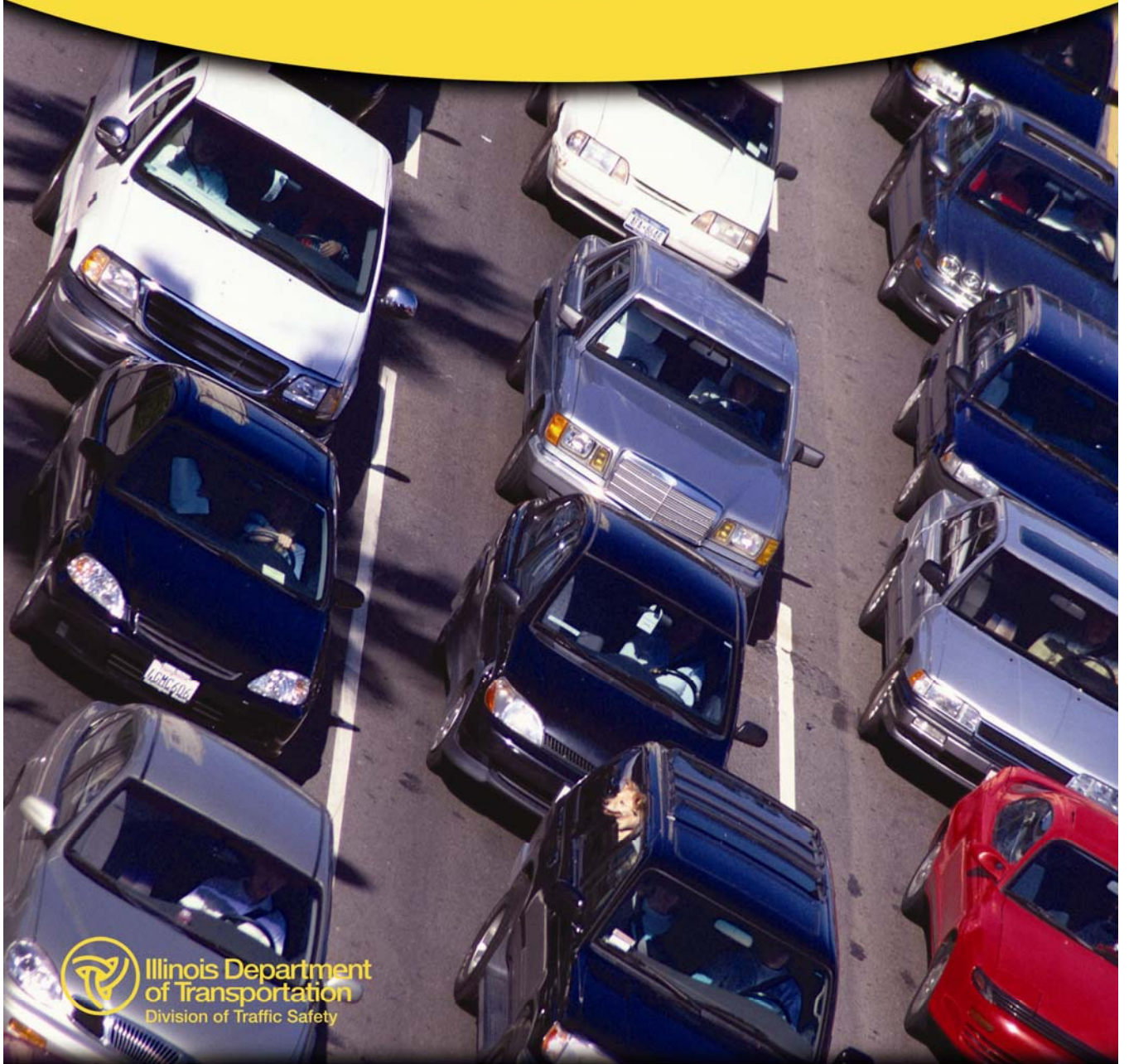


# HIGHWAY SAFETY PERFORMANCE PLAN

*FY 2008*



Illinois Department  
of Transportation  
Division of Traffic Safety

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***Executive Summary***

In 2006, the lives of 1,254 people ended on Illinois roadways. Although the past three years have been the safest in 80 years, far too many people are being killed on our roadways. With that in mind, the Fiscal Year (FY) 2008 Highway Safety Performance Plan (HSPP) will continue with aggressive highway safety programs to keep the reduction in fatalities a downward trend.

The Illinois Department of Transportation's (IDOT) main goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2008 HSPP will continue with enforcement grants both sustained and high-visibility with local and state law enforcement agencies, paid media for the mobilizations, teen traffic safety outreach, focused marketing campaigns to 16-34 year old urban and rural males and a Traffic Safety Resource Prosecutor. The passage of the federal highway bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has given IDOT the ability to fund additional highway safety programs to help change the behavior of drivers on Illinois roadways.

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

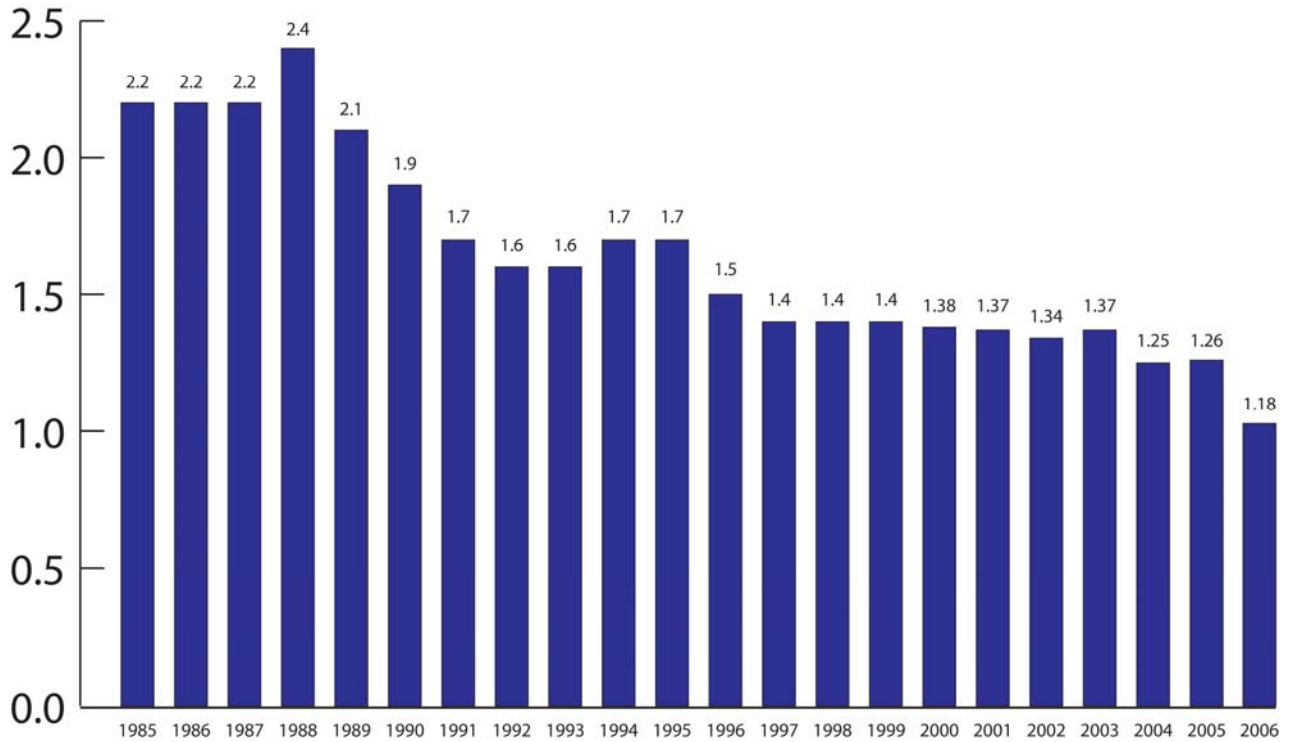
This FY 2008 Illinois Highway Safety Performance Plan is guided by the Division of Traffic Safety's (DTS) mission...

***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**

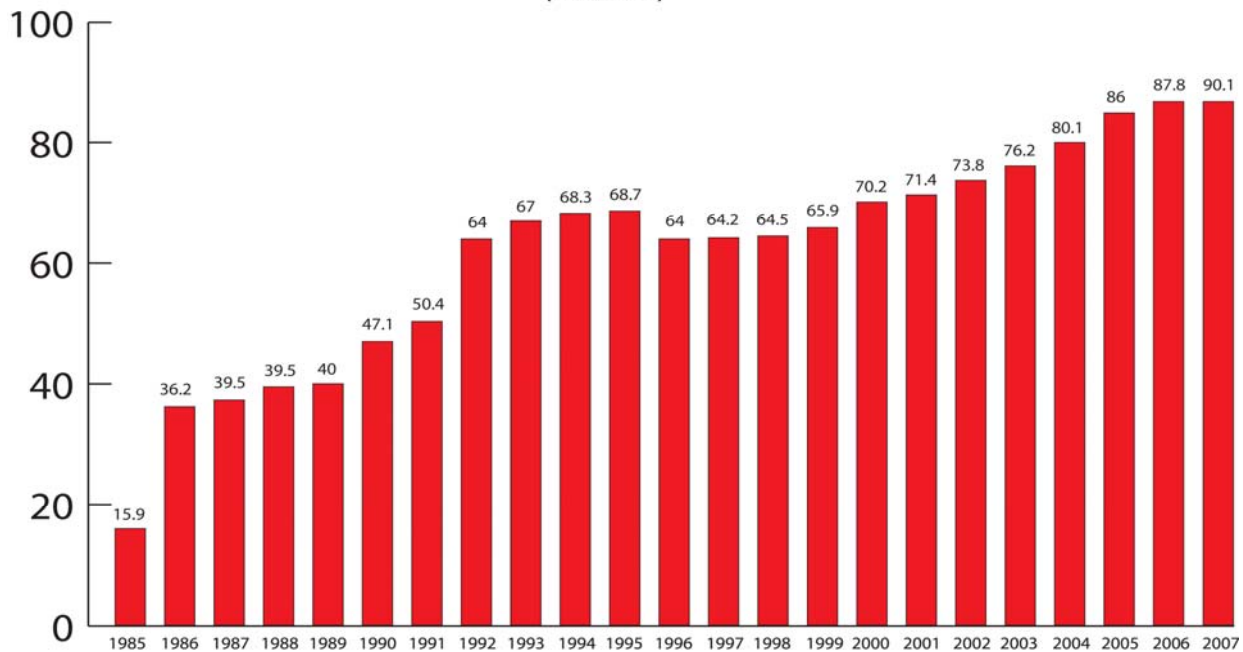
**Figure 1**  
**Motor Vehicle Fatality Rates Per 100 Million Vehicle Miles of Travel in Illinois**  
**(1985-2006)**



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 1.18 in 2006. The 2006 fatality rate represented the lowest fatality rate since 1985. Illinois is below the national average of 1.46 per 100 million VMT. The main contributing factors to the reduction in the fatality rate continue to be effective alcohol and safety belt campaigns.

**Figure 2**  
**Front Seat Occupant Restraint Usage Rates**  
**(1985-2007)**

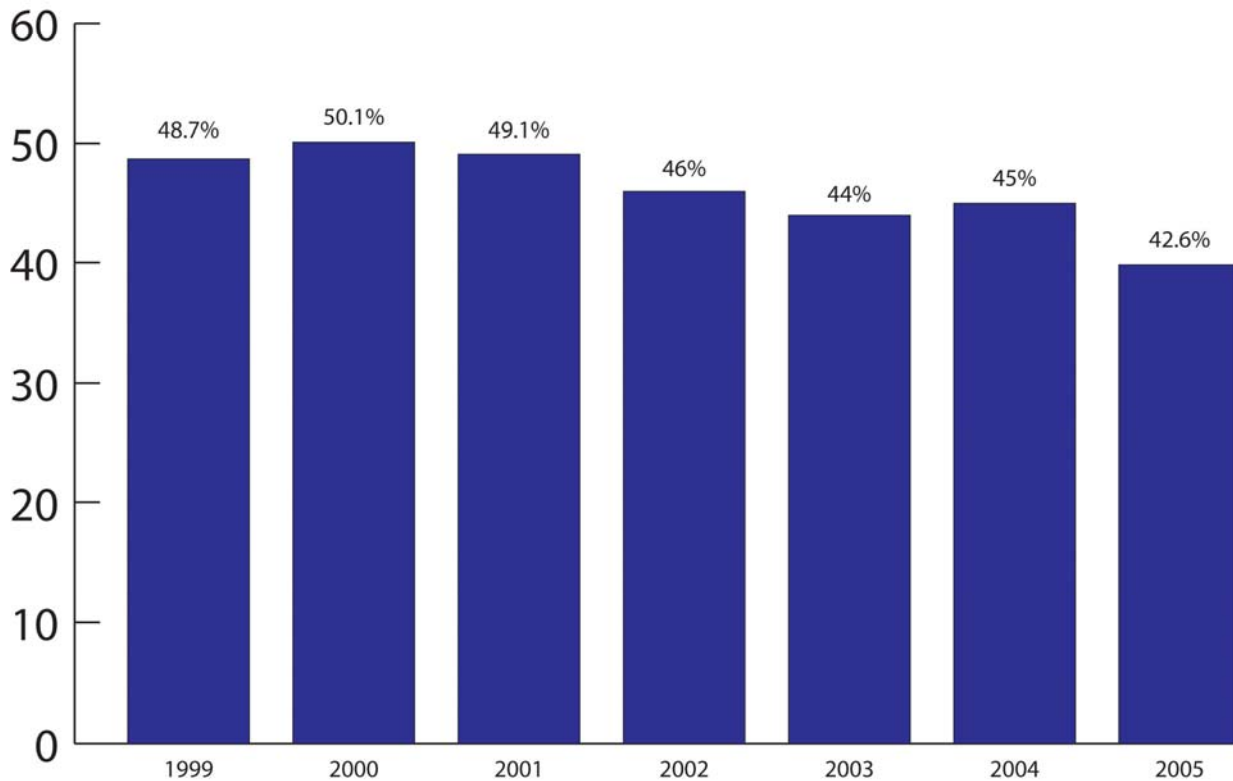


Data Source: Annual Observational Survey

**Figure 2** shows occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the safety belt law became effective, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase, peaking in 2007 at 90.1 percent. There was an increase of over 74.2 percentage points since the first survey was conducted in April 1985.

Based on the observational safety belt survey conducted in June 2007 in Illinois, the usage rate increased by 2.3 percentage points from 87.8 percent in July 2006 to 90.1 percent in June 2007. As compared to the June 2003 safety belt survey results (before the primary belt law became effective on July 3, 2003), the usage rate increased by 13.9 percentage points from 76.2 percent in July 2003 to 90.1 percent in June 2007.

**Figure 3**  
**Motor Vehicle Alcohol Related Fatality Percent**  
**(Imputed Number) Per 100 Million Vehicle Miles of Travel in Illinois**  
**(1999-2005)**



Data Source: FARS

**Figure 3** shows the percent of alcohol-related fatalities since 1999. This rate is an imputed number since a large number of killed drivers and passengers are not tested for alcohol. According to Figure 3, the percent of alcohol-related fatalities decreased by 6.1 percentage points from 48.7 percent in 1999 to 42.6 percent in 2005. The main reasons are tougher impaired driving laws (e.g., 0.08 law) and several alcohol and safety belt mobilizations.

### **Key Goals for FY 2008**

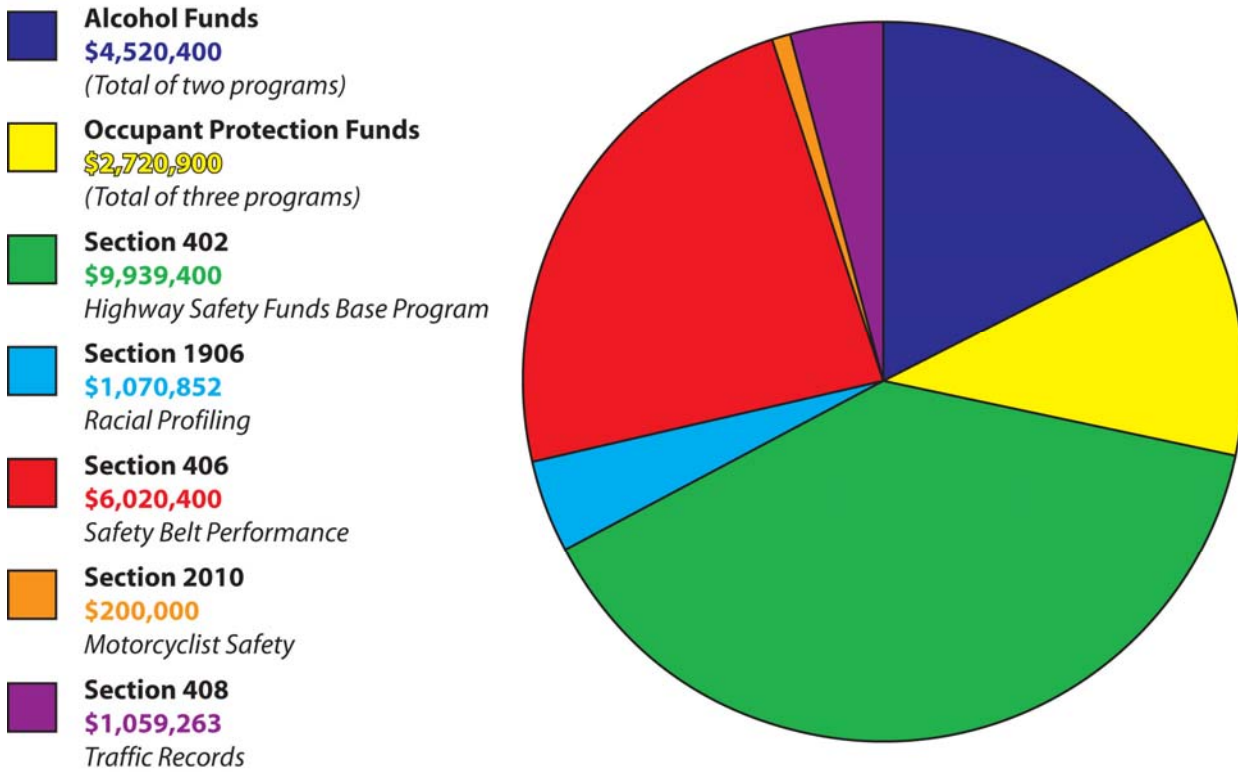
**Goal 1:** To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.00 by Federal Fiscal Year (FFY) 2008.

**Goal 2:** To achieve and maintain a statewide safety belt usage rate of 90.0 percent by FFY 2008.

**Goal 3:** To achieve an alcohol-related fatality rate of 0.53 deaths per 100 million VMT by FFY 2008.

# FUNDING AREAS

FY 2008  
Estimated Federal Funds



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

A general description of each program area follows illustrating estimated funding levels for FY 2008.

## Highway Safety Funds Base Program

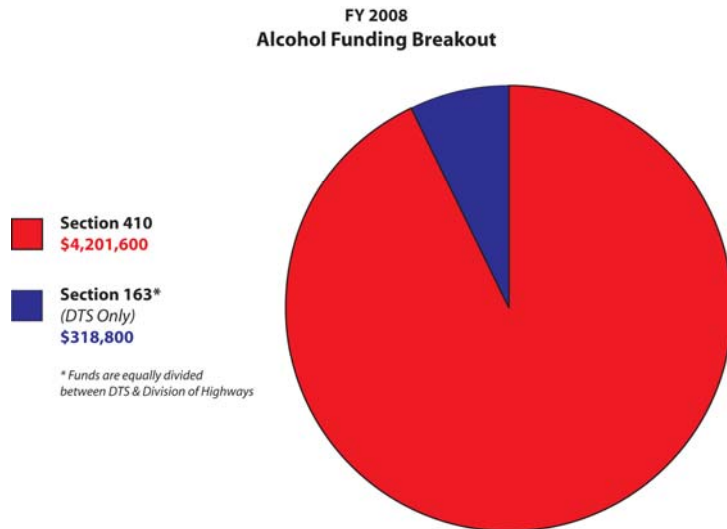
Section 402: SAFETEA-LU reauthorizes the state and community highway safety formula grant program (Section 402 of Chapter 4 of Title 23) to support state highway safety programs designed to reduce traffic crashes and resulting deaths and injuries, and property damage. A state may use these grant funds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



## Alcohol Funds

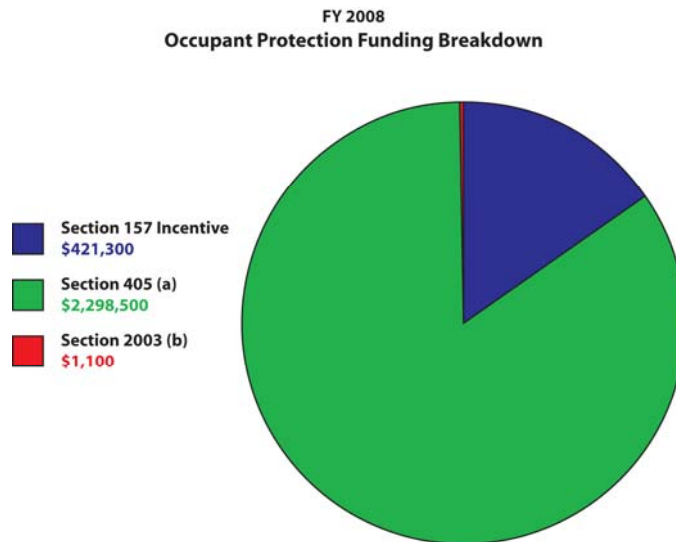
Section 410: SAFETEA-LU amends the alcohol-impaired driving countermeasures incentive grant program (under Section 410 of Chapter 4 of Title 23) to encourage states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence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

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



## Occupant Protection Funds

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



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

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

### **Safety Belt Performance Grant**

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

### **Incentive Grant to Prohibit Racial Profiling**

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

### **Motorcyclist Safety Grant**

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

### **Traffic Safety Information System Improvement Grant**

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

### **Crash Outcome Data Evaluation System (CODES)**

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

### **HS 217 Form**

Refer to Addendum 1 for the HS 217 form.

### **ESTIMATED FEDERAL FUNDING AVAILABLE**

	<b>New Allocation</b>	<b>Reprogrammed Funds</b>	<b>Total</b>
<b>402</b>	\$ 8,750,900	\$ 1,188,500	\$ 9,939,400
<b>405</b>	\$ 1,290,600	\$ 1,007,900	\$ 2,298,500
<b>410</b>	\$ 4,171,600	\$ 30,000	\$ 4,201,600
<b>2003b</b>	\$ 0	\$ 1,100	\$ 1,100
<b>157 Incentive</b>	\$ 0	\$ 421,300	\$ 421,300
<b>406</b>	\$ 0	\$ 6,020,400	\$ 6,020,400
<b>408</b>	\$ 1,059,263	\$ 0	\$ 1,059,263
<b>163</b>	\$ 0	\$ 318,800	\$ 318,800
<b>1906</b>	\$ 538,352	\$ 532,500	\$ 1,070,852
<b>2010</b>	\$ 200,000	\$ 0	\$ 200,000
<b>Total</b>	<b>\$ 16,010,715</b>	<b>\$ 9,520,500</b>	<b>\$ 25,531,215</b>

***Problem Identification***

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

For the FY 2008 Highway Safety Performance Plan, the process used to identify traffic safety problems began initially by evaluating Illinois’ experience in each of the existing Illinois highway safety priority areas, such as safety belt and alcohol. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information and suggestions received from the public during the public hearing sessions around the state. During the last five years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 12). Based on the 2005 FARS data, 70 percent of fatalities and 60 percent of alcohol-related fatalities occurred in these 23 counties. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and emergency medical services. The main data sources that have been used in the problem identification process are:

1. Crash data (2001-2005)
2. FARS data (2001-2006, except for alcohol which is 2001-2006)
3. VMT data (2001-2006)
4. Census data (2000-2005 estimates)
5. Trauma Registry Data (2002-2004)
6. Observational safety belt and child safety seat surveys (1985-2007)
7. Telephone and Driver Facility Surveys (2002-2007)

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

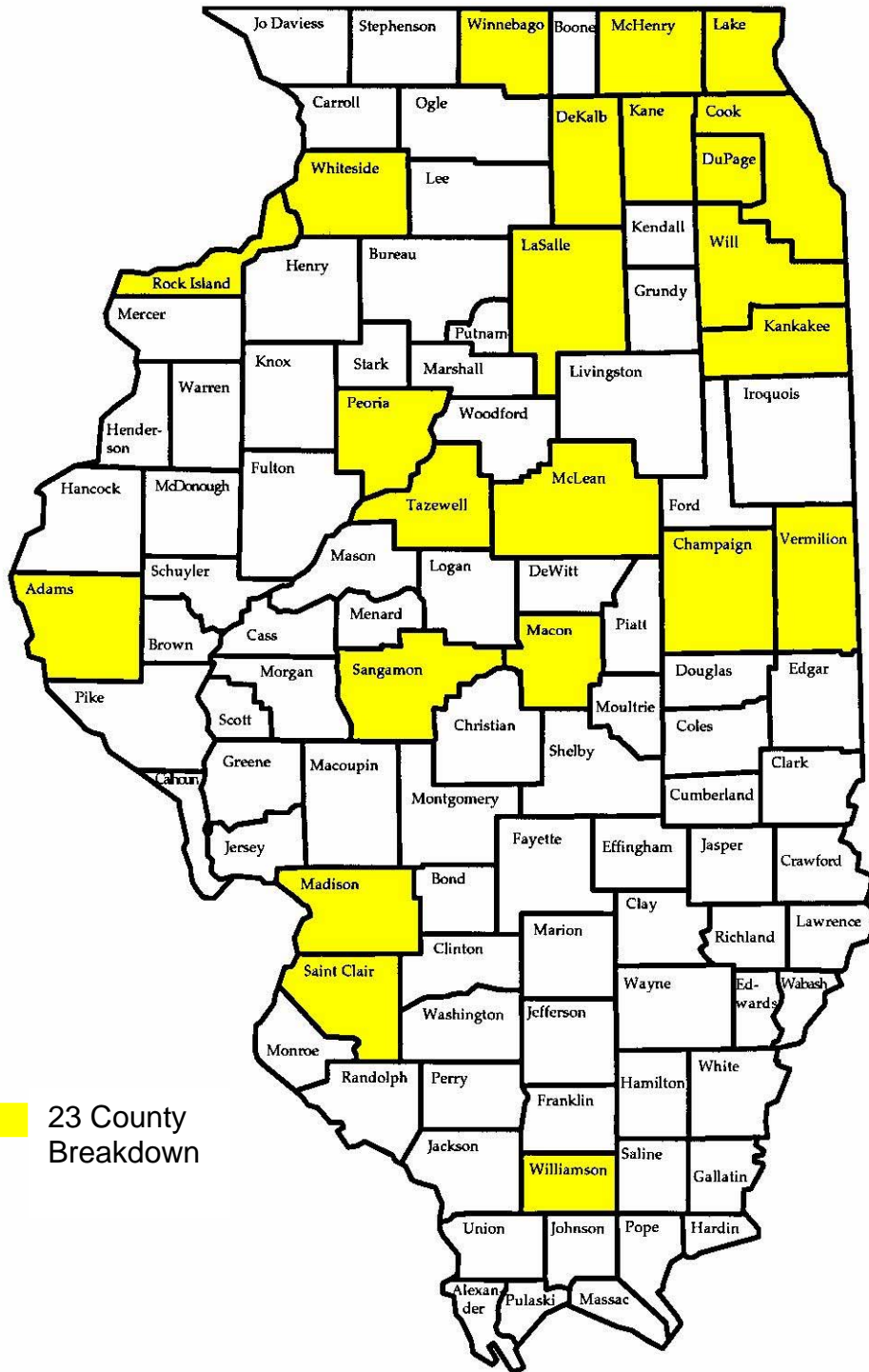
## **Problem Identification**

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that

may contribute to collisions. Addendum 2 contains motor vehicle related fatalities and injuries, controlling for selected crash types, demographics and other related factors. The first attachment contains information on the overall fatalities and severe ("A") injuries across 102 counties including the 23 counties. The second attachment is a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using last five recent crash reports (2001-2005).

### **Process for Developing Goals**

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



23 County Breakdown

# *Highway Safety Plan Process*

## **Public Hearings**

In May 2007, the Division of Traffic Safety (DTS) held eight public hearings on highway safety planning in Carterville, Chicago, Collinsville, Hoffman Estates, Orland Park, Peoria, Rockford and Springfield. The goal of these hearings is to receive information from grantees, law enforcement agencies and the public on highway safety issues, problem areas and proposed countermeasures. Local law enforcement leaders, grantee appointed managers, emergency medical services (EMS), fire departments, religious leaders, community leaders, legislators, traffic safety partners, etc. were invited to express their concerns about traffic safety in their communities. DTS heard from over 250 people representing local police departments, grassroots organizations concerned with highway safety and families of victims killed on Illinois roadways.

## **Assessments**

On February 6-9, 2007, DTS in conjunction with NHTSA conducted an assessment of the Standard Field Sobriety Testing (SFST) program. An assessment is a technical assistance tool that NHTSA offers to states to allow subject matter experts to review specific highway safety programs. The assessment program offers states a tool to use over time to review a specific highway safety program and note where improvements can be made. The assessment will be used as a management tool for planning purposes and for making decisions about how to best use available resources.

## **Survey Results**

DTS's Evaluation Unit conducts surveys throughout the year to gauge the effectiveness of highway safety programs. The Evaluation Unit conducts annual safety belt and child safety seat observation surveys for Illinois. The safety belt survey is based on a random selection of interstate highways, US/IL Highways, and several local and residential streets. Based on DTS's June 2007 observational safety belt survey, the safety belt usage rate increased by 2.3 percentage points from 87.8 percent in July 2006 to 90.1 percent in June 2007. In July 2006, DTS conducted a child safety seat survey with the overall child restraint usage rate in Illinois is 85.4 percent.

The motorcycle helmet usage survey was conducted in June 2007. A total of 1,404 motorcycle riders were observed. Of those, 35.5 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on interstate highways at 36.5 percent. Motorcycle helmet use on U.S./Illinois Highways and residential roads was 34.8 percent and 34.6 percent respectively. The helmet usage rate was 42.9 percent on the weekdays and on the weekends was 34.0 percent.

## **Focus Groups**



Resolute Consulting, through a contract with DTS, conducted four focus groups with African American and Hispanic males in April 2007. The objective of these focus groups was to obtain an understanding of the respondents' knowledge and attitudes of safe driving behaviors with emphasis on safety belt usage and impaired driving. Each focus group discussed issues about wearing a safety belt, drinking and driving and testing of print messages. Based on findings from these focus groups, Resolute Consulting will focus efforts in the faith-based and community-based organizations in the city of Chicago. Printed brochures and materials will be developed based on comments and suggestions from these focus groups.

### **Task Forces**

During FY 2007, the Motorcycle/Pedestrian/Pedal Cycle Coordinator for the DTS established two task forces for vulnerable users.

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

The **Motorcycle Safety Advisory Council** held their initial meeting in Normal, Illinois and was expected to meet again in September 2007. Many groups were represented, including rider groups, trainers, advocacy groups, enforcement officials and state agencies. The group discussed current issues and concerns in Illinois and made recommendations for improvement.

### **Highway Safety Plan Committee**

The HSP Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Director of Traffic Safety. Other committee representatives include: Deputy Director, Assistant to the Deputy Director, Bureau Chief of Safety Programs and Administrative Services, LEL Coordinator, Acting Bureau Chief of Safety Data and Data Services, Special Projects Coordinator, Deputy Director of Finance and Administration, a representative from the Office of the Secretary and the Special Studies and System Manager. In May and June 2007, the HSP Committee convened to review 297 local project and 25 state agency project requests. When reviewing the project requests, the committee members followed specific guidelines:

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

The HSP committee members were also supplied information on the project requests, updated program goals, revamped project specifications, a new five-year study of crash data within counties making up 85 percent of Illinois' population (see Addendum 2), other vehicle fatality and crash data from various sources, annual statewide safety belt survey results, projects anecdotal data and recommendations from DTS staff.

During this process, the HSP Committee members were assigned project requests to review. A Project Request Review Form was completed for each project request. This form provides the required information the committee feels is critical for inclusion in the Highway Safety Program. Besides asking for basic information, i.e., agency name, project title, previous and requested funding levels, it also provides more specific information, i.e., project goal, contribution to IDOT's goals, committee member recommendation and ineligible costs. Each committee member presents the appropriate information to the HSP Committee. The HSP Committee reviewed all 297 local project and 25 state agency project requests.

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

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

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

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

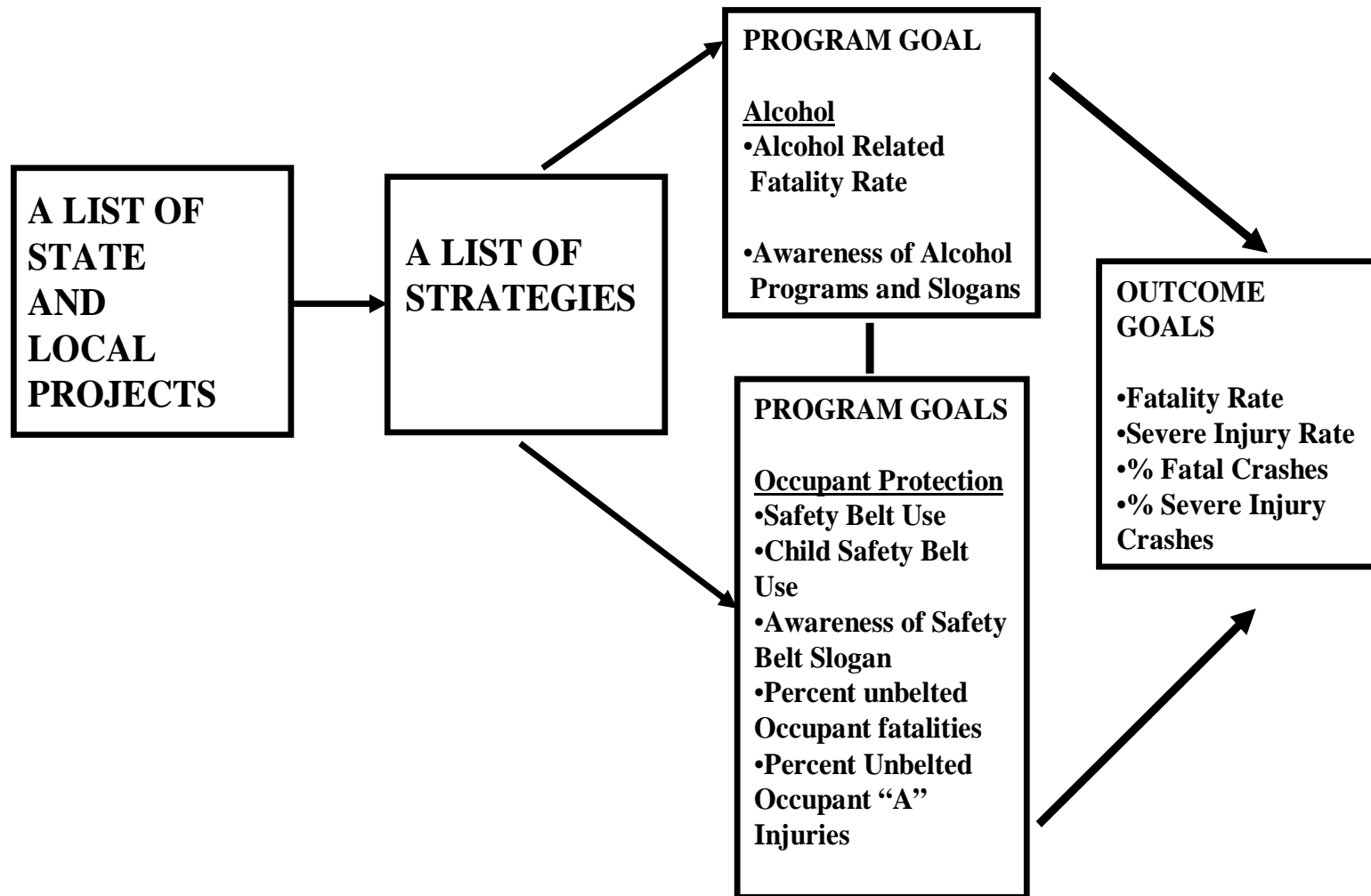
The FY 2008 HSPP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

## **HIGHWAY SAFETY PLAN SCHEDULE**

Date	Item	Comment
------	------	---------

January – April	Problem Identification Project Spec Revisions Goal Development Focus Groups	Development of DTS's 23 county breakdown.
May	DTS Public Hearings	DTS conducted eight public hearings across the state on highway safety issues.
May - July  August 1 - August 15	Local Project Selection/ State Agency Selection  Internal DTS management/IDOT management review of HSP projects/goals	Meetings (10 – 15), LALs, LELs and state agency project managers present projects to committee for inclusion in FY 2008 HSPP.
August 15 – August 25	Final Highway Safety Performance Plan review	Meetings (1-3) review and comment to finalize HSPP.
September 1	HSPP due to NHTSA	
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2007 Annual Report.
December	Complete AER including management review	
December 31	AER due to NHTSA	
Monthly Meetings	HSPP Advisory Committee	Keep HSPP Committee apprised of HSPP updates and goal revisions.

## Overall Highway Safety Goals, Strategies and Local/State Projects



## *Overall Goals CY 2003-2009*

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

**Target 1:** Achieve incremental decreases in annual fatality rate.

	<b>Actual Fatality Rate</b>				<b>Projected Fatality Rate</b>		
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Rate	1.37	1.24	1.26	1.17	1.10	1.04	1.00

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

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

	<b>Actual Severe Injury Rate</b>				<b>Projected Severe Injury Rate</b>		
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Rate	17.26	17.13	16.98	16.70	16.40	16.10	15.95

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

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

	<b>Actual Fatal Crash Percentage</b>				<b>Projected Fatal Crash Percentage</b>		
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	1.45	1.43	1.53*	1.48	1.43	1.37	1.34

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

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

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

	<b>Actual Severe Injury Crash Percentage</b>				<b>Projected Severe Injury Crash Percentage</b>		
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	15.35	16.42	17.11	17.89	17.00	16.50	16.00

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

**List of Proposed Strategies for Overall Goals**

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

# Fiscal Year 2008 Planning Document

FY 2008 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
PA	01-01	402	P & A (NHTSA)	\$660,000	
OP	02-01	402	Comm. Outreach Coord. (DTS)	\$200,000	
OP	02-02	402	CPS (Local)	\$387,892	
OP	02-03	402	KISS (SOS)	\$64,500	
CR	02-04	402	OP Resource Centers (Local)	\$666,800	
OP	02-05	402	UIS Evaluation (Local)	\$236,243	
OP	02-06	402	Lifesavers Conf. (DTS)	\$20,000	
OP	02-07	402	M & E	\$307,000	
OP	02-08	402	Law Enforcement Liaison (Local)	\$663,173	
<b>OP</b>	<b>02-09</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$2,447,631</b>	
OP	02-10	402	Occ. Protection Coordinator (DTS)	\$100,000	
OP	02-11	402	GDL Handbooks (DTS)	\$70,000	
OP	02-14	402	CIOT PI&E Materials (DTS)	\$200,000	
AL	03-01	402	M & E	\$135,200	
AL	03-02	402	DUIE (ISP)	\$630,600	
AL	03-03	402	Impaired Driving PI&E (DTS)	\$200,000	
AL	03-04	402	Law Enforcement Liaison (Local)	\$663,173	
AL	03-05	402	ADDEP (SOS)	\$179,400	
PT	04-01	402	Police Training (ILETSB)	\$100,000	
PT	04-02	402	SPEED (ISP)	\$582,300	
<b>PT</b>	<b>04-03</b>	<b>State</b>	<b>ISP (Match)</b>	<b>\$300,000</b>	
PT	04-04	402	TLEP (Local)	\$990,929	
PT	04-05	402	STEP (ISP)	\$828,800	
PT	04-06	402	M & E	\$92,500	
PT	04-07	402	IL Traffic Safety Awards (Local)	\$131,460	
PT	04-08	402	STAR (SOS)	\$125,100	
<b>TR</b>	<b>05-01</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$500,000</b>	
<b>TR</b>	<b>05-02</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$100,000</b>	
TR	05-04	402	Temporary Services (DTS)	\$25,000	
TR	05-05	402	M & E	\$92,500	
TR	05-06	402	UIS MCR (Local)	\$619,904	
EM	06-01	402	M & E	\$115,500	
EM	06-02	402	EMS Assessment (DTS)	\$25,000	
PS	12-01	402	Bike & Pedestrian Safety (SOS)	\$42,500	
PS	12-02	402	Bike Safety (Local)	\$373,157	
K8	13-01	410	Traffic Safety Resource Pros.	\$100,000	
K8	13-02	410	Operation Straight I.D. (SOS)	\$96,000	

# Fiscal Year 2008 Planning Document

FY 2008 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
K8	13-04	410	Mobilization Enforcement (Local)	\$783,990	
K8	13-06	410	Specialized Alc. Training	\$150,000	
K8	13-07	410	Roadside Safety Checks (Local)	\$326,311	
K8	13-08	410	Mini-Alcohol Programs (Local)	\$627,600	
<b>K8</b>	<b>13-09</b>	<b>State</b>	<b>Probation Services (Match)</b>	<b>\$500,000</b>	
K8	13-10	410	Imp. Driving Coordinator (DTS)	\$100,000	
K8	13-12	410	Local Alcohol Project (LAP)	\$311,337	
K8	13-13	410	Judicial Training (AOIC)	\$55,000	
K8	13-14	410	TrAIL (ILCC)	\$100,000	
K8	13-17	410	ACE (ISP)	\$1,278,800	
<b>K8</b>	<b>13-18</b>	<b>410</b>	<b>State Match</b>	<b>\$1,600,000</b>	
<b>K8</b>	<b>13-19</b>	<b>410</b>	<b>State Match (Local)</b>	<b>\$1,128,505</b>	
K4TR	16-01	406	Imaging Enhancement (SOS)	\$220,400	
K4TR	16-02	406	Data Analysis (IDPH)	\$87,100	
K4AL	16-03	406	Alcohol Countermeasures (IDNR)	\$168,700	
K4OP	16-04	406	IMaGE (Local)	\$2,216,640	
K4MC	16-05	406	Motorcycle Patrol Unit (ISP)	\$320,400	
K4PM	16-07	406	Paid Media (DTS)	\$2,338,000	
157OP	17-01	157	Public Hearings (DTS)	\$5,000	
157OP	17-02	157	Mobilization Luncheons (DTS)	\$8,000	
157OP	17-03	157	Mobilization Equipment (DTS)	\$140,000	
157OP	17-04	157	CIOT Seat Belt Survey (DTS)	\$5,000	
157OP	17-05	157	Phone Surveys – (Local)	\$85,000	
<b>157</b>	<b>17-06</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$613,877</b>	
157OP	17-07	157	OPEZ (Local)	\$74,050	
157CR	17-08	157	Distracted Driving (SOS)	\$71,500	
<b>157</b>	<b>17-09</b>	<b>157</b>	<b>State Match</b>	<b>\$700,000</b>	
K9	18-01	408	IBM Consultants (DTS)	\$1,221,375	
K2	19-01	405	OREP (ISP )	\$1,249,200	
<b>K2</b>	<b>19-02</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$1,800,770</b>	
K2	19-06	405	Mini-Mobilization (Local)	\$940,800	
K2	19-08	405	CIOT (SOS)	\$55,000	



# Fiscal Year 2008 Planning Document

FY 2008 FEDERAL FISCAL CHART					
Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Carryover Projects
J3	20-01	2003b	CPS Training Supplies (DTS)	\$1,100	
<b>J3</b>	<b>20-02</b>	<b>State</b>	<b>2003 Match</b>	<b>\$300</b>	
K6	22-01	2010	MC Safety & Awareness ((Local)	\$4,848	
K6	22-02	2010	Public Awareness (DTS)	\$97,576	
K6	22-03	2010	CRTSP Program (DTS)	\$97,576	
K10	23-01	1906	Racial Profiling (Local)	\$109,127	
K10	23-02	1906	Racial Profiling Training (Local)	\$200,000	
K10	23-03	1906	Roll Call DVD/Video (Local)	\$100,000	
<b>K10</b>	<b>23-04</b>	<b>State</b>	<b>1906 Match</b>	<b>\$294,025</b>	
N/A	99-01	163	Meeting and Office materials	\$13,600	
N/A	99-02	163	YD&D. YL Mob. Luncheon (DTS)	\$8,000	
N/A	99-03	163	Comp. Traffic Saf. Prog. (Local)	\$140,721	
N/A	99-04	163	LAP (Local)	\$151,627	
N/A	11-11	Contra	CODES Project	\$281,000	

# ***FY 2008 PROGRAM OVERVIEW***

## **EMERGENCY MEDICAL SERVICES**

### **Problem Statement**

Effective Emergency medical Services (EMS) programs should provide comprehensive, inclusive and appropriate emergency health care for patients of all ages. As in other states, it is assumed that there is a lack of quality management programs through all or some components of Illinois EMS systems. In 1990, an initial EMS Assessment was conducted; however, since that time, there has been a lack of focus on EMS issues and, therefore, it is unknown where fundamental problems exist.

### **Program Goal**

**Goal:** To develop and implement a quality Emergency Medical Services (EMS) management program that complements Illinois' highway safety program.

### **Emergency Medical Services Program Overview**

In FY 2008, Illinois will conduct an assessment of the EMS system in Illinois. The assessment will assist Illinois in determining the direction of EMS on a statewide basis. DTS will carry out the necessary logistical and administrative steps in preparing for the onsite assessment. DTS will also work closely with the Illinois Department of Public Health, Division of EMS in coordinating the assessment.

### **Emergency Medical Services Program Strategy**

- Conduct an assessment of the EMS system in Illinois.

### **Emergency Medical Services Project Task**

**Project Number: 08-06-02 (EM) (402)**

**Project Title: EMS Assessment (DTS)**

#### **Project Description**



**Budget: \$25,000**

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**Emergency Medical Services Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-06-02	EMS-Assessment (DTS)	\$25,000	402
<b>402 Total</b>		\$25,000	
<b>Total All Funds</b>		\$25,000	

# IMPAIRED DRIVING

## Problem Statement

- In 2006, 47.0 percent of all fatally injured individuals who were tested had a positive BAC (BAC of 0.01 or greater).
- Based on NHTSA's estimation, total alcohol-related crash fatalities decreased from 595 in 2005 to 594 in 2006.
- 50,000 people of all ages are arrested each year in Illinois for Driving Under the Influence (DUI). Additionally, each year approximately 4,600 drivers under the age of 21 are arrested for DUI and more than 2,600 underage drivers violate the zero tolerance of alcohol law.
- During 2001-2005, there was a total of 98,464 (an average of about 19,700 per year) fatalities and severe injuries in Illinois. About three percent of fatal and injury victims are under 9 years old. The ratio of A-injuries and fatalities to population are over-represented are males aged 16 to 20 and females aged 16 to 20. Young drivers are inexperienced and tend to get into more car crashes than the rest of the population. (Refer to Table 1)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 to 8	1,700	826,792	0.02	0.07	0.26
	9 to 15	2,636	744,987	0.03	0.06	0.45
	16 to 20	8,395	463,813	0.09	0.04	2.32
	21 to 34	17,494	1,256,732	0.18	0.10	1.78
	35 to 64	20,184	2,279,751	0.20	0.18	1.13
	65+	4,345	601,611	0.04	0.05	0.92
Female	0 to 8	1,373	789,647	0.01	0.06	0.22
	9 to 15	2,316	709,946	0.02	0.06	0.42
	16 to 20	7,454	432,059	0.08	0.03	2.21
	21 to 34	11,875	1,226,453	0.12	0.10	1.24
	35 to 64	15,965	2,371,494	0.16	0.19	0.86
	65+	4,727	898,414	0.05	0.07	0.67
<b>State of Illinois Total</b>		<b>98,464</b>	<b>12,601,699</b>			
A-Injury & Fatality Rate		17.30				

- Males 21 to 34 is a high-risk group for driving-related a-injuries and fatalities and because males in this group are going to be more apt to drink and drive. (Refer to Table 2)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	1,700	107	6.3%
	9 to 15	2,636	182	6.9%
	16 to 20	8,395	1,543	18.4%
	21 to 34	17,494	5,029	28.7%
	35 to 64	20,184	3,805	18.9%
	65+	4,345	333	7.7%
Female	0 to 8	1,373	105	7.6%
	9 to 15	2,316	149	6.4%
	16 to 20	7,454	778	10.4%
	21 to 34	11,875	1,552	13.1%
	35 to 64	15,965	1,547	9.7%
	65+	4,727	192	4.1%
<b>State of Illinois Total A-Injury &amp; Fatality Rate</b>		<b>98,464</b> 17.30	<b>15,322</b>	<b>15.6%</b>

### Program Goals

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

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

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

\* Numbers based on NHTSA's imputed numbers.

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

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

	Actual Percent Awareness of the “You Drink & Drive, You Lose.” Slogan				Projected Percent Awareness of the “You Drink & Drive, You Lose.” Slogan		
Year	2003	2004	2005	2006	2007	2008	2009
Percent	62.0	78.0	77.0	76.3	80.1	85.0	90.0

## **Impaired Driving Program Overview**

DTS will continue a strong emphasis on high visibility enforcement with local, county and state law enforcement agencies and DTS will also continue to utilize resources on paid media, public information and education, an impaired driving coordinator, a standard field sobriety testing (SFST) coordinator, a traffic safety resource prosecutor and underage drinking prevention programs. In FY 2008, DTS will look hard for new and innovative ways, to conquer the impaired driving problem. Examples of this include DUI courts, Screening and Brief Intervention programs and strong emphasis on Illinois’ new ignition interlock law that requires an interlock device for every DUI offender.

### **Impaired Driving Coordinator**

DTS will continue to fund an Impaired Driving Program Coordinator who will provide technical expertise as a specialist for IDOT in the administration of impaired driving programs. The Impaired Driving Program Coordinator goals include reducing the number of alcohol-related driving fatalities and injuries throughout the state. The Impaired Driving Program Coordinator will help concentrate on developing a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

### **Traffic Safety Resource Prosecutor**

The Traffic Safety Resource Prosecutor (TSRP) program will continue to provide training and assistance to the state’s prosecutors and their traffic safety partners, particularly focusing on major traffic-related offenses, such as driving under the influence and DUI-related vehicular homicide. In FY 2008, the TSRP will be involved in planning, implementing or presenting at more than a dozen DUI-related seminars and conferences with both DTS and the University of Illinois-Springfield Institute for Legal & Policy Studies. The TSRP will conduct the following trainings in FY 2008:

- Advanced DUI
- Cops in Court: Courtroom Testimony Preparation in DUI Cases
- DUI Practices and Procedure
- Intoximeter Breath Test Instrument Training for Prosecutors
- Nuts & Bolts: Criminal Crash Investigation Basics
- Practical DUI: Nuts and Bolts
- Drugged Driving Investigations & Prosecutions
- Practical DUI Legal Consideration and Pre-Trial Preparation

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

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

### **Judicial**

DTS is excited about the possibilities of DUI Courts in Illinois, particularly with the new Ignition Interlock law that will become effective January 1, 2009. DUI courts allow a much higher level of offender accountability, hopefully, reducing the chance of them becoming repeat offenders. DTS will work hard to implement a second DUI Court in Illinois in FY 2008.

DTS will continue to fund the Administrative Office of the Illinois Courts (AOIC) to conduct an annual 2 day seminar to address the legal and clinical issues involved in DUI cases. The seminar will build upon the previous annual DUI seminars for judges, which have addressed the characteristics of and challenges posed by the persistent drunk driver, highest-risk offenders and youthful offenders by expanding and updating the information available to judges on the clinical research on DUI offenders, the links between substance abuse and criminal behavior such as driving under the influence and the resulting risks posed to public safety. The seminar will address a broad range of issues related to DUI cases, with particular emphasis on reducing recidivism by giving judges a better understanding of the DUI offender and available sentencing alternatives.

### **Underage Prevention Program**

In FY 2008 a state-wide coordinator will be hired to oversee the Students Against Destructive Decisions (SADD) chapters in Illinois. The mission of SADD is to provide students with the best prevention and intervention tools possible to deal with the issues of underage drinking, drunk driving, drug abuse and other destructive decisions. This coordinator will provide training and education related to Best Practices in Prevention and to evaluate the effectiveness of programs and growth of chapters. The SADD coordinator will collaborate with local schools, agencies, health departments, law enforcement agencies and community organizations as well as statewide organizations and associations to reduce underage drinking which is an underlying cause of many crashes.

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

The Sangamon County Regional Office of Education (REO) will facilitate the DUI Task Force Education Committee. The Education Committee will provide public information and educational prevention activities aimed at reducing the incidence of drinking and driving. The Sangamon County REO will conduct monthly planning meetings that will include students, staff, community agencies, law enforcement, parents and interested community members. Sangamon County REO will provide county-wide educational forums addressing drug and alcohol issues and provide more opportunities for the youth to assume more active leadership in the committee and in their home schools. The activities will include:

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

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

The Alliance Against Intoxicated Motorists (AAIM) will produce a booklet titled *Faces of Tragedy* containing prevention information and stories about crash victims and offenders of drunk driving. This is an educational piece appropriate for driver education classes, health classes, states attorneys' offices, Office of the Illinois Secretary of State Hearing Offices and the general public. AAIM will develop a program focused on reaching parents, guardians and other concerned adults to educate them about the tragic costs of underage alcohol use and particularly underage drinking and driving. The Parent Outreach Program would include research on data and programs, interviews with parents, educators, law enforcement and students, development of messages and materials and development of a specific presentation outline including the materials. The program will be offered to schools and Parent Teacher Associations (PTA) and other parent groups in conjunction with AAIM presentations to high schools before expanding to other associations.

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



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

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

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

- High School DUI (Grades 9-12) – educates teens about critical decisions they will make regarding drinking and driving and the implications of those decisions for their driving privileges, their lives and the lives of their friends. Includes information about the “Use It & Lose It” zero tolerance law and the Graduated Driver Licensing (GDL) System in Illinois
- Middle School Traffic Safety (Grades 9-12) – traffic safety messages include bicycle and pedestrian safety, alcohol awareness and drinking and driving and the importance of wearing a safety belt. Designed to encourage and reinforce the importance of making responsible choices and the consequences of those choices.
- Victim Impact Program (recommended for Grades 9-12) – Dionne Brown was a victim of DUI crash that occurred several years ago. The crash left her confined to a wheelchair and only permits her to speak with the aid of a computer device. She tells a compelling, first-hand story of what can happen when someone makes an unwise decision to drink and drive.

The Illinois Liquor Control Commission (ILCC) conducted the Tracking Alcohol in Illinois (TrAIL) project in FY 2007. A TrAIL investigation would occur when underage alcohol consumption is suspected in an incident that results in serious consequences. This could be a car crash, alcohol poisonings, or other events which cause serious injuries or deaths. If these criteria are met, first responding officers on the scene call a 24-hour hotline number to deploy a TrAIL investigator, who will assist the responding officer in the collection of evidence and will pursue a line of questioning to determine where alcohol was purchased or served. The ILCC piloted the TrAIL project in three counties in FY 2007, Jackson, Sangamon and Rock Island. The major benefit of the program is holding accountable those who provide alcohol to individuals under the age of 21. In FY 2008 the ILCC is planning to partner with the Illinois State Police, Office of the Illinois Secretary of State, Department of Police and local law enforcement agencies to conduct this program.

DTS will fund the printing of a Graduated Drivers License (GDL) parent/teen handbook. The purpose of this handbook will enable parents and teens to better understand the

new teen driving law. Effective January 1, 2008 a revised GDL law will take effect incorporating nine new provisions, this handbook will assist the parents/teens understand the new provisions.

### **Public Information and Education**

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

## **Impaired Driving Program Strategies**

### **Funded Strategies**

- Continue to fund a Traffic Safety Resource Prosecutor.
- Fund up to four one-day DUI trainings for prosecutors and law enforcement that shall be repeated in three locations throughout the state.
- Conduct High-Visibility Enforcement Campaigns at numerous times throughout the calendar year.
- Implement an Underage Drinking Prevention Program.
- Continue to fund the Impaired Driving Program Coordinator.
- Continue to promote DUI awareness themes focusing on young males age 18-34, including African American and Hispanic populations.
- Continue to consider recommendations from Illinois Impaired Driving Re-assessment, implementing them in a manner that works best for Illinois.
- Secure paid and earned media during the national and selected impaired driving mobilizations and campaigns.
- Identify and analyze alcohol-related crash fatalities by jurisdiction in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population.
- To better focus anti-impaired driving resources, utilize crash reports to determine demographic profile for an Illinois impaired driver, comparing Illinois data with elements contained in NHTSA's imputed model.
- Recognize accomplishments of DTS's Traffic Safety Partners (i.e., LEL Luncheons, TOP Cops).
- Judicial Training courses through the Administrative Office of the Illinois Courts (AOIC) and DTS.

### **Proposed Strategies**

- Provide IDOT leadership towards Illinois' effort to effectively implement new Illinois law requiring Ignition Interlocks for all DUI offenders.
- Conduct Illinois Impaired Driving Symposium, Illinois Lifesavers Conference and Ignition Interlock Symposium.
- Develop a video series on the DUI investigative, charging and criminal processes for distribution to public access channels throughout Illinois.
- Continue to support and increase the use of courtroom monitoring projects, particularly in the high-priority jurisdictions.
- Develop a DUI tracking system.
- Fund SFST Coordinator.
- Promote DUI courts with the criminal justice system, including judges, probation departments and state's attorney's.

## **Impaired Driving Project Tasks**

**Project Number: 08-02-11 (AL) (402)**

**Project Title: Graduated Drivers License (GDL) Handbooks (DTS)**

**Project Description**

**Budget: \$70,000**

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**Project Number: 08-03-03 (AL) (402)**

**Project Title: Impaired Driving PI&E Materials (DTS)**

**Project Description**

**Budget: \$200,000**

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**Project Number: 08-13-01 (K8) (410)**

**Project Title: Traffic Safety Resource Prosecutor (DTS)**

**Project Description**

**Budget: \$100,000**

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**Project Number: 08-13-02 (K8) (410)**  
**Project Title: Operation Straight Identification (SOS Police)**

**Project Description**

**Budget: \$96,000**

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**Project Number: 08-13-10 (K8) (410)**  
**Project Title: Impaired Driving Coordinator (DTS)**

**Project Description**

**Budget: \$100,000**

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**Project Number: 08-13-13 (K8) (410)**  
**Project Title: Judicial Training (AOIC)**

**Project Description**

**Budget: \$55,000**

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**Project Number: 08-13-14 (K8) (410)**  
**Project Title: Tracking Alcohol in Illinois (TrAIL)**

**Project Description**

**Budget: \$100,000**

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**Project Number: 08-16-07 (K4PM) (406)**  
**Project Title: Paid Media (DTS)**

**Project Description**

**Budget: \$1,169,000**

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**Project Number: 08-99-02 (163)**  
**Project Title: YD&D. YL Mobilization Luncheon (DTS)**

**Project Description**

**Budget: \$8,000**

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**Impaired Driving: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
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08-02-11	GDL Handbooks	\$ 70,000	402
08-03-03	Impaired Driving PI&E (DTS)	\$ 200,000	402
08-13-01	Traffic Safety Resource Prosecutor (DTS)	\$ 100,000	410
08-13-02	Operation Straight ID (SOS)	\$ 96,000	410
08-13-10	Alcohol Coordinator (DTS)	\$ 100,000	410
08-13-13	Judicial Training (AOIC)	\$ 55,000	410
08-13-14	TrAIL (ILCC)	\$ 100,000	410
08-16-07	Paid Media (DTS)	\$1,169,000	406
08-99-02	YD&D.YL Mobilization Luncheon (DTS)	\$ 8,000	163
<b>402 Total</b>		\$ 270,000	
<b>406 Total</b>		\$1,169,000	
<b>410 Total</b>		\$ 451,000	
<b>163 Total</b>		\$ 8,000	
<b>Total All Funds</b>		\$1,898,000	

## **MATCH TASKS**

### **Match Task Overview**

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

### **Match Project Tasks**

**Project Number: 08-02-09 (State Funds) (402 Match)**

**Project Title: State Match (Local)**

**Project Description**

**Budget: \$2,447,631**

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**Project Number: 08-04-03 (State Funds) (402 Match)**

**Project Title: State Police Traffic Services (ISP)**

**Project Description**

**Budget: \$300,000**

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**Project Number: 08-05-01 (State Funds) (402 Match)**

**Project Title: State Match (Local)**

**Project Description**

**Budget: \$500,000**

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**Project Number: 08-05-02 (State Funds) (402 Match)**

**Project Title: State Match (Local)**

**Project Description**

**Budget: \$100,000**

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**Project Number: 08-13-09 (State Funds) (410 Match)**  
**Project Title: Probation Services (AOIC)**

**Project Description**

**Budget: \$500,000**

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**Project Number: 08-13-18 (State Funds) (410 Match)**  
**Project Title: State Match**

**Project Description**

**Budget: \$1,600,000**

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**Project Number: 08-13-19 (State Funds) (410 Match)**  
**Project Title: State Match (Local)**

**Project Description**

**Budget: \$1,128,505**

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**Project Number: 08-17-06 (State Funds) (157 Match)**  
**Project Title: State Match (Local)**

**Project Description**

**Budget: \$613,877**

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**Project Number: 08-17-09 (State Funds) (157 Match)**  
**Project Title: State Match (Local)**

**Project Description**

**Budget: \$700,000**

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**Project Number: 08-19-02 (State Funds) (405 Match)**  
**Project Title: State Match (Local)**

**Project Description**

**Budget: \$1,800,770**

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**Project Number: 08-20-02 (State Funds) (2003b Match)**  
**Project Title: State Police Traffic Services (ISP)**

**Project Description**

**Budget: \$300**

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**Project Number: 08-23-04 (State Funds) (1906 Match)**  
**Project Title: State Police Traffic Services (ISP)**

**Project Description**

**Budget: \$294,025**

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**Match Tasks: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-02-09	State Match (Local)	\$ 2,447,631	402
08-04-03	ISP (Match)	\$ 300,000	402
08-05-01	State Match (Local)	\$ 500,000	402
08-05-02	State Match (Local)	\$ 100,000	402
08-13-09	Probation Services (Match)	\$ 500,000	410
08-13-18	State Match	\$ 1,600,000	410
08-13-19	State Match (Local)	\$ 1,128,505	410
08-17-06	State Match (Local)	\$ 613,877	157
08-17-09	State Match	\$ 700,000	157
08-19-02	State Match (Local)	\$ 1,800,770	405
08-20-02	ISP (Match)	\$ 300	2003b
08-23-04	ISP (Match)	\$ 294,025	1906
<b>Total Match Funds</b>		<b>\$ 9,985,108</b>	

## MOTORCYCLE SAFETY PROGRAM AREA

### Problem Statement

Of the 159 motorcycle operators involved in fatal crashes in 2005, we know that at least 57 had been drinking. These 57 operators represent 44.2 percent of those who were tested. By comparison, of all vehicle drivers tested in 2005 following involvement in a fatal crash, 41 percent had been drinking. Other significant factors include:

- Nearly 21 percent of the motorcycle operators killed in 2005 were not licensed to operate a motorcycle.
- Motorcycle riders accounted for almost 12 percent of all persons killed on Illinois roadways in 2005.
- In 2005, 34 percent of motorcyclists killed were age 45 or older.
- In 2005, 81.9 percent of those operators who died were not wearing a helmet.
- Males age 21-34 and 35-64 have the highest percentage of motorcycle A-injuries and fatalities since they typically ride motorcycles more frequently than females and coupled with the fact that Illinois does not have a helmet law. Both males and females tend to have a low percent helmet use since there is no helmet law in Illinois. (Refer to Table 3)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	1,700	4	1	25.0%	0.2%
	9 to 15	2,636	52	15	28.8%	2.0%
	16 to 20	8,395	299	51	17.1%	3.6%
	21 to 34	17,494	1,777	329	18.5%	10.2%
	35 to 64	20,184	2,380	384	16.1%	11.8%
	65+	4,345	108	34	31.5%	2.5%
Female	0 to 8	1,373	2	0	0.0%	0.1%
	9 to 15	2,316	15	4	26.7%	0.6%
	16 to 20	7,454	88	9	10.2%	1.2%
	21 to 34	11,875	239	25	10.5%	2.0%
	35 to 64	15,965	469	96	20.5%	2.9%
	65+	4,727	23	3	13.0%	0.5%
<b>State of Illinois Total A-Injury &amp; Fatality Rate</b>		<b>98,464</b> 17.30	<b>5,456</b>	<b>951</b>	<b>17.4%</b>	<b>5.5%</b>

## Program Goal

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

	<b>Actual Motorcycle Fatality Percentage</b>				<b>Projected Motorcycle Fatalities Percentage</b>		
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	9.8	11.6	11.6	10.5	9.4	8.8	8.2

## Motorcycle Safety Program Overview

In response to the increasing motorcycle-related injuries and fatalities, Illinois is working hard to expand the number of training courses, provide public information and education materials and develop a paid media campaign for motorist to start seeing motorcyclist on the roadways. Guided by the comprehensive motorcycle strategic plan developed in August 2007, DTS will have a plan on specific strategies focusing on education, awareness and enforcement.

The DTS will conduct both earned and paid media activities during Motorcycle Awareness month in May 2008. One of the recommendations from Illinois' Motorcycle Safety Program Assessment was to utilize federal funds wherever possible to address other motorcycle safety issues (impaired driving, aggressive driving, conspicuity, motorist awareness, etc.).

DTS will promote the motorcycle safety messages ***Share the Road*** and ***Don't Drink and Ride*** during motorcycle awareness month in May. Messages will specifically stay focused on driver's awareness of motorcyclists and riding while impaired on our roadways. DTS is proposing to purchase radio and television spots for the ***Share the Road*** and ***Don't Drink and Ride*** messages. DTS will guide both the earned and paid media efforts.

DTS will promote the motorcycle safety messages ***Share the Road*** and ***Don't Drink and Ride*** during motorcycle awareness month in May and through the summer and early fall. DTS will develop brochures, banners and billboard messaging focusing on driver's awareness of motorcyclists on our roadways. DTS is proposing to purchase ***Start Seeing Motorcycles*** banners and bumper stickers, ***Don't Drink and Ride*** key chains and posters.

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

DTS will continue to promote the Motorcycle Safety Advisory Council. The council held their initial meeting in Normal, Illinois and was expected to meet again in September 2007. Many groups were represented, including rider groups, trainers, advocacy groups, enforcement officials and state agencies. The group discussed current issues and concerns in Illinois and made recommendations for improvement. DTS expects the council to provide guidance on the motorcycle strategic plan.

### **Motorcycle Safety Program Strategies**

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

### **Motorcycle Safety Project Tasks**

**Project Number: 08-22-01 (K6) (2010)**

**Project Title: Motorcycle Safety and Awareness Grant (Local)**

**Project Description**

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**Budget: \$4,848**

**Project Number: 08-22-02 (K6PM) (2010)**

**Project Title: Public Information and Education Campaign (DTS)**

**Project Description**

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**Budget: \$97,576**

**Project Number: 08-22-03 (K6) (2010)**

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

**Project Description**

**Budget: \$97,576**

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**Motorcycle Safety Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-22-01	Motorcycle Safety & Awareness Grant (Local)	\$ 4,848	2010
08-22-02	PI&E Campaign	\$ 97,576	2010
08-22-03	CRTSP Program	\$ 97,576	2010
<b>2010 Total</b>		\$200,000	
<b>Total All Funds</b>		\$200,000	

# OCCUPANT PROTECTION

## Problem Statement

- 1,254 persons were killed (1,086 were occupants) in 1,136 crashes in 2006.
- Travel decreased by less than 1 percent compared to the previous year.
- The mileage death rate decreased by less than 1.0 percent from 2005 to 2006.
- There was an average of 1.1 deaths per fatal crash.
- 23.5 percent of the fatal crashes occurred at intersections.
- 81.8 percent of the fatal crashes occurred on dry roadways.
- 44.5 percent of the fatal crashes occurred during daylight hours.
- 62.3 percent of the fatal crashes occurred on urban roadways.
- 38.6 percent of the fatal crashes involved a collision with a fixed object.
- In 2007, the safety belt usage rate in Illinois is 90.1 percent.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 4)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	1,700	1,077	485	45.0%
	9 to 15	2,636	1,456	807	55.4%
	16 to 20	8,395	7,827	4,236	54.1%
	21 to 34	17,494	16,325	8,125	49.8%
	35 to 64	20,184	17,958	10,380	57.8%
	65+	4,345	3,760	2,589	68.9%
Female	0 to 8	1,373	1,064	500	47.0%
	9 to 15	2,316	1,730	1,069	61.8%
	16 to 20	7,454	7,142	4,845	67.8%
	21 to 34	11,875	11,228	8,071	71.9%
	35 to 64	15,965	14,894	11,295	75.8%
	65+	4,727	4,259	3,372	79.2%
<b>State of Illinois Total</b>		<b>98,464</b>	<b>88,720</b>	<b>55,774</b>	<b>62.9%</b>
A-Injury & Fatality Rate		17.30			



## Program Goals

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

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

	<b>Actual Statewide Safety Belt Use Percentage</b>					<b>Projected Statewide Safety Belt Use Percentage</b>	
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	76.2	83.0	86.0	88.0	90.1	91.0	92.0

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

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

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

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

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

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

	<b>Actual Percent Awareness of the “Click It or Ticket” Slogan</b>					<b>Projected Percent Awareness of the “Click It or Ticket” Slogan</b>	
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	85.0	90.0	91.1	91.2	93.8	95.0	95.0

**Goal:** Reduce the combined percent unbelted occupant fatalities by 33.90 percentage points from 76.0 percent in 2003 to 42.10 percent by December 31, 2008.

**Target 1:** Achieve incremental decreases in unbelted occupant fatalities.

	<b>Actual Percent Unbelted Occupant Fatalities</b>			<b>Projected Percent Unbelted Occupant Fatalities</b>			
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	76.00	57.09	55.86	52.50	49.50	46.20	42.10

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

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

	<b>Actual Percent Unbelted Occupant A-Injuries</b>			<b>Projected Percent Unbelted Occupant A-Injuries</b>			
<b>Year</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Percent	32.70	29.74	30.11	28.50	26.10	24.10	23.10

## **Occupant Protection Program Overview**

In 2007, Illinois was at 90.1 percent safety belt compliance. As we continue to reach our 2008 goals ahead of schedule, we have narrowed our occupant protection focus to two main criteria: 90 percent safety belt compliance and statewide access to child safety seat education and services. These two goals can only be reached using the NHTSA model of legislation, enforcement, strategic marketing, community education and evaluation.

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

To continue the downward fatality trend and increase the upward momentum of safety belt compliance, DTS plans to continue support of occupant protection mobilizations that correspond with national safety belt campaigns. During DTS’s May Click It or Ticket (CIOT) mobilization, DTS plans to increase the number of participating rural agencies; during the November CIOT mobilization DTS will increase the grantee base with increased emphasis on saving teen lives; and in September DTS will institute a statewide Occupant Protection for Children mobilization. These mobilizations will be

complimented with intensive paid and earned media campaigns that strategically market increased safety belt and child safety seat usage to at minimum 85 percent of the population. For detailed information on planned enforcement efforts during the Click It or Ticket mobilization, please refer to the police traffic services section.

During CIOT, DTS will compliment increased enforcement and strategic paid media with earned outreach. DTS plans to support local law enforcement initiatives with CIOT communications kits. The communications kit will include media advisories and press releases to announce 25 percent of local law enforcement activities will be held during nighttime hours. The communications kit will also include small CIOT signs to be posted at fast food, bank and pharmacy drive-thru lanes; quick fact notepads with important details to enforce the primary safety belt, graduated driver licensing and child occupant protection laws; bi-lingual posters for use at auto parts stores, athletic facilities, gas stations and scrap metal processing plants; evaluation forms and a cd-rom of opinion editorials, website materials and email templates. To further support the integration of enforcement, paid media and outreach, the department will institute an e-newsletter to keep law enforcement and community gatekeepers up to date on all occupant protection mobilizations.

### **Mobilization Recognition**

DTS will conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2008 CIOT National Enforcement mobilization. DTS will also offer incentives for the purchase of specific equipment based on performance during the CIOT campaign. DTS plans on notifying local law enforcement agencies in October 2007 in order to generate momentum. DTS believes this incentive program is one way to generate excitement throughout the law enforcement community in Illinois and prove to be a key component in our strategic plan for raising the safety belt compliance rate in Illinois and energize our partners to push Illinois safety belt compliance to another all-time high.

### **Child Passenger Safety**

The Department has set a goal to increase the statewide child vehicle restraint systems usage rate to 95 percent by January 1, 2008. Illinois has a current child vehicle restraint systems usage rate of 85 percent. We will focus on four key areas to increase child vehicle restraint systems usage (1) expansion of our public education program (2) retention of at minimum 60 percent of recertifying child passenger safety technicians (3) support of our child safety seat inspection station network at state and local agencies and (4) development of Boost Illinois.

### **DTS CPS Local Programs**

Traffic crashes are the leading killer of kids. Six out of ten children who die in crashes are completely unbuckled. In Illinois for the year 2005, 26 children, from birth through nine years of age, were killed and 3,451 were injured as a result of motor vehicle crashes. Researchers estimate that deaths could be reduced by 71 percent and injuries by 67 percent with the proper use of federally-approved child safety seats. In light of national data that observes, child safety seat usage among children under four years of age is above 90 percent while booster seat usage among children four through seven is closer to 20 percent.

In order to aid local communities in reducing the death and injury rate to children age birth to eight years, in FY 2008 DTS will fund ten local child safety seat education and distribution projects. The program is designed to conduct public information and education campaigns targeting parents and caregivers and to aid agencies in the distribution of child safety seats to under served populations.

DTS will also fund seven occupant protection resource centers to deliver a comprehensive occupant protection program. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage in community outreach and education. The resource centers will also implement a child safety seat education and distribution program and coordination of the 32 hour CPS Courses. The resource centers will also be involved in the national and statewide Click It or Ticket mobilizations.

### **Public Information and Education**

Illinois annually distributes close to 500,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers. Items in DTS's public education catalogue include brochures that detail each of the NHTSA "4 Steps" to child passenger safety, growth charts, booster seat, booster seat rulers, Click It or Ticket pencil sharpeners and a wide variety of fact sheets.

In FY 2008, DTS will update its public information campaign through the development of outreach kits that will be marketed to medical professionals. In conjunction with the Illinois chapter of the American Academy of Pediatrics and the Illinois Dental Society, "buckle up toolkits" will be distributed throughout the state. The toolkits will include a model discharge policy to educate medical professionals on both the proper transport of children with special healthcare needs and infants who are discharged without medical complications. Education of parents in the hospital before discharge and at well child visits provide an ideal opportunity to ensure children are transported appropriately for their age and medical condition. DTS will further its partnership with medical professionals in the upcoming year by partnering with the Illinois Hospital Association to distribute a new infant seat to the firstborn low income child of every hospital. Also in FY 2008, DTS is producing "True Story" public service announcements for all traffic safety programming. True Story public service announcements have been developed for adults that were "Saved by the Safety Belt." We are producing a True Story public service announcement that features an Illinois State Policeman and his family that were saved by the safety belt and child safety seats. The public service announcement will be available yearlong with particular emphasis during national Child Passenger Safety Awareness Week. During national Child Passenger Safety Awareness Week, DTS will also host Seat Check Sunday events. During Seat Check Sunday 2007, thirty three checkpoints were held with over 250 certified child passenger safety technicians. DTS supplied participating events with replacement child safety seats, flyers, posters, clipboards, checklist forms and pool noodles to support their programming. During Child Passenger Safety Awareness Week 2008, DTS will aim to double the number of car seat checkpoints statewide and support their efforts with Boost Illinois grants.

### **Boost Illinois**

Nationally, safety seat usage for children between the ages of one and three is approximately 95 percent. Safety seat usage drops dramatically to 20 percent usage for children between the ages of four and seven. Illinois conducts annual child safety seat observational surveys and we have found the same trend of low booster seat usage among older kids and high child safety usage among younger kids. This is due to a number of reasons, lack of education on the law and benefits of booster seat use, and the expense of restraining all kids properly. To address this traffic safety issue, the Department will institute a statewide educational campaign to increase booster seat usage called Boost Illinois. After DTS receives Section 2011 booster seat funding, Boost Illinois will be fully implemented. During the September 21-28, 2008 national Child Passenger Safety Awareness Week, Boost Illinois will be rolled out to Illinois communities with a back-to-school in boosters theme.

Boost Illinois, will be modeled after the successful Boost America program Ford Motor Company sponsored years ago with an added component of parental education by technicians and parent co-pay toward the booster seats. Based on new research and model programs that were recently held in Illinois, Boost Illinois will put the onus of booster seat ownership in parent's hands. This will not be a booster seat giveaway program. Boost Illinois will enable parents to work with certified child passenger safety technicians to purchase and properly install booster seats. Allowing parents to invest in their child's safety will empower them to use the booster seat consistently and correctly long term. Model programs in Southern Illinois and DuPage County have significantly increased booster seat usage through a combination of classroom and all school assemblies to educate children; parent co-pay on booster seats; parent education on proper installation by certified technicians and media coverage. In conjunction with local school districts, the 1,723 certified technicians in Illinois will be eligible for reimbursable mini-grants to increase booster seat usage in their communities. Parents who participate in Boost Illinois will be allowed to purchase booster seats at reduced prices while being educated on Illinois law and proper installation. Certified technicians will be required to fill out applications, progress reports and evaluations that detail their plans, success and recommendations. By increasing the number of children between four and eight years of age who are properly restrained in booster seats, DTS will chip away at our goal of 95 percent child safety seat usage. Applications to participate in Boost Illinois and the September national Child Passenger Safety Awareness Week Seat Check Saturday will be solicited in the spring.

### **Certified CPS Technicians**

Illinois has made one of its top priorities retention of certified child passenger safety technicians. National data show that the average state has a technician recertification rate of 32 percent. Illinois has a technician recertification rate of 38 percent. Within the last several months, National Safe Kids, the certifying body for technicians, instituted a Continuing Education system wherein technicians must attend update courses, conferences or read technical literature to recertify as a Child Passenger Safety Technician. Illinois has risen to this task by scheduling many updated courses throughout the state, enabling technicians to attend state and national traffic safety conferences and revamping our website to support the recertification of technicians.

In 2006, Illinois had 1,723 certified child passenger safety technicians and 67 Instructors. In 2007, Illinois increased the number of certified child passenger safety technicians and instructors to 1,905 through a combination of retaining expiring technicians and certifying new technicians. The Regional Occupant Protection Coordinators have been tasked with retaining 60 percent of expiring technicians.

Coordinators plan to retain technicians through a variety of methods including mailings, follow-up with all expiring technicians, courses located within close proximity of groups of expiring technicians and a statewide child passenger safety technician conference.

### **Occupant Protection Coordinator**

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

### **Occupant Protection Program Strategies**

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

### **Occupant Protection Project Tasks**

**Project Number: 08-02-01 (OP) (402)**

**Project Title: Community Outreach Coordinator (DTS)**

#### **Project Description**

**Budget: \$200,000**

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**Project Number: 08-02-02 (OP) (402)**  
**Project Title: Child Passenger Safety Seat Project (CPS) (Local)**

**Project Description**

**Budget: \$387,892**

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**Project Number: 08-02-03 (OP) (402)**  
**Project Title: Keep Kids in Safe Seats (KISS) (SOS Drivers)**

**Project Description**

**Budget: \$64,500**

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**Project Number: 08-02-04 (OP) (402)**  
**Project Title: Occupant Protection Resource Centers (Local)**

**Project Description**

**Budget: \$666,800**

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**Project Number: 08-02-05 (OP) (402)**  
**Project Title: Evaluation Project (Local)**

**Project Description**

**Budget: \$236,243**

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**Project Number: 08-02-06 (OP) (402)**  
**Project Title: Illinois Lifesavers Conference (DTS)**

**Project Description**

**Budget: \$20,000**

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**Project Number: 08-02-10 (OP) (402)**  
**Project Title: Occupant Protection Coordinator (DTS)**

**Project Description**

**Budget: \$100,000**

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**Project Number: 08-02-14 (OP) (402)**  
**Project Title: Click It or Ticket PI&E Materials (DTS)**

**Project Description**

**Budget: \$200,000**

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**Project Number: 08-16-07 (K4PM) (406)**  
**Project Title: Paid Media (DTS)**

**Project Description**

**Budget: \$1,169,000**

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**Project Number: 08-17-02 (157OP)**  
**Project Title: CIOT Mobilization Luncheons (DTS)**

**Project Description**

**Budget: \$8,000**

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**Project Number: 08-17-03 (157OP)**

**Project Title: Mobilization Equipment (DTS)**

**Project Description**

**Budget: \$140,000**

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**Project Number: 08-17-04 (157OP)**  
**Project Title: CIOT Safety Belt Survey (DTS)**

**Project Description**

**Budget: \$5,000**

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**Project Number: 08-17-05 (157OP)**  
**Project Title: Phone Surveys (Local)**

**Project Description**

**Budget: \$85,000**

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**Project Number: 08-17-08 (157OP)**

**Project Title: Distracted Driving (SOS)**

**Project Description**

**Budget: \$71,500**

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**Project Number: 08-19-08 (405)**  
**Project Title: Click It or Ticket (SOS)**

**Project Description**

**Budget: \$55,000**

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**Project Number: 08-20-01 (2003b)**  
**Project Title: CPS Training and Supplies (DTS)**

**Project Description**

**Budget: \$1,100**

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**Project Number: 08-99-03 (163)**

**Project Title: Comprehensive Traffic Safety Plan (Local)**

**Project Description**

**Budget: \$140,721**

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**Occupant Protection: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-02-01	Community Outreach Coordinator (DTS)	\$ 200,000	402
08-02-02	CPS Projects (Local)	\$ 387,892	402
08-02-03	KISS (SOS)	\$ 64,500	402
08-02-04	OPRC (Local)	\$ 666,800	402
08-02-05	UIS Evaluation (Local)	\$ 236,243	402
08-02-06	Illinois Lifesavers (DTS)	\$ 20,000	402
08-02-10	Occ.Prot. Coordinator (DTS)	\$ 100,000	402
08-02-14	CIOT PI&E (DTS)	\$ 200,000	402
08-16-07	Paid Media (DTS)	\$ 1,169,000	406
08-17-02	CIOT Mobilization Luncheon (DTS)	\$ 8,000	157
08-17-03	Mobilization Equipment	\$ 140,000	157
08-17-04	Safety Belt Surveys (DTS)	\$ 5,000	157
08-17-05	Phone Surveys (Local)	\$ 85,000	157
08-17-08	Distracted Driving (SOS)	\$ 71,500	157
08-19-08	CIOT (SOS)	\$ 55,000	405
08-20-01	CPS-Training Materials (DTS)	\$ 1,100	2003b
08-99-03	Williamson County CTSP (Local)	\$ 140,721	163
<b>402 Total</b>		\$ 1,875,435	
<b>406 Total</b>		\$ 1,169,000	
<b>405 Total</b>		\$ 55,000	

<b>2003b Total</b>		\$ 1,100	
<b>157 Total</b>		\$ 309,500	
<b>163 Total</b>		\$ 140,721	
<b>Total All Funds</b>		\$ 3,550,756	

## **PEDESTRIAN AND PEDAL CYCLE PROGRAM AREA**

### **Problem Statement**

**Statewide**

- In 2006, there were 138 pedestrian fatalities and of the 6,228 injured, 1,257 suffered “A” injuries.
- In 2006, there were 24 pedal cyclist fatalities and of the 3,191 injured, 502 suffered “A” injuries.

**Chicago**

- In 2006, there were 49 pedestrian fatalities and of the 3,899 injured, 637 suffered “A” injuries.
- In 2006, there were 7 pedal cyclist fatalities and of the 1,399 injured, 184 suffered “A” injuries.

**Overview**

Between 2001 and 2005, about 60 percent of pedestrian fatalities and severe injuries were males. About 10 percent of pedestrian fatalities and severe injuries are children under nine years old. Children are over-represented when it comes to pedestrian-related A-injuries and fatalities. Within the age group of 0-8 and 9-15, males had the highest percentage of pedestrian fatalities and injuries (28.4 percent and 23.7 percent respectively). (Refer to Table 5)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	1,700	483	28.4%
	9 to 15	2,636	625	23.7%
	16 to 20	8,395	404	4.8%
	21 to 34	17,494	859	4.9%
	35 to 64	20,184	1,661	8.2%
	65+	4,345	491	11.3%
Female	0 to 8	1,373	256	18.6%
	9 to 15	2,316	414	17.9%
	16 to 20	7,454	260	3.5%
	21 to 34	11,875	558	4.7%
	35 to 64	15,965	962	6.0%
	65+	4,727	449	9.5%
<b>State of Illinois Total</b>		<b>98,464</b>	<b>7,422</b>	<b>7.5%</b>
A-Injury & Fatality Rate		17.30		

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

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Pedal-cycle A-Injuries & Fatalities	% Pedal-cycle-related A-Injuries & Fatalities
Male	0 to 8	1,700	150	8.8%
	9 to 15	2,636	537	20.4%
	16 to 20	8,395	175	2.1%
	21 to 34	17,494	332	1.9%
	35 to 64	20,184	522	2.6%
	65+	4,345	80	1.8%
Female	0 to 8	1,373	54	3.9%
	9 to 15	2,316	164	7.1%
	16 to 20	7,454	57	0.8%
	21 to 34	11,875	83	0.7%
	35 to 64	15,965	105	0.7%
	65+	4,727	21	0.4%
<b>State of Illinois Total A-Injury &amp; Fatality Rate</b>		<b>98,464</b> 17.30	<b>2,280</b>	<b>2.3%</b>

**Program Goals**

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

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

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

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

**Pedestrian and Pedal Cycle Program Overview**

DTS will continue to be involved with the Pedestrian and Bicycle Safety Task Force. This task force consists of advocacy groups, various state agencies, design engineers

and special interest organizations. The group has reported on current conditions and issues of concern to the respective organizations in Illinois, discussed those issues, endorsed an *Existing Conditions Report* and has reviewed a *Best Practices Report*. This group will continue in an advisory role with periodic meetings as necessary.

The Chicago Department of Transportation (CDOT) will focus on reducing pedestrian-vehicle crashes among high risk populations by delivering targeted education and outreach to children and the elderly. CDOT will conduct workshops to emphasize on-foot training using the new edition of the *Kids on Foot in Chicago* publication for primary level students and the *Active Travel in Chicago* publication for intermediate level students. CDOT will also conduct outreach at school and community events such as parent-teacher meetings and local school council meetings to educate parents, teachers and administrators and stress their roles as positive traffic safety examples to children. CDOT plans to research and develop a plan and materials for focused outreach and education to senior citizens in response to the senior pedestrian crash data.

CDOT will also conduct a bicycle safety initiative in Chicago. The 2008 Chicago Bicycle Safety Initiative will reduce the incidence of crashes involving bicyclists and the resulting fatalities and injuries by piloting three categories: creating safe behavior, enforcement efforts and research and training efforts. The Bicycling Ambassadors program will deliver bike safety and road sharing information throughout Chicago. The Ambassadors will attend festivals, community events and children specific events where they provide specific training on practical ways that bicyclists and motorists can avoid car-bike crashes. CDOT will stage and publicize education and enforcement campaigns targeting bicyclists in three to five police districts in Chicago, reaching an estimated 500 bicyclists.

The League of Illinois Bicyclists (LIB) will provide basic bicycle safety education to all 4<sup>th</sup> grade elementary school children in Illinois in the form of the "Be a Safe Bike Driver" safety sheets. Tips on avoiding the most common car-child cyclists crashes are given, along with the "ABC Quick Check" of a bike's working condition and the "Eyes-Ears-mouth" test on proper helmet fitting. The backs of the sheets are directed to parents. Content includes elaboration of the earlier points, discussion on sidewalk riding tips for younger children, practical instruction on teaching older children how to ride in the road and a link for further bike safety information.

LIB will purchase air time on Illinois radio stations to broadcast 30-second public service announcements for one week in the spring 2008 to advise motorists that they should give bicyclists at least three feet of space when passing to prevent crashes, injuries and fatalities. Legislation pending in the General Assembly (SB-0080) would mandate that motorists allow at least three feet when passing. If it were to become law, the PSA campaign would educate Illinois motorists on the new law. Illinois Information Services (IIS) will distribute the PSA to select radio stations in Chicago, Peoria, the Quad Cities and the Illinois Radio Network of 52 stations.

The Chicagoland Bicycle Federation's Drive with Care-Northwest Chicago Crash Reduction Campaign is a coordinated interdisciplinary campaign to reduce traffic crashes of all types by 50 percent in two years in a target area in northwest Chicago. The bicycle federation staff and a task force of community, police, health, CDOT and business leaders will analyze crashes and take action to achieve a reduction. Actions will include enforcement, spot improvements, community-based social marketing, recommendations following major crashes and community engagement in the campaign crash reduction goal.



The Office of the Secretary of State (SOS) will conduct a bicycle/pedestrian project to develop public awareness materials to alert Illinois pedal cyclists and pedestrians to the dangers of pedal cycle and pedestrian crashes. The materials and public service announcement, that will be distributed to schools, driver facilities and SOS's speaker bureau, will familiarize the public with pedal cycle rules of the road as well as rules for pedestrian safety. Emphasis will be placed upon educating children about bicycle safety through presentations and bicycle safety skills courses through the schools.

### **Pedestrian and Pedal Cycle Program Strategies**

- Fund the League of Illinois Bicyclists and the Chicago Department of Transportation (CDOT) projects dealing with proper bicycle-motor vehicle interaction and pedal cycle initiatives.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.
- Provide technical assistance with the Safe Routes to School Initiative.
- Continued involvement with the Pedestrian and Bicycle Safety Task Force.

### **Pedestrian and Pedal Cycle Project Tasks**

**Project Number: 08-12-01 (PS) (402)**

**Project Title: Bicycle and Pedestrian Project (SOS)**

#### **Project Description**

**Budget: \$42,500**

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**Project Number: 08-12-02 (PS) (402)**

**Project Title:     Bicycle Safety (Local)**

**Project Description**

**Budget:             \$373,157**

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**Pedestrian/Bicycle Safety Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-12-01	Bike & Pedestrian (SOS)	\$ 42,500	402
08-12-02	Bicycle Safety (Local)	\$373,157	402
<b>402 Total</b>		<b>\$415,657</b>	
<b>Total All Funds</b>		<b>\$415,657</b>	

**PLANNING AND ADMINISTRATION, MANAGEMENT AND EVALUATION PROGRAM AREA**

## **Program Goal**

**Goal:** To fund 13 DTS employees with highway safety funds to implement and manage highway safety programs in Illinois.

## **Planning and Administration, Management and Evaluation Overview**

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. Costs include salaries and related personnel benefits for the Governors' Representative for Highway Safety and for other technical, administrative and clerical staff, of the States' Highway Safety Office. P&A costs also include other office costs, such as travel, equipment supplies, rent and utility expenses necessary to carry out the functions of the States' Highway Safety Office. Refer to Addendum 3 for DTS's organizational chart.

## **Planning and Administration, Management and Evaluation Project Tasks**

**Project Number: 08-01-01 (PA)**

**Project Title: Planning and Administration (DTS)**

### **Project Description**

This task provides funds to support 50 percent of the cost of 13 person's time for planning and administration purposes in the NHTSA program. The following positions are authorized to charge time in the P&A area: Deputy Director, Assistant to the Director, State Agency Project Administrator, Special Assistant to the Director, Assistant to the Deputy Director, Executive Secretary III, Bureau Chief of Safety Programs and Administrative Support, Evaluation Unit Manager, Mathematical Evaluator, Finance Unit Manager, Advanced Accountant, Public Information and Graphics Specialists and staff assistant. Travel costs incurred by the Director Division of Traffic Safety and appropriate staff may also be charged to P&A for attendance at NHTSA/NAGHSR meetings and/or program management training.

**Budget: \$660,000**

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**Project Number: 08-02-07 (OP) (402)**

**Project Title: Project Management and Evaluation (Occupant Protection)**

**Project Description**

**Budget: \$307,000**

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**Project Number: 08-03-01 (AL) (402)**

**Project Title: Project Management and Evaluation (Alcohol) (DTS)**

**Project Description**

**Budget: \$135,200**

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**Project Number: 08-04-06 (PT) (402)**

**Project Title: Project Management and Evaluation (Police Traffic Services)**

**Project Description**

**Budget: \$92,500**

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**Project Number: 08-05-05 (TR) (402)**

**Project Title: Project Management and Evaluation (Traffic Records) (DTS)**

**Project Description**

**Budget: \$92,500**

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**Project Number: 08-06-01 (EM) (402)**

**Project Title: Project Management and Evaluation (EMS) (DTS)**

**Project Description**

**Budget: \$115,500**

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**Project Number: 08-17-01 (157)**  
**Project Title: Public Hearings (DTS)**

**Project Description**

**Budget: \$5,000**

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**Project Number: 08-99-01 (163)**  
**Project Title: Highway Safety Meetings and Office Materials (DTS)**

**Project Description**

**Budget: \$13,600**

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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-01-01	Planning & Administration (DTS)	\$ 660,000	402
08-02-07	Management & Evaluation (DTS)	\$ 307,000	402
08-03-01	Management & Evaluation (DTS)	\$ 135,200	402
08-04-06	Management & Evaluation	\$ 92,500	402
08-05-05	Management & Evaluation (DTS)	\$ 92,500	402
08-06-01	Management & Evaluation (DTS)	\$ 115,500	402
08-17-01	Public Hearings, travel, supplies	\$ 5,000	157

	(DTS)		
08-99-01	General Office Supplies (DTS)	\$ 13,600	163
<b>402 Total</b>		\$1,402,700	
<b>157 Total</b>		\$ 5,000	
<b>163 Total</b>		\$ 13,600	
<b>Total All Funds</b>		\$1,421,300	

## **POLICE TRAFFIC SERVICES PROGRAM AREA**

### **Problem Statement**

- In 2005, a total of 525 fatalities were a result of speed-related crashes, 39 percent of the total fatalities in Illinois.
- In the United States, a total of 13,113 fatalities were a result of speed-related crashes, 30 percent of the total fatalities in the U.S.
- Males 16 to 20, males aged 21 to 34, and females aged 16 to 20 have the highest percentage of A-injuries and fatalities due to speed. (Refer to Table 7)

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

Gender	Age Group	Total A-Injuries & Fatalities (2001-2005)	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	1,700	212	12.5%
	9 to 15	2,636	369	14.0%
	16 to 20	8,395	1,786	21.3%
	21 to 34	17,494	3,516	20.1%
	35 to 64	20,184	3,462	17.2%
	65+	4,345	581	13.4%
Female	0 to 8	1,373	203	14.8%
	9 to 15	2,316	397	17.1%
	16 to 20	7,454	1,508	20.2%
	21 to 34	11,875	2,134	18.0%
	35 to 64	15,965	2,696	16.9%
	65+	4,727	555	11.7%
<b>State of Illinois Total A-Injury &amp; Fatality Rate</b>		<b>98,464</b>	<b>17,419</b>	<b>17.7%</b>
		17.30		

## Program Goals

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

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

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

\* Numbers based on NHTSA's imputed numbers.

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

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

	Actual Statewide Safety Belt Use Percentage					Projected Statewide Safety Belt Use Percentage	
Year	2003	2004	2005	2006	2007	2008	2009
Percent	76.2	83.0	86.0	88.0	90.1	91.0	92.0

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

**Target 1:** Achieve incremental decreases in unbelted occupant fatalities.

	Actual Percent Unbelted Occupant Fatalities			Projected Percent Unbelted Occupant Fatalities			
Year	2003	2004	2005	2006	2007	2008	2009
Percent	76.00	57.09	55.86	52.50	49.50	46.20	42.10

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

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

	Actual Percent Unbelted Occupant A-Injuries			Projected Percent Unbelted Occupant A-Injuries			
Year	2003	2004	2005	2006	2007	2008	2009
Percent	32.70	29.74	30.11	28.50	26.10	24.10	23.10

## **Police Traffic Services Program Overview**

During FY 2008, DTS will continue to direct resources toward occupant protection and impaired driving mobilizations that correspond with the national traffic safety calendar. Each mobilization will increase safety belt usage among identified populations that have lower safety belt usage rates and reduce impaired driving. In May 2008, DTS will focus on increasing the number of participating rural law enforcement agencies, and increasing media outreach to 18-34 year old rural males. In August 2008, DTS will concentrate efforts for the impaired driving national enforcement crackdown.

DTS will continue to explore new innovative enforcement techniques (i.e. night-time occupant protection enforcement zones) with local and state agency projects. Also, DTS will encourage its local enforcement projects Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Occupant Protection Enforcement Zone (OPEZ), Mobilizations and Illinois State Police and Office of the Secretary of the State enforcement projects to participate in other safety belt and impaired driving



enforcement campaigns during the year (Thanksgiving, Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo and Fourth of July).

### **Impaired Driving Enforcement**

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

Illinois continues to implement its high-visibility impaired driving enforcement campaigns with local and state enforcement agencies. The Illinois State Police (ISP) through its Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects provide a statewide enforcement effort along with the Office of the Illinois Secretary of State's (SOS) Department of Police's Anti-Drunk Driving Enforcement Program (ADDEP). The Illinois Department of Natural Resources (IDNR) will conduct an Alcohol Countermeasures project in the state parks. This project will have officers monitor motor vehicles on listed IDNR sites for traffic violations, concentrating their efforts on DUI and other alcohol-related violations. DTS will continue with a strong emphasis on enforcement with state and local law enforcement agencies. DTS's local law enforcement projects also provide another avenue to deliver the impaired driving enforcement component. DTS provides funding for the following local law enforcement impaired driving projects:

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

### **Occupant Protection Enforcement**

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

1. Integrated Mini-Grant Enforcement Program (IMaGE) – the purpose of the IMaGE program is to reduce the incidence of motor vehicle crashes, and resulting injuries and fatalities, through increased highly-visible enforcement of occupant restraint, impaired driving and speed laws during the national and state mobilizations.
2. Traffic Law Enforcement Program (TLEP) – is designed to address traffic safety problems which might be effectively resolved by education and increased traffic enforcement. A two-phase project approach is utilized for the establishment of a TLEP. Phase I provides for the selection of personnel, their training and the upgrade of the local traffic records system to include an accident location file. Phase II is the actual enforcement of the identified high crash areas and the contributing traffic violations. Enforcement principally is directed against those violations which have been identified as causes of crashes during the times of day and days of week when the crashes have occurred most frequently. This enforcement supplements the amount of traffic law enforcement currently in effect. Thus, the police are expected to substantially increase the number of citations for traffic law violations.
3. Occupant Protection Enforcement Zone Program (OPEZ) - the purpose of the enforcement zone program is to reduce the incidence of motor vehicle crashes, and the resulting injuries and fatalities, through increased highly-visible enforcement of occupant restraint laws during designated national and state periods.
4. Speed Enforcement Program (SEP) – the purpose of the SEP is to reduce the incidence of speed-related motor vehicle crashes, and the resulting injuries and fatalities, through highly-visible increase enforcement of speed related laws. Local agencies will conduct speed surveys before, during (mid-point of project year) and at the end of the project period. Surveys will be conducted at the designated patrol locations, which have been identified as having a high rate of speed-related crashes, during the times of day and days of week when the majority of those crashes have occurred. All surveys (before, during, after) must be, each time, conducted at the same time of day and day of week. Surveys may be conducted with radar or a speed trailer. In FY 2008 the SEP projects will be funded with state funds.
5. Mobilization Enforcement – is designed to provide funds for local police departments to conduct enhanced enforcement details during specified occupant protection mobilizations.

A listing of all local law enforcement agencies is located in Addendum 4.

DTS also funds occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State, Department of Police will provide traffic enforcement on interstate and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings. In FY 2008 DTS will fund the following occupant protection state agency enforcement projects:

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

2. Occupant Restraint Enforcement Project (OREP) – this project provides funds for the ISP to identify and target specific areas within selected ISP districts for enforcement action of low safety belt usage. Patrols for the targeted area will focus on specific times of days and areas where there is low occupant restraint compliance.
3. Speed Patrols Enforcing and Educating Drivers (SPEED) – this project provides for the ISP to conduct concentrated enforcement patrols to reduce speed-related fatalities and crashes. Patrols will focus on enforcing speeding violations. Occupant restraint and other traffic violations which are contributing causes of crashes such as following too closely and improper lane usage will be enforced.
4. Speed Traffic Accident Reduction (STAR) – this program is designed to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. The intent is to apprehend traffic law violators committing common traffic offenses with particular emphasis being placed on speed. Additional attention will be placed on safety belt and child restraint violations.

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

### **Law Enforcement Liaison**

DTS will continue to fund eight Law Enforcement Liaisons (LEL) in FY 2008. The goal of the LELs is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of impaired driving issues. The LEL will also be responsible for overseeing numerous local law enforcement projects and organizing media events for the impaired driving and occupant protection campaigns.

### **Training**

The DTS will provide federal highway safety funds to the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. The ILETBSB has 16 mobile team units (MTU’s) to provide in-service law enforcement training to area law enforcement officers. The MTU’s provide training opportunities that are available, accessible, and affordable to local law enforcement officers.

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

DTS is currently working with NHTSA and the ILETBSB on developing a SFST Refresher course for local law enforcement officers who work in a LAP, MAP and RSC project. DTS’s goal is to train all local law enforcement officers to attend the SFST Refresher Training course.

## **Police Traffic Services Program Strategies**

### **Funded Strategies**

- Provide funding to conduct sustained and periodic enforcement/high intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Traffic Law Enforcement Project (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE), Safety Belt Enforcement Zones, Speed Enforcement Program (SEP), Mobilizations and Law Enforcement Liaisons.
- Click It or Ticket mobilizations. (November 12–25, 2007 and May 19–June 2, 2008)
- Law Enforcement Liaisons.
- Enforcement through the Illinois State Police's Special Traffic Enforcement Project (sTEP), Speed Patrols Enforcing and Educating Drivers (SPEED) and OREP projects and the Office of the Secretary of State Department of Police's Speed Traffic Accident Reduction (STAR) and Anti-Drunk Driving Enforcement Project (ADDEP).
- Explore innovative enforcement strategies with local and state agency law enforcement agencies (i.e. night-time safety belt enforcement zones).
- Conduct High-Visibility Enforcement Campaigns.
- Full scale, impaired driving mobilization enforcement efforts utilizing local and state law enforcement agencies during the July 4<sup>th</sup> and Labor Day holidays. Full scale mobilization efforts include paid media and earned media supporting the enforcement. Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE).
- Smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (December, Super Bowl, St. Patrick's Day, Cinco de Mayo, Halloween). These smaller mobilization efforts include earned media. Anti-Drunk Driving Enforcement Program (SOS Police), Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Mini-Grant Alcohol Program (MAP), Local Alcohol Program (LAP), Traffic Law Enforcement Program (TLEP), Integrated Mini-Grant Enforcement Program (IMaGE).
- Conduct periodic DUI enforcement around pre-selected events (Mini-Grant Alcohol Program, Roadside Safety Checkpoints, Strike-Forces and Mobilizations).
- Coordinate sustained enforcement and paid media campaigns around pre-selected high drinking periods (i.e. Super Bowl, St. Patrick's Day, Cinco de Mayo, Fourth of July, Holiday Season).
- Provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) sixteen mobile training units.

### **Police Traffic Services Project Tasks**

**Project Number: 08-02-08 (OP) (402)**

**Project Title: Law Enforcement Liaison Program (Local)**

**Project Description**

**Budget: \$663,173**

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**Project Number: 08-03-02 (AL) (402)**

**Project Title: Driving Under the Influence-Enforcement (DUIE) (ISP)**

**Project Description**

**Budget: \$630,600**

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**Project Number: 08-03-04 (AL) (402)**

**Project Title: Law Enforcement Liaison Program (Local)**

**Project Description**

**Budget: \$663,173**

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**Project Number: 08-03-05 (AL) (402)**

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

**Project Description**



**Budget: \$179,400**

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**Project Number: 08-04-01 (PT) (402)**

**Project Title: Police Traffic Training (ILETSB)**

**Project Description**



**Budget: \$100,000**

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**Project Number: 08-04-02 (PT) (402)**

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

**Project Description**

**Budget: \$582,300**

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

**Project Title: Traffic Law Enforcement Projects (Local)**

**Project Description**

**Budget: \$990,929**

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**Project Number: 08-04-05 (PT) (402)**

**Project Title: Special Traffic Enforcement Program (sTEP) (ISP)**

**Project Description**

**Budget: \$828,800**

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**Project Number: 08-04-07 (PT) (402)**  
**Project Title: Illinois Traffic Safety Challenge (Local)**

**Project Description**

**Budget: \$131,460**

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**Project Number: 08-04-08 (PT) (402)**  
**Project Title: Speed and Traffic Accident Reduction (STAR) (SOS Police)**

**Project Description**

**Budget: \$125,100**

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**Project Number: 08-13-04 (K8) (410)**  
**Project Title: Mobilization Enforcement (Local)**

**Project Description**

**Budget: \$783,990**

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**Project Number: 08-13-06 (K8) (410)**

**Project Title: Alcohol-Police Traffic Training (ILETSB)**

**Project Description**



**Budget: \$150,000**

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**Project Number: 08-13-07 (K8) (410)**

**Project Title: Roadside Safety Checkpoints (Local)**

**Project Description**



**Budget: \$326,311**

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**Project Number: 08-13-08 (K8) (410)**  
**Project Title: Mini-Alcohol Program (MAP) (Local)**

**Project Description**

**Budget: \$627,600**

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**Project Number: 08-13-12 (K8) (410)**  
**Project Title: Local Alcohol Project (LAP) (Local)**

**Project Description**

**Budget: \$311,337**

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**Project Number: 08-13-17 (K8) (410)**  
**Project Title: Alcohol Countermeasures Enforcement (ACE) (ISP)**

**Project Description**

**Budget: \$1,278,800**

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**Project Number: 08-16-03 (K4AL) (406)**

**Project Title: Alcohol Countermeasures (IDNR)**

**Project Description**

**Budget: \$168,700**

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**Project Number: 08-16-04 (K4PT) (406)**

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

**Project Description**

**Budget: \$2,216,640**

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**Project Number: 08-16-05 (K4MC) (406)**

**Project Title: Motorcycle Patrol Unit Project (ISP)**

**Project Description**

**Budget: \$320,400**

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**Project Number: 08-17-07 (157OP)**

**Project Title: Occupant Protection Enforcement Zones (OPEZ) (Local)**

**Project Description**

**Budget: \$74,050**

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**Project Number: 08-19-01 (K2) (405)**

**Project Title: Occupant Restraint Enforcement Project (OREP) (ISP)**

**Project Description**

**Budget: \$1,249,200**

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**Project Number: 08-19-06 (K2) (405)**

**Project Title: Mobilization Enforcement (Local)**

**Project Description**

**Budget: \$940,800**

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**Project Number: 08-99-04 (163)**

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

**Project Description**

**Budget: \$151,627**

**Police Traffic Services Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-02-08	LEL (Local)	\$ 663,173	402
08-03-02	DUIE (ISP)	\$ 630,600	402
08-03-04	DUI LEL (Local)	\$ 663,173	402
08-03-05	ADDEP (SOS)	\$ 179,400	402
08-04-01	Police Traffic Training (ILETSB)	\$ 100,000	402
08-04-02	SPEED (ISP)	\$ 582,300	402
08-04-04	TLEP (Local)	\$ 990,929	402
08-04-05	STEP (ISP)	\$ 828,800	402
08-04-07	Awards (Local)	\$ 131,460	402
08-04-08	STAR (SOS)	\$ 125,100	402
08-13-04	Mini-Mobilization (Local)	\$ 783,990	410
08-13-06	Alcohol-PTT (ILETSB)	\$ 150,000	410
08-13-07	RSC (Local)	\$ 326,311	410
08-13-08	MAP (Local)	\$ 627,600	410
08-13-12	LAP (Local)	\$ 311,337	410
08-13-17	ACE (Local)	\$1,278,800	410
08-16-03	Alcohol Countermeasures (IDNR)	\$ 168,700	406
08-16-04	IMaGE (Local)	\$2,216,640	406
08-16-05	MC Patrol Unit (ISP)	\$ 320,400	406
08-17-07	OPEZ (Local)	\$ 74,050	157
08-19-01	OREP (ISP)	\$1,249,200	405
08-19-06	Mini-Mobilization OP (Local)	\$ 940,800	405
08-99-04	LAP (Local)	\$ 151,627	163
<b>402 Total</b>		\$ 4,894,935	
<b>405 Total</b>		\$ 2,190,000	
<b>406 Total</b>		\$ 2,705,740	
<b>410 Total</b>		\$ 3,478,038	
<b>157 Total</b>		\$ 74,050	
<b>163 Total</b>		\$ 151,627	
<b>Total All Funds</b>		\$13,494,390	

# **TRAFFIC RECORDS PROGRAM AREA**

## **Problem Statement**

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

## **Program Goals**

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

**Goal:** Improve agency-specific data systems through identifying an information gathering process that includes interviews, technical group sessions, and systems analysis. Improvements may include internal agency process enhancements, electronic transmission of data (intra-agency and/or inter-agency) and an increased ability to analyze data and produce reports. System improvements will be accomplished based on the availability of resources.

## **Traffic Records Overview**

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

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

### **1. CODES Grant at DTS**

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

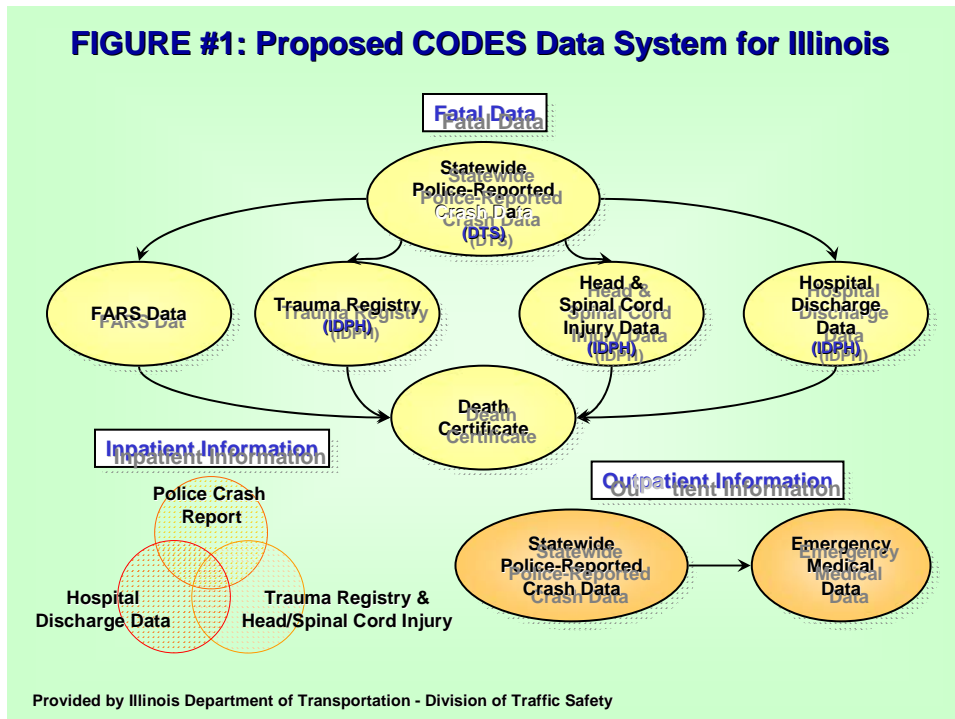
Currently, the crash database as well as a few small local databases, citation data, limited health care data and the exposure data (population and vehicle miles of travel) are used to identify traffic safety problems and evaluate the highway safety programs and projects. The Evaluation Unit within DTS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

developing highway safety goals and objectives and evaluating highway safety programs and projects.

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

### Proposed Data Linkage Model

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



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



2. **Data Analysis/Data Reporting of Statewide Databases**---This project aims to enhance crash injury surveillance within the state of Illinois through the following objectives:
  - Conduct statewide quality Review of the 2005-2006 DTS crash database to identify database changes and trend key data elements since the implementation of CIS upgrade.
  - Build upon the current web-based reporting system by adding subsequent years of data from five statewide databases.
  - Update 12 “Quick Facts” reports containing crash-related information.
  - Provide support to the current CODES project at DTS.
  - Promote web-based data reporting system and traffic safety reports to other state agencies.
  
3. **MCR Project at IDOT** --- Mobile Crash Reporting has several components currently active at DTS.
  - MCR-Printers Grant Program where grants are made available to local police agencies that adopt MCR for crash reporting to purchase printers for use in police vehicles. One major obstacle to implementation of MCR has been the lack of printers in police vehicles. As of April 30, 2007, 24 agencies have received grants and 10 more are pending approval.
  - MCR-XML Grant Program where grants are made available to local police agencies that have a crash reporting system other than MCR that could, with additional computer work, report crashes electronically. The grant would pay for development and reporting required to export the data in an appropriate XML formatted report that can be imported into CIS. As of April 30, 2007 there have been no applications for this program.
  - \$600,000 was committed for state fiscal year 2007 for these two local grant programs.
  - MCR-Marketing and Training Grant with the University of Illinois at Springfield provides training and technical support to local police agencies who use MCR, including an after hours telephone help line. Additionally marketing of the software is underway to encourage additional local police agencies to adopt MCR as their crash reporting system.
  
4. **Safety Analyst Package**---is a software package that provides state-of-the-art analytical tools for use in the decision-making process to identify and manage a highway safety program of site-specific improvements to enhance highway safety by cost-effective means. This software will be available to all those states that participated in this study sometime in 2008. Since the state of Illinois participated in this pooled-fund study three years ago, it will be one of the states where the Safety Analyst research team will conduct beta testing using state-specific crash and roadway data. For more information on this project, refer to the following site <http://www.safetyanalyst.org>.

5. **Safety Performance Functions**— Using descriptive and advanced statistical techniques, this study will provide analytical tools for DTS to identify and manage a program of site-specific, and systematic improvements to develop strategies to reduce fatalities and severe injuries resulting from motor vehicle crashes. The Safety Performance Function models developed from this study will be directly used to screen for candidate locations in the Illinois roadway network for safety improvements. The multivariate statistical models will help DTS to develop comprehensive strategies to reduce motor vehicle crashes.
6. **Local Safety Services**—This project will provide a web-based tool for local agencies to analyze crash data on their local roads/highways. It will integrate the Highway Safety Improvement Program, High Risk Rural Road program, Cost Benefit Analysis, Safety Data Mart, and Safety Performance Functions into a web-based system that is readily accessible by local highway agencies and their consultants. This tool will be a key resource in reducing fatalities on the local system.
7. **Local Crash Location Program**—This project is designed to locate crashes involving fatalities, A injuries, B injuries on the county, municipal and township highways from 2001-2004 using coordinates in order to spatially locate the crashes. This project will provide complete, accurate and uniform crash data in GIS for local agencies in order to evaluate safety issues involving their highways. Once the data is collected by the local agencies or municipal planning organizations, the data will be integrated into the Safety Data Mart and made available through the web-based tool being developed in the Local Safety Services project. A pilot program was done with Tri-County Regional Planning Organization which covers Peoria, Tazewell and Woodford counties. The web-based location tool is almost complete to being implementation statewide.
8. **IDOT (Bureau of Information Processing) Current Safety Data Mart Project**-The Safety Data Mart has successfully blended data from the old GAI mainframe system with the data from the new CIS database into one centralized location complete with analysis tools. Ad hoc reporting, standardized reports and pivot table queries are a few of the tasks that can be utilized in the Safety Data Mart. The user also has the choice to select crash locations on a map and then do queries based on the map selection. The Safety Data Mart has been put into production and the Data Mart team is moving on to the next database to incorporate into the Data Warehouse. Eventually, all the information connected to a roadway will be integrated into the warehouse, facilitating complete analysis of projects from cost to crashes.
9. **GIS Applications--The GIS Data Verification Project** was created in 1998 to assist the planning personnel in the District and Central Office who had responsibilities for updating data in the Illinois Highway Information Systems (IRIS, ISISI, IRRIS, and HPMS). The Data Verification Project allows users to review the Roadway, Bridge, Railroad and HPMS inventory and characteristic data from the mainframe system in a graphical view in order to improve the accuracy and completeness of the IHIS data. The IHIS data is linked with the geometry from IDOT's link-node system generating the GIS files that serve as the basis for the GIS road data used throughout the department's GIS applications.

10. **The Crash Analysis Project** is a GIS application that currently exists in ArcView 3.3 software and continues to be supported by BIP. This project is utilized extensively by the Central Office as well as the District Offices for doing analysis on crashes by location. DTS is migrating to ARCGIS 9.1 software and is currently in the requirements gathering stages for developing a new project for studying crashes spatially. The Crash Analysis Project utilizes the same shapefiles that are contained in the Data Verification Project.
11. **The Work Zone Project** is research project with the Illinois Institute of Technology. The purpose of the project is to develop practical national work zone safety audit guidelines. A couple of project locations will be used as case studies to draw a picture of the state-of-the-art implementation and practices of the safety programs, to benchmark the safety performance, and to learn the lessons on what has been done right and what may be done better in the future.
12. **Motor Carrier Project (SafetyNet project)**---DTS has a dedicated bureau that works with the Commercial Vehicle entities. Commercial Vehicles are home to Motor Carrier, Hazmat, and Safety Auditors who in turn work with the Illinois State Police Motor Vehicles Division. Please note DTS is the lead agency that works with and disperses the MSCAP Grant Funds FMCSA monitor and scrutinize Illinois SafetyNet data and requires Inspection and Crash statistics.
13. DTS manages the SAFETYNET system, a database management system that allows entry, access, analysis and reporting of data from driver/vehicle inspections, crashes, compliance reviews, assignments and complaints. It is operated at state safety agencies and Federal Divisions and interfaces with ASPEN, SAFER, MCMIS, and State systems. It is an Oracle based client-server application that runs on MS Windows servers. All Inspections, crashes and census data is uploaded through this office. SafetyNet also works with the FARS system regarding Commercial Vehicles that are involved in fatal crashes on the Illinois roadways.
14. SafetyNet Reporting Modules provide many different types of reports that summarize Data Entry Workload, Prioritization, Statistical, Crossover and Upload status reports on the Inspection and Crash reports entered into the SafetyNet database.

## **Racial Profiling**

DTS will continue to contract with Northwestern University to conduct analysis and reporting aspects of the Traffic Stop Study as mandated by the General Assembly. On June 22, 2007, the results from the third 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.

DTS received data from 974 law enforcement agencies who reported 2,515,518 traffic stops for the year 2006. There were 36 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 DTS for the Illinois Traffic Stop Study.

DTS will provide training for local law enforcement officers so they will have a better understanding of racial profiling and will offer practical strategies for improving police-citizen contacts. Additionally the officers will have the opportunity to apply ethical theories, decision-making tools and critical thinking skills in case-based learning experiences. The program will make extensive use of group exercises, problem-solving scenarios and case studies.

DTS will develop an informational Roll Call DVD/Video that will direct local law enforcement agencies where to obtain training for racial profiling. Sources will include: Illinois Law Enforcement Training and Standards Board (ILETSB), Illinois State Police (ISP), Regional Training Institute (RTI), Illinois Association of Chiefs of Police (IACP), Fraternal Order of Police (FOP) and Chicago Police Department.

Before these programs are implemented. DTS will send a biased enforcement/racial profiling survey developed by DTS stakeholders committee on racial profiling. The survey will be sent to all of the local law enforcement agencies throughout the state by DTS. Based on the survey results, DTS's Evaluation Unit will determine the need for training, roll call DVD/video or other training needs. The survey will be sent out in September 2007 and will be due back to DTS by November 30, 2007. The DTS stakeholders committee will develop the training curriculum to implement through the ILETsBs 16 mobile training units no later than September 30, 2008.

### **Section 408 Application**

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

### **Traffic Records Program Strategies**

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

## **Traffic Records Project Tasks**

**Project Number: 08-05-04 (402)**  
**Project Title: Temporary Services (TR) (DTS)**

**Project Description**

**Budget: \$25,000**

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**Project Number: 08-05-06 (TR) (402)**  
**Project Title: Mobile Capture and Reporting (MCR) Training (Local)**

**Project Description**

**Budget: \$619,904**

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**Project Number: 08-16-01 (K4TR) (406)**  
**Project Title: Imaging Enhancement (SOS)**

**Project Description**

**Budget: \$220,400**

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**Project Number: 08-16-02 (K4TR) (406)**  
**Project Title: Data Analysis (IDPH)**

**Project Description**

**Budget: \$87,100**

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**Project Number: 08-18-01 (408)**  
**Project Title: IBM Consultants (DTS)**

**Project Description**

**Budget: \$1,221,375**

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**Project Number: 08-23-01 (K10) (1906)**  
**Project Title: Racial Profiling Study (Local)**

**Project Description**

**Budget: \$109,127**

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**Project Number: 08-23-02 (K10) (1906)**

**Project Title: Racial Profiling Training (DTS)**

**Project Description**

**Budget: \$200,000**

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**Project Number: 08-23-03 (K10) (1906)**  
**Project Title: Racial Profiling DVD/Video (DTS)**

**Project Description**

**Budget: \$100,000**

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**Traffic Records Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-05-04	Temporary Services (DTS)	\$ 25,000	402
08-05-06	UIS-MCR (Local)	\$ 619,904	402
08-16-01	Imaging Enhancement (SOS)	\$ 220,400	406
08-16-02	Data Analysis (IDPH)	\$ 87,100	406
08-18-01	IBM-Consultants (DTS)	\$1,221,375	408
08-23-01	Northwestern University (Local)	\$ 109,127	1906
08-23-02	Law Enf. Training (Local)	\$ 200,000	1906
08-23-03	Roll Call DVD/Video (DTS)	\$ 100,000	1906
<b>402 Total</b>		\$ 644,904	
<b>406 Total</b>		\$ 307,500	
<b>408 Total</b>		\$1,221,375	
<b>1906 Total</b>		\$ 409,127	
<b>Total All Funds</b>		\$2,582,906	



# *Mobilization Activities*

A Click It or Ticket (CIOT) campaign is a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the benefits of safety belt use and of issuing tickets for safety belt violations. The model program includes 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing strict enforcement; 3) highly-visible enforcement each day of the two-week enforcement period. The May Mobilization consists of 1) basic CIOT mobilization and 2) rural CIOT as a demonstration project. Both basic and rural CIOT mobilizations have the following components:

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

## **Earned Media**

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

## **Paid Media**

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

In FY 2008 DTS will utilize \$2.3 million in Section 406 federal highway safety dollars on paid advertising for the CIOT and the impaired driving mobilizations. Through extensive

evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

In FY 2008 DTS plans to continue a relationship with a public relations firm to insure DTS occupant protection messages and impaired driving messages are being heard by Illinois' minority communities. The public relations firm will guide both DTS' earned and paid media efforts. DTS will also work with NHTSA to carry out the paid media efforts during the mobilizations.

A public relations firm will design campaigns that will complement the existing efforts identifying and focusing on the at-risk population, ages 18-34. DTS will continue to follow NHTSA's lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. Through extensive evaluation, DTS has shown its paid media efforts are successful at delivering a specific message to a particular demographic of the Illinois driving population. DTS will use the following types of media to deliver its messages: television (45 percent), radio (45 percent) and newspaper (10 percent). Based on recommendations from DTS's public relations firm, the newspaper media may be moved to either the television or radio media.

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes nine, paid media periods in FY 2008—Thanksgiving (State Mobilization), Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Memorial Day (National Mobilization), Motorcycle Awareness Month (May), Fourth of July (state mobilization), and Labor Day (national mobilization) campaigns.

### **Paid Media Events**

The media campaign includes both paid and earned media activities. IDOT will establish a relationship with a firm to purchase air time during the selected paid media campaigns. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2008:

#### **1. Thanksgiving – November 13 – 26, 2007**

- Media Markets: Chicago, Champaign, Davenport, Peoria, and St. Louis.
- Paid Media: Television (80 percent) and radio (20 percent).
- Earned Media: Five media events will be planned in each media market. OP Coordinators will be planning earned media events throughout the month.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: Click It or Ticket
- Goal: Increase safety belt use and decrease speeding.

#### **2. Holiday Season – December 15 – 31, 2007**

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria, Rockford and Metro East (St. Louis).

- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Three or more media events in Chicago, Peoria and Metro East with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: You Drink & Drive. You Lose
- Goal: Reduce the incidence of drinking and driving.

### **3. Super Bowl – February 3, 2008**

- Media Markets: Chicago and downstate (based on budget).
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events in Chicago and one in downstate with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: *Fans Don't Let Fans Drive Drunk*
- Goal: Reduce the incidence of drinking and driving.

### **4. St. Patrick's Day – March 12 -17, 2008**

- Media Markets: Chicago and downstate (based on budget).
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Two or more media events in Chicago and one in downstate with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: *Buzzed Driving is Drunk Driving*
- Goal: Reduce the incidence of drinking and driving.

### **5. Memorial Day, CIOT National Mobilization May 19–June 2, 2008**

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

- Earned Media: Five media events will be planned in each media market. OP Coordinators will be planning earned media events throughout the month.
- Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: Click It or Ticket
- Goal: Increase safety belt usage.

#### **6. Share the Road Campaign – May 2008**

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

#### **7. Fourth of July – June 30 – July 6, 2008**

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria and Metro St. Louis.
- Paid Media: Television (50 percent) radio (50 percent).
- Earned Media: Two or more media events: one in Chicago and one in downstate with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, saturation and roving patrols.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: Your Drink & Drive. You Lose
- Goal: Reduce the incidence of drinking and driving.

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

- Media Markets: Chicago, Champaign, Davenport (Quad Cities), Peoria, Rockford and St. Louis.
- Paid Media: Television (50 percent) and radio (50 percent).
- Earned Media: Three or more media events will be planned in the media markets. LELs will assist on planning media events throughout the two week national campaign.
- Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, roving and saturation patrols.
- Focus: African Americans, Hispanic and Caucasian rural males 18–34 years of age.
- Message: Impaired driving message.
- Goal: Reduce the incidence of drinking and driving.

## **Mobilization Enforcement**

Both basic and rural CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on safety belt violations is carried out statewide. We are proposing to provide funding for the local police agencies to conduct over 3000 safety belt enforcement zones. In addition, Illinois State Police will conduct over 2000 safety belt enforcement on their own without any financial support from IDOT. Whatever enforcement tactics are used, keeping traffic enforcement visibly present for the entire enforcement period is a central component of CIOT.

## **Evaluation Plan**

CIOT programs are evaluated in a number of ways: observed safety belt use and motorists' attitudes and knowledge of police activity are tracked through driver facility survey and telephone surveys. Data are collected week-by-week; before, during and at the height of the enforcement effort and just after the conclusion of special enforcement and media activities. Evaluation methods are explained in more detail in the Evaluation Report. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Traffic Safety. The following table shows the evaluation activities for May 2008:

### Proposed Evaluation Activities During the May 2008 Mobilization

Campaign Dates:                      May 1-7                      May 8-14                      May 15-21                      May 22-27                      May 28-June 4

<b>Targeted Markets:</b>	<b>Rural Media &amp; Enforcement</b> May 1-13				
<b>Peoria</b>					
<b>Champaign</b>				<b>CIOT earned media</b> May 5 -June 2	
<b>Rockford</b>					
<b>Davenport (5 counties)</b>				<b>CIOT Paid Media</b> May 12 - 25	
<b>St. Louis (2 counties)</b>					<b>CIOT Enforcement</b> May 19 - June 2

### Safety Belt Observations

Survey Type:	Dates	<u>Pre-Rural</u>		<u>Post Rural/ Pre CIOT</u>		<u>Post-CIOT</u>
		4/21 to 4/27		5/5 to 5/11		6/2 to 6/15
	Statewide	<b>50 sites</b>	sub-sample	<b>50 sites</b>	sub-sample	<b>258 sites</b>
	Rural Targeted	<b>27 sites</b>	sub-sample	<b>27 sites</b>	sub-sample	<b>27 sites</b>

### Telephone Surveys

Dates	<u>Pre-Rural</u>		<u>Post Rural/ Pre CIOT</u>		<u>Post-CIOT</u>
	4/21 to 4/27		5/5 to 5/11		6/2 to 6/15
Statewide	<b>n = 500/600</b>	statewide	<b>n = 500/600</b>	statewide	<b>n = 500/600</b>
Rural Targeted	<b>n = 200</b>	Over-sample	<b>n = 200</b>	Over-sample	<b>n = 200</b>

### DMV Surveys

Dates	<u>Pre-Rural</u>		<u>Post Rural/ Pre CIOT</u>		<u>Post-CIOT</u>
	4/21 to 4/27		5/5 to 5/11		6/2 to 6/15
Statewide	<b>16</b>		<b>16</b>		<b>16</b>
Rural (target)	<b>2</b>		<b>2</b>		<b>2</b>

### Proposed Activities for the Labor Day 2008 National Enforcement Crackdown Mobilization

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

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

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

### **Earned Media**

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

### **Paid Media**

The impaired driving model includes both earned and paid media. Impaired driving enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to not drink and drive. During the two-week period, television and radio advertisements air extensively. The main focus of the impaired driving program in Illinois will be on selected 23 counties where about 85 percent of population resides and 60 percent of alcohol-related fatalities occurred. A complete list of the 23 counties can found on page 12 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is \$1,169,000.

**Proposed Evaluation Activities During the August/September 2008 Mobilization**

<b>Campaign Dates:</b>	August 6-13	August 13 -19	August 20 - 26	August 27 - September 3	September 3-15
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**Targeted Markets:**  
**23 Counties**

**Impaired Driving Paid Media**  
August 4 - 17

**YD&D. YL Earned Media**  
August 14 - September 1

**YD&D. YL Enforcement**  
August 14 – September 1

**Telephone Surveys**

	<u><b>Pre-YD &amp;D YL</b></u>
Dates	7/25 to 8/10
Statewide	<b>n = 500/600</b>

<u><b>Post- YD &amp;D</b></u>
<u><b>YL</b></u>
9/1 – 9/13
<b>n = 500/600</b>

**DMV Surveys**

	<u><b>Pre-YD &amp;D YL</b></u>
Dates	7/25 to 8/10
Statewide	<b>16</b>

<u><b>Post- YD &amp;D</b></u>
<u><b>YL</b></u>
9/1 – 9/13
<b>16</b>



# *Evaluation of Highway Safety Programs and Projects*

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

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

## **Proposed Evaluation Methodology**

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

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

## **ENFORCEMENT/PAID MEDIA SCHEDULE**

<b>Month</b>	<b>Illinois</b>	<b>National</b>
October 2007	MAP Wave 1.  Local – TLEP, RSC and LAP.  ISP – DUIE, OREP and ACE.  SOS Police – ADDEP and Straight ID.	Halloween – Impaired Driving Enforcement
November 2007	State Click It or Ticket Mobilization.  Paid and Earned Media.  Mobilization Enforcement.  ISP - STEP, DUIE, OREP and ACE.  SOS Police – ADDEP, Straight ID and STAR.  IMaGE Wave 1.  MAP Wave 2.	Thanksgiving Weekend Travel – Occupant Protection Enforcement
December 2007	IMaGE Wave 2.  MAP Wave 3.  Local – TLEP, RSC and LAP.  ISP – DUIE, OREP and ACE.  SOS Police – ADDEP and Straight ID.	Holiday Season – Impaired Driving Enforcement
January 2008	Local – TLEP, RSC and LAP.  ISP – DUIE, OREP and ACE.  SOS Police – ADDEP and Straight ID.	

<b>Month</b>	<b>Illinois</b>	<b>National</b>
February 2008	Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	Super Bowl Sunday – Impaired Driving
March 2008	Local – TLEP, RSC and LAP. ISP - STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	St. Patrick's Day – Impaired Driving.
April 2008	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 2008	National Click It or Ticket Mobilization begins. Earned and Paid Media. Mobilization Enforcement. IMaGE Wave 3. MAP Wave 5. Local – TLEP, RSC and LAP. ISP – STEP, DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID and STAR.	Click It or Ticket National Enforcement Mobilization

<b>Month</b>	<b>Illinois</b>	<b>National</b>
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<p>June 2008</p>	<p>State You Drink &amp; Drive. You Lose. Mobilization begins.</p> <p>Earned and Paid Media.</p> <p>Mobilization Enforcement.</p> <p>Telephone and DMV Surveys.</p> <p>Seat Belt Observations.</p> <p>IMaGE Wave 4.</p> <p>MAP Wave 6.</p> <p>Local – TLEP, RSC and LAP.</p> <p>ISP – DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>Fourth of July and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection</p>
<p>July 2008</p>	<p>Local – TLEP, RSC and LAP.</p> <p>ISP - STEP, DUIE, OREP and ACE.</p> <p>SOS Police – ADDEP and Straight ID.</p>	<p>Fourth of July and Summer Sports/Music Festivals/Parents – Impaired Driving and Occupant Protection</p>
<p>August 2008</p>	<p>Impaired Driving National 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 &amp; OPSID.</p>	<p>Impaired Driving National Enforcement Crackdown</p>
<p><b>Month</b></p>	<p><b>Illinois</b></p>	<p><b>National</b></p>

September 2008	Local – TLEP, RSC and LAP. ISP – DUIE, OREP and ACE. SOS Police – ADDEP and Straight ID.	Impaired Driving National Enforcement Crackdown
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## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

### **Certifications and Assurances**

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

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

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

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary**

**data-related crash factors within the State as identified by the State highway safety planning process, including:**

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794),



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

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

The State will provide a drug-free workplace by:

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

- 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Instructions for Lower Tier Certification**

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier

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

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

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

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

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

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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).

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**Governor's Representative for Highway Safety**

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**Date**