides for electronic capture and submission of crash reports. The MCR system currently has over 1,800 users including Illinois State Police (ISP), local and county sheriff police departments. Presently, 16 of the 21 ISP Districts are using MCR, and the complete rollout of the system within ISP is expected in early 2006. The rollout of MCR within county and municipal law enforcement will continue through 2006. When completed, the system will improve crash data quality and reduce the amount of manual processes currently used to process data.

In conjunction with the MCR system, DTS continues to develop the Crash Information System (CIS). This system will also reduce manual processes and will greatly increase the flexibility of the data system itself. It has replaced a 35-year-old, obsolete system with new, up-to-date technology. The CIS system was put into production on January 1, 2004.

The implementation of these two systems will help establish DTS as one of the leaders in crash data collection and analysis in the country.

RACIAL PROFILING STUDY

On July 1, 2005, the results from the first year of Illinois' racial profiling study were released. The report was first submitted to the Governor and General Assembly. Then, with a press release from the Governor, the results were released to the public via IDOT's website.

The Illinois Traffic Stop Study was the largest and most comprehensive study of its type undertaken to date. IDOT received data from 978 law enforcement agencies who reported 2,495,099 traffic stops for the year 2004. There were 54 agencies that either did not make any stops or failed to provide their data to IDOT.

DTS will continue to contract with Northwestern University Center for Public Safety to analyze the data collected by IDOT for the Illinois Traffic Stop Study. The analysis looked to answer two key questions:

- To what extent, if any, does race influence an officer's decision to stop a vehicle?
- To what extent, if any, does race influence the disposition of the stop?

This report compared the number of minorities stopped by an agency compared to the benchmark (Estimated Minority Driving Population) provided for the particular agency. Also, the Reason for the Stop, Outcome of Stop, and whether a Consent Search was conducted were analyzed for Caucasian vs. Minority drivers. Once the report was completed, each agency was given the opportunity to provide a comment with their analysis before the report was given to the Governor and General Assembly.

The Racial Profiling study is a four-year study that ends December 31, 2007. IDOT is continuing to collect data from law enforcement agencies in Illinois, and the second report will be released July 1, 2006.

TRAFFIC RECORDS PROGRAM STRATEGIES

- Conduct a Traffic Records Assessment.
- Implement Crash Information System (CIS).
- Continue the implementation of the Mobile Capture and Reporting (MCR) System with Illinois law enforcement agencies.
- Continue to fund Secretary of State's Imaging Enhancement and Illinois Department of Public Health's Data Analysis programs.
- Develop and implement an operational plan to ensure the crash data file remains current, complete and accurate.
- Create and formalize a multi-disciplinary Statewide Traffic Records Coordinating Committee (STRCC) that forges partnership, assures that all constituents who have a stake in injury/crash reporting are represented, and can facilitate the sharing of traffic records information, address quality issues (timeliness, completeness, accuracy, and accessibility), and jointly implement solutions.
- Solicit the cooperation of STRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning System/Geographic Information System (GPS/GIS) user group to include state and local departments and agencies, community stakeholders and organizations, and individuals interested in highway-related GPS/GIS applications, and continue to fully explore the appropriate use of this technology on a statewide basis to provide for a statewide traffic records system which includes data from all public highways.
- Design and implement an automated, statewide citation/conviction system, using the Cook County citation accountability system as a foundation.
- Explore using interactive Websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.
- Provide a forum for review and comment of traffic records issues within the state of Illinois.
- Review traffic-related data systems and vote on suggested changes to data systems before they are implemented.
- Review the perspectives of organizations in the state that are involved in the administration, collection and use of highway safety data.
- Review and evaluate new technologies to keep the highway safety data systems up-to-date.
- Develop the strategic plan, Crash Outcomes Data Reporting System (CODES).
- Authorize each agency to access selected data from other agencies data files for the purpose of the data linkage project.

Mobilization Activities

“Click it or Ticket” mobilization 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; and 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 press conference and press release, typically is used to announce the ensuing enforcement program.

Paid Media

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

In FY 2006 DTS will utilize \$3.7 million in federal highway safety dollars on paid advertising for the *Click It or Ticket* and *You Drink & Drive. You Lose.* mobilizations. Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

DTS plans in FY 2006 to establish a relationship with a public relations firm to insure DTS occupant protection messages and impaired driving messages are being heard by Illinois' minority communities. The public relations firm will guide both DTS' earned and paid media efforts. DTS is also open to working with the National Highway Traffic Safety Administration's (NHTSA) public relations firm, Tombras Group, to carry out the paid media efforts during the mobilizations.

The public relations firm will design campaigns that will complement the existing efforts identifying and focusing on the at-risk population, ages 16 through 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%), Radio (45%) and Newspaper (10%). Based on recommendations from DTS's public relations firm, the newspaper media may be moved to either the television or radio media.

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes four, two-week periods in FY 2006—Thanksgiving (State Mobilization), Memorial Day (National Mobilization), Fourth of July (State Mobilization), and Labor Day (National Mobilization) campaigns.

Mobilization Enforcement

Both statewide 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 **2000** safety belt enforcement zones. In addition, Illinois State Police will conduct over **1000** 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. The total amount of money budgeted for the entire enforcement activities is \$300,000.

Evaluation Plan

CIOT programs are evaluated in a number of ways. Observers report safety belt use and motorists' attitudes and knowledge of police activity are tracked through Driver Facility surveys 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. The total amount of money budgeted for the evaluation activities is about \$75,500. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Traffic Safety.

Proposed Evaluation Activities During the May 2005 Mobilization

Campaign Dates:		May 1-7	May 8-14	May 15-21	May 22-27	May 28-June 4
Targeted Markets:		Rural Media & Enforcement May 1 - 14			CIOT earned media May 8 -June 5	
Peoria						
Champaign						
Rockford						
Davenport (5 counties)					CIOT Paid Media May 15 - 27	
St. Louis (2 counties)						
					CIOT Enforcement May 22 - June 4	
Safety Belt Observations						
Survey Type:	Dates	Pre-Rural 4/22 to 4/30		Post Rural/ Pre CIOT 5/9 to 5/15		Post-CIOT 6/6 to 6/20
	Statewide	50 sites	sub-sample	50 sites	sub-sample	258 sites
	Rural Targeted	25 sites	sub-sample	25 sites	sub-sample	25 sites
Telephone Surveys						
	Dates	Pre-Rural 4/24 to 4/30		Post Rural/ Pre CIOT 5/9 to 5/15		Post-CIOT 6/6 to 6/20
	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						
	Dates	Pre-Rural 4/24 to 4/30		Post Rural/ Pre CIOT 5/9 to 5/15		Post-CIOT 6/6 to 6/20
	Statewide	16		16		16
	Rural (target)	2		2		2

Proposed Evaluation Activities During the August/September 2006 Mobilization

Campaign Dates:	August 7-13	August 14 -20	August 21 - 27	August 28 - September 4	September 4-16
Targeted Markets: 23 Counties	YD&DYL Paid Media August 7 - 20		YD&DYL earned media August 14 - September 4		
			YD&DYL Enforcement May 22 - June 4		
Telephone Surveys					
		<u>Pre-YD &D YL</u>			<u>Post- YD &D YL</u>
Dates		7/29 to 8/13			9/4 – 9/16
Statewide		n = 500/600			n = 500/600
DMV Surveys					
		<u>Pre-YD &D YL</u>			<u>Post- YD &D YL</u>
Dates		7/29 to 8/13			9/4 – 9/16
Statewide		16			16

Evaluation of Highway Safety Programs and Projects

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

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

Proposed Evaluation Methodology

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

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

ENFORCEMENT/PAID MEDIA SCHEDULE

Month	Illinois	National
October 2005	<p>MAP Wave 1.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Halloween – Impaired Driving Enforcement
November 2005	<p>State <i>Click It or Ticket</i> Mobilization.</p> <p>Paid and Earned Media.</p> <p>Mobilization Enforcement.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP, Straight ID and STAR.</p> <p>IMaGE Wave 1.</p> <p>MAP Wave 2.</p>	Thanksgiving Weekend Travel – Occupant Protection Enforcement
December 2005	<p>IMaGE Wave 2.</p> <p>MAP Wave 3.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Holiday Season – Impaired Driving Enforcement
January 2006	<p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	Super Bowl Sunday – Impaired Driving

Month	Illinois	National
February 2006	Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	CPS Week – Occupant Protection.
March 2006	Local – TLEP, RSC and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	St. Patrick’s Day – Impaired Driving.
April 2006	Telephone and DMV Surveys. MAP Wave 4. Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	Cinco de Mayo – Impaired Driving Enforcement
May 2006	National <i>Click It or Ticket</i> Mobilization begins. Earned and Paid Media. Mobilization Enforcement. IMaGE Wave 3. MAP Wave 5. Local – TLEP, RSC and LAP. ISP – STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID and STAR.	<i>Click It or Ticket</i> National Enforcement Mobilization.

Month	Illinois	National
June 2006	<p>State <i>You Drink & Drive. You Lose.</i> Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>Telephone and DMV Surveys.</p> <p>Seat Belt Observations.</p> <p>IMaGE Wave 4.</p> <p>MAP Wave 6.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>July 4th and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection.</p>
July 2006	<p>Local – TLEP, RSC and LAP.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>July 4th and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection.</p>
August 2006	<p>National <i>You Drink & Drive. You Lose.</i> Enforcement Crackdown.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>IMaGE Wave 5.</p> <p>MAP Wave 7.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>National <i>You Drink & Drive. You Lose.</i> Enforcement Crackdown – Impaired Driving.</p>

Month	Illinois	National
September 2006	Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	National <i>You Drink & Drive. You Lose.</i> Enforcement Crackdown – Impaired Driving.

Fiscal Year 2006 Planning Document

FY06 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
PA	01-01	402	P & A (NHTSA)	\$400,000	
OP	02-01	402	Lifesavers Luncheon (DTS)	\$45,000	
OP	02-02	402	Lifesavers/CATS Conference (DTS)	\$60,000	
OP	02-03	402	Motorcycle Assessment (DTS)	\$25,000	
OP	02-07	402	M & E	\$200,000	
OP	02-08	402	Law Enf. Liaison (Local)	\$946,542	
OP	02-09	402	Injury Prevention (Local)	\$854,480	
OP	02-11	402	TLEP (Local)	\$829,935	
OP	02-12	402	Rural Initiatives (Local)	\$25,000	
OP	02-13	402	Data Linkage (IDPH)	\$31,200	
AL	03-01	402	M & E	\$200,000	
AL	03-02	402	DUIE (ISP)	\$691,700	
AL	03-03	402	ADDEP (SOS Police)	\$164,400	
AL	03-06	402	Paid Media (DTS)	\$1,025,579	
AL	03-08	402	Every Child Deserves (IDPH)	\$82,300	
PT	04-01	402	Police Training (ILETSB)	\$125,000	
PT	04-03	State	ISP (Match)	\$2,163,695	
PT	04-06	402	M & E	\$100,000	
PT	04-07	402	STAR (SOS Police)	\$88,900	
TR	05-01	402	Traffic Records Assessment (DTS)	\$25,000	
TR	05-02	402	CDOT Traffic Crash (DTS)	\$55,375	
TR	05-03	402	Imaging Enhancement (SOS)	\$75,500	
TR	05-04	402	Temporary Services (DTS)	\$50,000	
TR	05-05	402	M & E	\$80,000	
EM	06-01	402	M & E	\$10,000	
RS	09-01	402	Cntr for Network Technology (Local)	\$19,072	
RS	09-02	402	M & E	\$10,000	
PS	12-01	402	MC/Pedestrian/Pedal Cycle (DTS)	\$250,000	
PS	12-02	402	Bike Safety (Local)	\$21,097	
J8	13-01	410	Traffic Safety Resource Pros. (DTS)	\$180,000	
J8	13-02	410	Operation Straight I.D. (SOS)	\$88,600	
J8	13-03	410	SONOR (Local)	\$50,000	
J8	13-04	410	Mobilization Enforcement (Local)	\$600,000	
J8	13-05	410	DUI LEL (Local)	\$80,050	

Fiscal Year 2006 Planning Document

FY06 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
J8	13-06	410	Specialized Alc. Training (ILETSB)	\$150,000	
J8	13-07	410	Roadside Safety Checks (Local)	\$191,363	
J8	13-08	410	Mini-Alcohol Programs (Local)	\$529,660	
J8	13-09	State	Probation Services (MATCH)	\$10,130,466	
J8	13-10	410	Alcohol Coordinator (DTS)	\$100,000	
J8	13-11	410	Paid Media (DTS)	\$294,849	
J8	13-13	410	Judicial Training (AOIC)	\$32,000	
J8	13-17	410	ACE (ISP)	\$1,020,300	
J8	13-18	410	.08/BAC Awareness (SOS)	\$60,000	
157OP	17-01	157	Paid Media (DTS)	\$1,034,207	
157OP	17-02	157	Mobilization Enforcement (Local)	\$300,000	
157OP	17-03	157	IMaGE (Local)	\$1,489,693	
157OP	17-04	157	Truck Enforcement (Local)	\$200,000	
157OP	17-05	157	PI&E Materials (DTS)	\$100,000	
157OP	17-06	157	State Police Traffic Services	\$780,980	
IN5	18-01	157	Mobilization Luncheons (DTS)	\$15,000	
IN5	18-02	157	Mobilization Equipment (Local)	\$130,000	
IN5	18-03	157	CIOT Seat Belt Survey (DTS)	\$5,000	
IN5	18-04	157	M & E	\$10,500	
IN5	18-05	157	Paid Media (DTS)	\$1,185,000	
IN5	18-06	157	Occupant Prot. Coordinator (DTS)	\$100,000	
IN5	18-07	157	CIOT PI&E Materials (DTS)	\$10,000	
IN5	18-08	157	Public Hearings (DTS)	\$15,000	
IN5	18-09	157	Phone Surveys (Local)	\$60,000	
J2	19-01	405	OREP (ISP)	\$799,000	
J2	19-02	405	Community Outreach (DTS)	\$200,000	
J2	19-03	405	OP Resource Centers (Local)	\$667,638	
J2	19-04	405	STEP (ISP)	\$672,100	
J2	19-05	State	405 Match Task	\$7,361,523	
J2	19-06	405	IL Traffic Safety Awards (Local)	\$95,103	
J2	19-07	405	Click It or Ticket It (SOS)	\$20,000	
J3	20-01	2003	CPS (Local)	\$202,905	
J3	20-02	2003	OP Resource Centers (Local)	\$103,095	
J3	20-03	2003	2003 Match	\$90,000	
J3	20-10	2003	KISS (SOS)	\$54,000	

Fiscal Year 2006 Planning Document

FY06 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
J9	21-04	State	State Match Task	\$150,000	
J9	21-06	411	Data Analysis (IDPH)	\$50,000	
164AL	23-01	164	Gov.'s Alc. Abuse Task Force (DTS)	\$20,000	
164AL	23-02	164	PI&E Materials (DTS)	\$27,700	
N/A	98-01	FHWA	Paid Media (DTS)	\$215,000	
N/A	99-01	163	E-Grant Software (DTS)	\$300,000	
N/A	99-02	163	Racial Profiling Study (Local)	\$110,498	
N/A	99-03	163	MCR (Local)	\$363,575	
N/A	99-04	163	Breath Alcohol Inst. (ISP)	\$97,900	
N/A	99-06	163	Local Alcohol Project (LAP)	\$1,964,027	
N/A	99-07	163	BASSET (ILCC)	\$45,000	
N/A	11-11	Contract	Codes Project	\$179,000	

TASK NUMBER: 06-01-01 (PA)
TITLE: Planning and Administration (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 400,000

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

TASK NUMBER: 06-02-01 (OP)
TITLE: Lifesavers Luncheon (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 45,000

NARRATIVE: This task provides funds to pay for DTS to pay for a luncheon at the Lifesavers 24 conference in Austin, Texas.

TASK NUMBER: 06-02-02 (OP)
TITLE: Lifesavers Conference (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 60,000

NARRATIVE: This task provides funds to pay for an Illinois Lifesavers/ Campus Alcohol and Traffic Safety (CATS) conference. The Lifesavers Conference topics And workshops will be designed to inform and benefit traffic safety professionals, educators, law enforcement personnel, community leaders, prevention professionals, legislators, volunteers and other interested individuals. The CATS conference focuses on the prevention of problems related to alcohol, other drug (AOD) and traffic safety issues on college campuses.

TASK NUMBER: 06-02-03 (OP)
TITLE: Motorcycle Assessment (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 25,000

NARRATIVE: This task provides funds to pay for a motorcycle assessment in Illinois. The assessment will review program administration, personal protective equipment, rider education, motorcyclists licensing and impaired riding.

TASK NUMBER: 06-02-07 (OP)

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

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 200,000

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

TASK NUMBER: 06-02-08 (OP)

TITLE: Law Enforcement Liaison Program (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 946,542

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

TASK NUMBER: 06-02-09 (OP)

TITLE: Injury Prevention Program (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 854,480

NARRATIVE: This task provides funds to continue the Injury Prevention Program through the AAIM, American Red Cross Peoria, Central DuPage Hospital, Chicago Police Department, Childrens Memorial Hospital, Rehabilitation Institute of Chicago, SIU School of Medicine, and UIS Legal Studies. These agencies will implement educational injury prevention programs in communities to promote behaviors that reduce motor vehicle collisions, death and injury. It will also coordinate public information campaigns and utilize the media to raise public awareness of safety belt and child passenger safety laws and the benefits of regular, correct use of occupant protection, helmets, designated driver programs and safe driving habits.

TASK NUMBER: 06-02-11 (OP)
TITLE: Traffic Law Enforcement Projects (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 829,935

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

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

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

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

TASK NUMBER: 06-02-12 (402)
TITLE: Rural Initiatives (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 25,000
CARRYOVER PROJECTS:

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

TASK NUMBER: 06-02-13 (402)

TITLE: Data Linkage (IDPH)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 31,200

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

TASK NUMBER: 06-03-01 (AL)

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

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 200,000

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

TASK NUMBER: 06-03-02 (AL)

TITLE: DUIE (ISP)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 691,700

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

TASK NUMBER: 06-03-03 (AL)

TITLE: Anti-Drunk Driving Enforcement Program (ADDEP) – Secretary of State,
Department of Police

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 164,400

NARRATIVE: This task provides funds for the Secretary of State's Department of Police to continue their alcohol-related crash reduction program. Operating independently of the Illinois State Police DUI Enforcement Program, the Secretary of State's Department of Police will conduct approximately 2,600 hours of patrol. Officers will be hired back to enforce the DUI law at times and locations not covered by the Illinois State Police effort. The project goal is to reduce alcohol-related crashes on Illinois highways.

TASK NUMBER: 06-03-06 (AL)

TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,025,579

NARRATIVE: This task provides funds for paid media in support of Illinois' *You Drink & Drive. You Lose.* campaign.

TASK NUMBER: 06-03-08 (AL)

TITLE: Every Child Deserves a Designated Driver (IDPH)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 82,300

NARRATIVE: This task provides funds for the Illinois Department of Public Health to partnership with local SAFE KIDS chapters and with Mothers Against Drunk Drivers (MADD) to develop a curriculum to reduce the number of impaired drivers transporting children. The project will serve as a prevention tool for future crashes and fatalities to educate, influence, and shape the minds of generations of future drivers.

TASK NUMBER: 06-04-01 (PT)
TITLE: Police Traffic Training (ILETSB)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 125,000

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

In FY 2006, the following NHTSA approved courses will be offered on a statewide basis:

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

TASK NUMBER: 06-04-03 (State Funds)
TITLE: State Police Traffic Services (ISP)

MATCH TASK FOR FY 06 PROGRAM: \$ 2,163,695

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 90,765 hours of regular traffic patrol will be conducted in FY 2006.

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

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 100,000

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

TASK NUMBER: 06-04-07 (PT)
TITLE: Speeding and Traffic Accident Reduction (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 88,900

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

TASK NUMBER: 06-05-01 (TR)
TITLE: Traffic Records Assessment (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 25,000

NARRATIVE: This task provides funds to pay for a traffic records assessment in Illinois. The assessment will review Illinois' traffic records program.

TASK NUMBER: 06-05-02 (TR)
TITLE: CDOT Traffic Crash (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 55,375

NARRATIVE: This task provides funds for the Chicago Department of Transportation (CDOT) to develop analytical and descriptive reports based on the existing database stored at CDOT. This will include high crash locations for safety improvements, crash characteristics and factors that contribute to crashes.

TASK NUMBER: 06-05-03 (TR)
TITLE: Imaging Enhancement (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 75,500

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

TASK NUMBER: 06-05-04 (TR)
TITLE: Temporary Personnel Services (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 50,000

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

TASK NUMBER: 06-05-05 (TR)
TITLE: Project Management and Evaluation (Traffic Records) (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 80,000

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

TASK NUMBER: 06-06-01 (EM)
TITLE: Project Management and Evaluation (Emergency Medical Services) (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 10,000

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

TASK NUMBER: 06-09-01 (RS)
TITLE: Center for Network Technology (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 19,072

NARRATIVE: This task provides funds for the Center of Network Technology to provide data entry for IDOT into a data base and conduct an evaluation of the frequency and location of request types, as well as the disposition of the request.

TASK NUMBER: 06-09-02 (RS)
TITLE: Project Management and Evaluation (Roadway Safety) (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 10,000

NARRATIVE: This task provides funds to support 1 percent of the cost of 14 persons who will develop, monitor, and evaluate projects in the Roadway Safety emphasis area.

TASK NUMBER: 06-12-01 (PS)
TITLE: Motorcycle/Pedestrian/Pedal Cycle Coordinator (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 250,000

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

TASK NUMBER: 06-12-02 (PS)
TITLE: Bike Safety (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 21,097

NARRATIVE: This project provides funds for the League of Illinois Bicyclists to produce a driver education curriculum component on proper bicycle-motor vehicle interaction, for Illinois high schools.

TASK NUMBER: 06-13-01 (J8) (410)
TITLE: Traffic Safety Resource Prosecutor (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 180,000

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

TASK NUMBER: 06-13-02 (J8) (410)
TITLE: Operation Straight I.D. (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 88,600

NARRATIVE: This project provides funds for the Secretary of State Police to conduct educational presentations to inform law enforcement officers, employees, communities, and businesses of the penalties for using and how to detect fraudulent driver license and State identification cards. This program is designed to reduce the incidence of underage drinking and DUI.

TASK NUMBER: 06-13-03 (J8) (410)
TITLE: SONOR (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 50,000

NARRATIVE: This task provides mini-grant funds to universities and colleges to implement the SONOR program. SONOR is a team approach to prevention of alcohol, other drug, and traffic safety problems in higher education in colleges and universities in the state of Illinois.

TASK NUMBER: 06-13-04 (J8) (410)
TITLE: Mobilization Enforcement (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 600,000
CARRYOVER PROJECTS:

NARRATIVE: This task provides funds for local police departments to conduct enhanced enforcement details during the Fourth of July Impaired Driving campaign and the *You Drink and Drive. You Lose.* mobilization.

TASK NUMBER: 06-13-05 (J8) (410)
TITLE: Local DUI Law Enforcement Liaison (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 80,050

NARRATIVE: This project provides for the contractual hiring of local law enforcement DUI liaison. This individual will serve as a contact for all alcohol enforcement issues within the respective region, i.e., to provide the DTS local project manager with quarterly updates of alcohol-related activity. Specifically, this includes trend information of DUI arrests, underage sales, and underage consumption. Further, this liaison serves as a local resource for training in Breath Alcohol instrumentation and Standardized Field Sobriety. This liaison also will encourage an increase in the quality and quantity of alcohol-related arrests, serve as formal link to law enforcement for the DUI public information and education efforts undertaken by the Division, with information as it relates to the Division's stated goals in DUI enforcement and adjudication.

TASK NUMBER: 06-13-06 (J8) (410)
TITLE: Specialized Alcohol Training (ILETSB)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 150,000

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

TASK NUMBER: 06-13-07 (J8) (410)
TITLE: Roadside Safety Checkpoints (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 191,363

NARRATIVE: This task provides for Chicago Police Department and Joliet Police Department to conduct roadside safety checkpoints during FY 2006. Funds provide for personal services, fringe benefits, vehicle mileage, and portable breath testers and video cameras.

TASK NUMBER: 06-13-08 (J8) (410)
TITLE: Mini-Alcohol Program (MAP) (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 529,660

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

TASK NUMBER: 06-13-09 (State funds)
TITLE: Probation Services (AOIC)

MATCH TASK FOR FY 06 PROGRAM: \$ 10,130,466
(Match Task)

NARRATIVE: The Administrative Office of the Illinois Courts has responsibility for oversight of the probation supervision of DUI offenders. In FY 04 there were 14,134 DUI offenders under basic supervision throughout the state at an average cost of \$1,200 per offender per year. Thus \$16,960,800 was spent. Also, the AOIC reimburses county probation offices for the costs incurred in supervising specialized DUI program cases. There were approximately 9,687 offenders in this program in FY 04. \$23,268,174 was expended for these FY 04 caseloads. AOIC's contribution for probation services totals approximately \$40,228,974. For this program DTS only needs a state match of \$10,130,466.

TASK NUMBER: 06-13-10 (J8) (410)
TITLE: Alcohol Coordinator Consultant (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 100,000

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

TASK NUMBER: 06-13-11 (J8) (410)
TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 294,849

NARRATIVE: This task provides funds for paid media in support of Illinois' *You Drink & Drive. You Lose.* campaign.

TASK NUMBER: 06-13-13 (J8) (410)
TITLE: Judicial Training (AOIC)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 32,000

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

TASK NUMBER: 06-13-17 (J8) (410)
TITLE: Alcohol Countermeasure Enforcement (ACE) (ISP)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,020,300

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

TASK NUMBER: 06-13-18 (J8) (410)
TITLE: DUI/.08 BAC Awareness (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 60,000

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

TASK NUMBER: 06-17-01 (OP) (157 Incentive)
TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,034,207

NARRATIVE: This task provides funds for paid media in support of Illinois’ *Click It or Ticket* campaign.

TASK NUMBER: 06-17-02 (OP) (157 Incentive)
TITLE: Mobilization Enforcement (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 300,000

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

TASK NUMBER: 06-17-03 (OP) (157 Incentive)
TITLE: Integrated Mini-Grant Enforcement Program (IMaGE) (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,489,693

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

TASK NUMBER: 06-17-04 (OP) (157 Incentive)

TITLE: Truck Enforcement (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 200,000

NARRATIVE: This task provides funds for local police departments to conduct enhanced commercial vehicle enforcement details. Police agencies will concentrate efforts at high crash locations on enforcing speed violations, following too closely, improper lane usage and other traffic violations contributing to crashes involving commercial vehicles.

TASK NUMBER: 06-17-05 (OP) (157 Incentive)

TITLE: PI&E Materials (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 100,000

NARRATIVE: This task provides funds for DTS to purchase public information and education materials (PI&E) for distribution at schools and events to help promote highway safety in Illinois.

TASK NUMBER: 06-17-06

TITLE: State Police Traffic Services (ISP)

MATCH TASK FOR FY 06 157 INCENTIVE PROGRAM: \$ 780,980
(Match Task)

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. Approximately 24,871 hours of state-funded traffic patrol will be conducted in FY 2006.

TASK NUMBER: 06-18-01 (157 Innovative) (IN5)

TITLE: Mobilization Luncheons (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 15,000

NARRATIVE: This task provides funds for DTS to conduct two luncheons throughout the state for law enforcement officers who participated in the *Click It or Ticket* mobilization in May 2006.

TASK NUMBER: 06-18-02 (157 Innovative) (IN5)
TITLE: Mobilization Equipment (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 130,000

NARRATIVE: This task provides funds for the purchase of equipment for law enforcement departments who participated in the *Click It or Ticket* mobilization in May 2006. The equipment will be awarded at the two mobilization luncheons.

TASK NUMBER: 06-18-03 (157 Innovative) (IN5)
TITLE: CIOT Seat Belt Survey (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 5,000

NARRATIVE: This task provides funds for hotel and per diem for DTS employees to conduct seat belt survey after the *Click It or Ticket* mobilization in May 2006.

TASK NUMBER: 06-18-04 (157 Innovative) (IN5)
TITLE: Project Management & Evaluation (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 10,500

NARRATIVE: This task provides funds for DTS's Evaluation Unit Manager's time to conduct an evaluation of the *Click It or Ticket* Mobilization and state-wide seat belt survey.

TASK NUMBER: 06-18-05 (157 Innovative) (IN5)
TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,185,000

NARRATIVE: This task provides funds for paid media in support of Illinois' *Click It or Ticket* campaign.

TASK NUMBER: 06-18-06 (157 innovative) (IN5)
TITLE: Occupant Protection Coordinator Consultant (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 100,000

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

TASK NUMBER: 06-18-07 (157 Innovative) (IN5)
TITLE: CIOT PI&E Materials (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 10,000

NARRATIVE: This task provides funds for DTS to purchase *Click It or Ticket* public information and education materials (PI&E) for distribution at schools and events to help promote safety belt use in Illinois.

TASK NUMBER: 06-18-08 (157 Innovative) (IN5)
TITLE: Public Hearings (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 15,000

NARRATIVE: This task provides funds for DTS to conduct 10 - 12 public hearings across the state to receive input from the public on traffic safety initiatives.

TASK NUMBER: 06-18-09 (157 Innovative) (IN5)
TITLE: Phone Survey (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 60,000

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

TASK NUMBER: 06-19-01 (J2) (405)
TITLE: Occupant Restraint Enforcement Program (ISP)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 799,000

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

TASK NUMBER: 06-19-02 (J2) (405)
TITLE: Community Outreach Program (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 200,000

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

TASK NUMBER: 06-19-03 (J2) (405)
TITLE: Occupant Protection Resource Centers

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 667,638

NARRATIVE: This task provides funding for Regional Occupant Protection Centers. These Regional Occupant Protection Resource Centers will concentrate on safety belt use, teenage safety belt use, child occupant protection, mobilizations, increasing safety belt use among minority and rural populations.

TASK NUMBER: 06-19-04 (J2) (405)
TITLE: Special Traffic Enforcement Program (sSTEP) (ISP)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 672,100

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

TASK NUMBER: 06-19-05 (J2) (405)
TITLE: 405 Match Task

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 7,361,523

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 234,443 hours of regular traffic patrol will be devoted to enforcement of occupant protection laws in FY 06.

TASK NUMBER: 06-19-06 (J2) (405)
TITLE: Illinois Traffic Safety Challenge (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 95,103

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

TASK NUMBER: 06-19-07 (J2) (405)
TITLE: Click It or Ticket (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 20,000

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

TASK NUMBER: 06-20-01 (J3) (2003)
TITLE: Child Passenger Safety Project (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 202,905

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

TASK NUMBER: 06-20-02 (J3) (2003)
TITLE: Occupant Protection Resource Center (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 103,095

NARRATIVE: This task provides funding for SIU School of Medicine to become an Occupant Protection Resource Centers in central Illinois. An Occupant Protection Resource Center will provide training, on-going safety seat checks, assist parents in safety seat decision making, safety belt use, teenage safety belt use, mobilizations and increasing safety belt use among minority and rural populations.

TASK NUMBER: 06-20-03 (J3) (2003)
TITLE: 2003 MATCH Task

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 90,000

NARRATIVE: This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 2,866 hours of regular traffic patrol will be devoted to enforcement of occupant protection laws in FY 2006.

TASK NUMBER: 06-20-10 (J3) (2003)
TITLE: Keep Kids in Safe Seats (SOS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 54,000

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

TASK NUMBER: 06-21-04 (J9) (411)
TITLE: State Match Task

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 150,000

NARRATIVE: This task provides state funds for the Illinois Crash Reporting System (ICRS) under the DTS. The funds are directed for salaries within the operation of the ICRS.

TASK NUMBER: 06-21-06 (J9) (411)
TITLE: Data Linkage (IDPH)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 50,000

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

TASK NUMBER: 06-23-01 (AL) (164)
TITLE: Governor's Alcohol Abuse Task Force (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 20,000

NARRATIVE: This task provides funds for DTS to assist with the Governor's Alcohol Abuse Task Force (GAATF). The GAATF will work together to address the problems associated with alcohol abuse that impact lives across Illinois.

TASK NUMBER: 06-23-02 (AL) (164)
TITLE: PI&E Materials (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 27,700

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

TASK NUMBER: 06-98-01 (FHWA Seat Belt)
TITLE: Paid Media (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 215,000

NARRATIVE: This task provides funds for paid media in support of Illinois' *Click It or Ticket* campaign.

TASK NUMBER: 06-99-01 (163)
TITLE: E-Grant Software (DTS)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 300,000

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

TASK NUMBER: 06-99-02 (163)
TITLE: Racial Profiling Study

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 110,498

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

TASK NUMBER: 06-99-03 (163)
TITLE: MCR Training & CIS Implementation (Local)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 363,575

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

TASK NUMBER: 06-99-04 (163)
TITLE: Breath Analysis Instruments (ISP)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 97,900

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

TASK NUMBER: 06-99-06 (163)
TITLE: Local Alcohol Projects (LAP) (LOCAL)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 1,964,027

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

TASK NUMBER: 06-99-07 (163)
TITLE: BASSET Training (ILCC)

FUNDS PROGRAMMED FOR FY 06 PROJECTS: \$ 45,000

NARRATIVE: This project provides funds for the Illinois Liquor Control Commissions program (Beverage Alcohol Sellers and Servers Education and Training) to train and educate liquor license holders and their employees to engage in responsible alcohol service to prevent alcohol-related traffic accidents, prevent DUI incidents and underage sales to minors.

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;

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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

Addendum 1

ALCOHOL PROGRAM RE-ASSESSMENT STATUS REPORT

The current status of the twenty-eight * Priority Recommendations:

1-A: State Program Planning

- The Evaluation Unit sets all the goals of the Highway Safety Plan. This assignment was completed in April 2004 and is on-going.

1-C: State and Local Task Forces and Safe Communities Programs

- A Governor's Alcohol Abuse Task Force (AATF) has been created which will significantly heighten the State's awareness of alcohol abuse and DUI problems and renew its determination to reduce impaired driving efforts on the part of state agencies, local organizations and citizens. The first AATF meeting was May 12, 2005.
- The Department of Traffic Safety (DTS) completed a series of eleven public hearings around the state. There was a targeted outreach to DUI advocacy organizations and concerned citizens. Their input will be reported and reviewed in the next few months. While public participation was not as large as anticipated, the series of hearings will be repeated next year with a specific outreach for comments on DUI problems and programs.

1-D: Data and Records

- The Illinois Traffic Records Coordinating Committee has been working on other issues and has not yet addressed this very long term project. At a meeting of the Committee, IDOT will recommend this as a future high priority.
- Crash data is now more easily accessible, to professionals and researchers, than ever before. IDOT is continually working to improve data reporting, distribution and accessibility.
- IDOT is continually revising reports and materials to consistently use the FARS definition to report alcohol-related crash fatalities.
- Under the Crash Outcome Data Evaluation System (CODES) grant IDOT will be working to determine alcohol involvement in injury crashes, in part by developing a system for the Department of Public Health (DPH) to automatically send data to IDOT.

2-A: Public Information and Education for Prevention

- In addition to the usual DUI focused agencies and organizations of a typical DUI Task Force, the AATF has a membership specifically including participation by the Department of Human Services (DHS) and their substance abuse prevention programs. A priority goal of the AATF is to include impaired driving and other traffic safety materials in the PI&E campaigns of all organizations dealing with substance abuse prevention and injury prevention, in addition to the traffic safety organizations and agencies.

2-B: School Programs & Community Youth Programs

- The AATF has the Prevention 2000 Plan as a cornerstone of its focus. AATF membership includes several DHS participants and a facilitator, who were involved in researching and formulating the Prevention 2000 Plan, to guide implementation of the Plan.

2-D: Alcohol Availability and Responsible Alcohol Service

- The Illinois Liquor Control Commission is a member of the AATF and IDOT has specifically recommended that the Commission also be named to the Tina Ball Memorial DUI Task Force (Tina Ball DUI TF). This recommended requirement of employer funded server training and having at least one trained employee on duty will be discussed at the Tina Ball DUI TF meetings and legislative efforts will be supported by the AATF. However, IDOT is aware that some believe this is best handled at a local rather than state level.
- In 2004 State Representative Paul Froehlich sponsored a bill for keg registration but it went nowhere in the Illinois legislature. As above, keg registration will be discussed at the Tina Ball DUI TF meetings and appropriate legislative efforts will be supported by the AATF.

3-A: Laws to Deter Impaired Driving

- The omnibus DUI legislation went into effect January 1, 2005. Under an IDOT grant, additional work has been done to review simplification of the sentencing options in coordination with the omnibus DUI laws.
- The following recommendations will be considered by the Criminal Justice System Review Committee:

Abolish statutory court supervision for first time DUI offenders pleading guilty.

Remove courts' jurisdiction to issue judicial driving permits during periods of summary suspension.

Grant exclusive jurisdiction to SOS for administratively imposing and adjudicating summary suspensions for DUI offenders.

Decriminalize minor traffic offenses and enact legislation providing for disposition of such offenses through non-judicial personnel.

3- B: Public Information and Education for Deterrence

- IDOT continues support for PI&E efforts to reduce impaired driving and underage drinking. In addition, the AATF will greatly expand this PI&E support from all involved agencies and community partners.
- The billboard program has been discontinued.

3-C: Enforcement

- IDOT may do an informal survey of police departments to determine what they believe is needed to reduce the average BAC level.
- IDOT will work with the Law Enforcement Training and Standards Board, the Illinois Chiefs Association and the Illinois Sheriff's Association and the Illinois State Police to prepare and distribute a DUI arrest packet.
- IDOT recent discussions with law enforcement at the Tina Ball DUI TF meetings indicate that all forms are quite similar, and there was confusion about the significance of this recommendation for law enforcement. This issue should be discussed by the Criminal Justice System Review Committee.

3-D: Prosecution

- IDOT is currently planning to create a position of traffic safety resource prosecutor. In addition, IDOT will discuss this required training of prosecutors recommendation with the State's Attorneys Association to determine if this could be problematic as an unfunded mandate. This will also be discussed with the Criminal Justice System Review Committee.
- Next year, the Tina Ball DUI TF, with support from the AATF and traffic safety advocates, will consider pursuing legislation that will prohibit reduction of DUI offenses to reckless driving where there exists a BAC of .16 or higher. Legislation providing enhanced penalties for offenders with .16 or higher BAC became effective in August 2001. Since judges are frequently resistant to mandatory sentencing requirements, this issue will also be discussed by the Criminal Justice System Review Committee.

3-E: Adjudication

- The issue of repealing Circuit Courts authority to adjudicate summary suspensions in DUI cases will be considered by the Criminal Justice System Review Committee.
- The next three dot point issues in the recommendations are identical to those in 3-A above (numbers 13, 14, 15).

4-B: Deterrence

- IDOT will solicit input about and the support of Circuit Court Clerks (who frequently receive licenses as bond) and the Secretary of State's (SOS) office about the possibility of supporting legislation requiring that law enforcement officers confiscate driver licenses at the time of a DUI arrest and deliver them to SOS. Currently most offenders who have licenses post them as bond along with \$100.

5-A: Diagnosis and Screening

- Under an IDOT grant the University of Illinois at Springfield (UIS) Institute for Legal and Policy Studies provides training for prosecutors, including a session led by the DHS Division of Alcohol and Substance Abuse, educating about screening and rendering appropriate sentencing. This information will also be included in the manuals which are prepared for judicial training sessions.
- IDOT has determined that UIS and the larger, multi-agency Risk Reduction Workgroup, has demonstrated that there is sufficient dissatisfaction with the current instruments among those who utilize the assessment information, including judges, probation officers, evaluators, and SOS hearing officers to warrant continuation of the project. Focus group and survey results are available to support this conclusion.

5-B: Treatment and Rehabilitation

- The positive aspects of DUI courts were presented at the Lifesavers Conference (May 9-11, 2005) by both Judge Jeff Ford of Champaign County and by Jason Hamblen, Impaired Driving Program Coordinator from the Michigan Office of Highway Safety Planning. There are a number of successful DUI courts in Michigan. DUI courts will also be considered by the Criminal Justice System Review Committee.

There are 31 listed recommendations, but three in Section 3-A are identical to three in Section 3-E.

