



ANNUAL GRANT APPLICATION 2025



Illinois Department of Transportation



Table of Contents

Mission and Vision.....	3
Mission Statement	3
Vision Statement	3
Executive Summary.....	3
Occupant Protection	4
State Traffic Safety Information System Improvements	10
Impaired Driving	14
Distracted Driving	21
Motorcycle Safety	23
Young Drivers.....	26
Nonmotorized Safety	27
Planning and Administration	30
Racial Profiling	33
Speed Management	35
Police Traffic Services	36
Planned Activity List with Funding Amounts.....	43
Appendix A to Part 1300- Certifications and Assurances	45
Appendix B to Part 1300- Application Requirements for Section 405 and Section 1906 Grants.....	56

Mission and Vision

Mission Statement

The Illinois Department of Transportation (IDOT) provides safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

Vision Statement

To be recognized as the premier state department of transportation in the nation.

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system. Illinois residents, state and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many, and we must work toward preventing as many injuries and saving as many lives as possible using the resources available.

Executive Summary

The IDOT Bureau of Safety Programs and Engineering (BSPE) is designated as the Illinois State Highway Safety Office (SHSO). BSPE coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA), state funds and other resources. Funds are primarily used to change system users' behaviors by:

- enforcing traffic laws
- increasing drivers' perception of the risk of being ticketed for non-compliance
- increasing public awareness of the dangers of high-risk behavior
- informing system users of the best way to avoid or reduce the severity of a crash

Through data analysis and targeted use of resources, BSPE provides leadership, innovation, and program support in partnership with state, county, and community traffic safety leaders, professionals, and organizations.

Occupant Protection

Projects:

Title: Injury Prevention

Unique Identifier/Activity Number: 02-02

Countermeasure Strategy ID: Inspection Station – 3 stars in *Countermeasures that Work*, Communications and Outreach on Distracted Driving - 1 star in *Countermeasures That Work*. Share the Road Awareness Programs – 2 stars in *Countermeasures That Work*.

Eligible Use of Funds: AL, MC, OP, PS, DE, CR, DD, TSP, OD

Federal Funding Source: Section 402

Description: This task provides funds to support local community agencies in reducing deaths and injuries on Illinois roadways. This program is designed to enable local agencies to conduct public information and education campaigns focusing on occupant protection, child passenger safety, impaired driving, distracted driving, young drivers, and speed. Injury Prevention projects address a wide variety of highway safety issues including, but not limited to:

- Provide educational materials and technical tools designed to foster community-level approaches to highway safety issues such as occupant protection, impaired driving, pedestrian/bicycle safety, motorcycle safety, drowsy driving, and distracted driving.
- Provide victim impact, highway safety-based education programs and trainings to local communities to reduce injuries and fatalities due to motor vehicle crashes.
- Provide safety education and instruction using evidence-based curricula.
- Use data-driven approaches to evaluate and address local highway safety issues.
- Assist with promoting major safety campaigns (paid and earned media) and activities.
- Participate in local traffic safety networks, coalitions, and councils dedicated to highway safety.
- Provide educational promotion of Graduated Driver Licensing/Young Driver Education programs.
- Provide safety education and instruction of Child Passenger Safety (CPS) to parents and caregivers, as well as train CPS technicians.
- Grantees will use the BSPE Look Before you Lock palm card to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator as well as promote Heatstroke Prevention Day.

Public Participation and Engagement:

Injury Prevention grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Projects:

Advocate Health Care: Cook, Lake, Kane, DuPage, and Will Counties

Central DuPage Hospital: DuPage County

Chicago Department of Transportation: City of Chicago

Lurie's Children Hospital: Cook and Lake Counties

OSF Multi-Specialty Group: Peoria, Tazwell, Woodford, Knox, DeWitt, Marshall, Putnam, McLean, Mason, Mercer, Fulton, Will, Warren, Starke, Henry and Livingston.

SIU School of Medicine: Adams, Cass, Champaign, Christian, Clay, Clinton, DeWitt, Effingham, Logan, Macon, Macoupin, Mason, McLean, Menard, Morgan, Peoria, Piatt, and Sangamon.

UIS Enforcement: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Hospital	Advocate Health Care	HS-25-0334	\$139,676.07
Hospital	Central DuPage Hospital	HS-25-0320	\$257,780.11
Government Unit	Chicago Department of Transportation	HS-25-0323	\$95,000.00
Hospital	Lurie's Children's Hospital	HS-25-0353	\$167,600.47
Hospital	OSF Multi-Specialty Group	HS-25-0333	\$75,652.07
University	SIU-School of Medicine	HS-25-0327	\$499,858.00
University	UIS Enforcement Data	HS-25-0314	\$111,563.44

Title: Child Passenger Safety Resource Center

Unique Identifier/Activity Number: 02-10

Countermeasure Strategy ID: Inspection Station – 3 stars *Countermeasures That Work*

Eligible Use of Funds: OP, DE, CR, DD, TSP

Federal Funding Source: STATE Match

Description: This task provides funds for five local agencies to serve as Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on child passenger safety issues. They serve as regional resources providing education, training, and support in promoting safety programs.

Five CPSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each CPSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The five regions are Chicago, Cook and Collar Counties, Northwest, Central, and Southern.

The CPSRC program addresses a wide variety of highway safety issues including, but not limited to, the following areas:

- A regional point of contact for traffic safety programs, trainings, and community events.
- Grantees will use the BSPE Look Before you Lock palm card to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator as well as promote National Heatstroke Prevention Day
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers.
- Provide education to the public about traffic safety by staffing informational booths at community events.
- Use data-driven approaches to evaluate and address local highway safety issues.
- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region.

- Participate in Statewide CPS Week/Seat Check Saturday promotions.
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events.
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region.

Public Participation and Engagement:

CPSRC grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Projects: Statewide emphasis, on all CPSRC regions that cover the entire state.

OSF Healthcare – St. Francis: Statewide

Rush Copley Hospital Region 2: Cook, DuPage, Kane, Lake, McHenry, Kendall, Grundy, Will, Kankakee, Iroquois

IL Association of Chiefs of Police, Region 3: Lee, Ogle, Whiteside, Boone, DeKalb, Rock Island, Carrol, Jo Daviess, Winnebago, Stephenson, Henry, Bureau, Stark, Marshall, Putnam, LaSalle, Mercer, Henderson, Warren, Knox, Livingston, Ford

IL Association of Chiefs of Police, Region 4: Hancock, McDonough, Adams, Schuyler, Brown, Pike, Fulton, Cass, Morgan, Scott, Mason, Menard, Sangamon, Christian, Logan, Tazewell, McLean, DeWitt, Macon, Piatt, Moultrie, Shelby, Champaign, Douglas, Coles, Vermillion, Edgar, Peoria, Woodford, Macoupin, and Montgomery

Southern Illinois University-Carbondale Region 5: Calhoun, Green, Jersey, Madison, Bond, Fayette, Effingham, Jasper, Crawford, Saint Clair, Monroe, Randolph, Clinton, Washington, Marion, Jefferson, Clay, Wayne, Richland, Lawrence, Edwards, Wabash, Perry, Jackson, Franklin, Hamilton, White, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski, Massac, Cumberland, and Clark.

Organization Type	Grantee	Project Number	Grant Award
Hospital	OSF Healthcare – St. Francis	HS-25-0309	\$267,135.96
Hospital	Rush Copley Hospital	HS-25-0336	\$535,648.61
Association	IL Association of Chiefs of Police – Region 3	HS-25-0312	\$315,273.19
Association	IL Association of Chiefs of Police – Region 4	HS-25-0341	\$456,042.33
University	Southern IL University-Carbondale	HS-25-0319	\$246,060.77

Title: Occupant Protection Enforcement

Unique Identifier/Activity Number: 04-10

Countermeasure Strategy ID: Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: OP, CR, SC

Federal Funding Source: Section 402

Description: This task provides funds for the Illinois Secretary of State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. Illinois Secretary of State Police will focus their Occupant Protection enforcement in Illinois' County Population Model where at least 85 percent of the population resides, but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-25-0507	\$81,582.52

Title: Occupant Restraint Enforcement Program

Unique Identifier/Activity Number: 19-01

Countermeasure Strategy ID: Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: M1HVE

Federal Funding Source: Section 405b

Description: This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low seat belt compliance rates. Illinois State Police will focus their OREP enforcement in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0511	\$1,101,070.76

Title: Child Passenger Safety Resource Center

Unique Identifier/Activity Number: 19-05

Countermeasure Strategy ID: Inspection Station – 3 stars *Countermeasures That Work*

Eligible Use of Funds: OP, DE, CR, DD, TSP

Federal Funding Source: Section 405b

Description: This task provides funds for five local agencies to serve as Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on child passenger safety issues. They serve as regional resources providing education, training, and support in promoting safety programs.

Five CPSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each CPSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The five regions are Chicago, Cook and Collar Counties, Northwest, Central, and Southern.

The CPSRC program addresses a wide variety of highway safety issues including, but not limited to, the following areas:

- A regional point of contact for traffic safety programs, trainings, and community events.
- Grantees will use the BSPE Look Before you Lock palm card to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator as well as promote National Heatstroke Prevention Day
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers.
- Provide education to the public about traffic safety by staffing informational booths at community events.
- Use data-driven approaches to evaluate and address local highway safety issues.
- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region.
- Participate in Statewide CPS Week/Seat Check Saturday promotions.
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events.
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region.

Public Participation and Engagement:

CPSRC grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Projects: Statewide emphasis, all five CPSRC regions covers the entire state.

Central DuPage Hospital Region 1: City of Chicago

Organization Type	Grantee	Project Number	Grant Award
Hospital	Central DuPage Hospital	HS-25-0324	\$293,571.31

Title: Occupant Protection Paid Media

Unique Identifier/Activity Number: 19-11

Countermeasure Strategy ID: Communication and Outreach Supporting Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: M1HVE

Federal Funding Source: Section 405b

Description: IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FY 2025, the male age 18-34-year-old demographic will be targeted with the “It’s Not A Game” prevention message. This campaign is intended to address consequences of being unrestrained. Focus will also be made during the National Heatstroke Prevention Day, Click It or Ticket campaign, and Child Passenger Safety Week. Illinois Department of Transportation will focus their occupant protection paid media campaign statewide with special

emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

State Traffic Safety Information System Improvements

Projects:

Title: Trauma Registry

Unique Identifier/Activity Number: 18-02

Countermeasure Strategy ID: Implement information learned during NHTSA GO Team for data analysis and management and fund the Trauma Registry project to improve upon areas recommended for improvement within the 2021 Assessment:

1. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

The Countermeasure Strategy ID for the FY25 grant will be:

1. Making data program improvements relating quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

Eligible Use of Funds: M3DA, B3DSA

Federal Funding Source: Section 405c

Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated [Illinois State Trauma Registry](#), a software provided by contracted a contracted third party and funded by the grant, that includes a subset of Head and Spinal Cord and Violent Injury Registry. This allows medical staff from all [trauma centers in Illinois](#) and non-trauma centers to enter data into the Illinois Trauma Registry. Three plus years of crash data have been linked to hospital discharge data and crash-hospital linkages will be conducted each year as data become available. The data available to IDPH trauma registry staff and University of Illinois at Springfield (UIS) researchers to assist with research and data linkages (see the [Motor Vehicle Data Linkage project](#) for more information). This trauma registry includes adherence to state and national database codes and standards. There is also training available on the [IDPH website](#).

Measurable Improvement: Due to this grant being for a trauma registry, by default it directly encapsulates EMS and Injury Surveillance data. Since crash injury victims are sent to trauma centers for care, the data includes crash data and, if the injured party or parties were driving, it would then also include driver data.

As of the end of the third quarter (January 1-March 31, 2024), the FY24 grant goal of 50% attendance was met when 40 out of 62 trauma centers that attended the training on timely submission of trauma data. Accessibility was also addressed during a training on accessibility that was attended by 42 of 62 trauma centers, meeting the goal of 50% attendance. Additionally, this ensures that the Trauma Centers are following the National Trauma Data Standard in determining the trauma patient inclusion criteria and collected trauma data. This uniformity training was completed on March 12, 2024 with 50 out of 62 trauma centers.

Performance Measure: To increase uniformity, timeliness and/or accessibility to the Trauma Registry with specific, quantifiable measurements by continuing to increase the number of facilities reporting data to the Trauma Registry's Head and Spinal Cord and Violent Injury Registry system by an additional ten (10) hospitals

during the FY25 grant. This would mean 111 total hospitals in Illinois would be reporting the data. Since all hospitals will use the same data dictionary, there will be an increase in uniformity by submitting the correct information. While the submitted data in the 1st quarter of the grant year had an error rate of 80.3%, the 2nd quarter had an error rate of 16.3%. Therefore, uniformity is improving, but additional improvements will need to be made to help lower the error rate further. Also, the accessibility will need to be increased to ensure the UIS researchers on the Motor Vehicle Data Linkage Project are able to continue to link the Trauma Registry data regularly. Another accessibility issue arose when the Trauma Registry system was down for ten days in a row due to a data breach. IDPH will be working to ensure that there are little to no glitching causing the system to go down to ensure data is reported in a timely manner.

For additional timeliness, 10% of the hospitals reported on time during the 1st quarter and 32% in the 2nd quarter. The target for the FY25 grant is for 60% of hospitals to report on time.

For additional accessibility, the trauma registry was accessible 95% of the time during the FY23 grant. The target for FY25 is 97% trauma registry accessibility.

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Public Health	SA-25-0501	\$300,000.00

Title: Traffic Records Coordinator

Unique Identifier/Activity Number: 18-01

Countermeasure Strategy ID: Follow the implementation plan set forth in the IL_FY25_405c.

1. Making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10
2. Making data program improvements relating quantifiable, measurable progress in the accuracy of data in a core highway safety database – Uniform Guideline No. 10
3. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10
4. Making data program improvements relating quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10
5. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10
6. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10

Eligible Use of Funds: M3DA, B3TRP

Federal Funding Source: Section 405c

Description: This position oversees and coordinates traffic crash data at the state, regional, and national levels; directs the development of committees, task forces, and work groups to address issues regarding traffic records; tracks and reports traffic-related data activities to state and federal agencies; coordinates planning, documenting, and implementation activities among several state agencies and other partners; works with the State traffic records system agencies to coordinate activities within the traffic records area; and manages activities with the Illinois Traffic Records Coordinating Committee (TRCC) that oversees traffic records and traffic safety-related data activities.

The involvement of the Traffic Records Coordinator will inherently lead to improvements in all six of the traffic records systems by definition of his/her role with the TRCC. The projects listed in this section illustrate the impact having a full-time Traffic Records Coordinator has on the improvements and enhancements made to

the traffic records system. The Traffic Records Coordinator and TRCC are focusing on combining like systems to increase the ability to integrate more systems as the program develops.

Measurable Improvement: The baseline for this measurement is that the Traffic Records Coordinator performs all tasks as required and ensures the TRCC follows all TRCC guidelines as stated in the 23 CFR 1300. The goal is that the Traffic Records Coordinator will endeavor to improve upon a minimum of one (1) of the six traffic records attributes by working to rectify a finding or implementing a consideration from the 2021 Traffic Records Assessment and/or ensuring performance measures stated in the IL_FY25_405c will be met.

Performance Measure: To increase timeliness, accuracy, completeness, uniformity, integration, and accessibility as possible in the NHTSA six-pack of crash, vehicle, driver, roadway, citation or adjudication, and EMS or injury surveillance throughout as many state data sets as possible and continue to identify weak areas to possible linkages to help strengthen the State's traffic records data using quantifiable measurement methods and grow the program to incorporate more funding opportunity allowances under BIL once the FAST Act funds are fully expended.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$225,000.00

Title: Motor Vehicle Data Linkage Project

Unique Identifier/Activity Number: 18-13

Countermeasure Strategy ID: Implement information learned during NHTSA GO Team for data analysis and management and fund the Motor Vehicle Data Linkage project to improve upon areas recommended for improvement within the 2021 Assessment:

1. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

Eligible Use of Funds: TR

Federal Funding Source: Section 405c

Description: This project is a combination of EMS or injury surveillance and data use and integration. The EMS or injury surveillance recommendation from the 2021 Traffic Records Assessment was to improve the interfaces with the EMS or injury surveillance systems to reflect best practices identified in the assessment. There was also a consideration that this project addresses on building these interfaces are recommended and are valuable to show the continuum of care and outcomes for motor vehicle injuries and can make data entry and management more efficient. The goal of this project is to link those data sets and address the lack in interfaces between those data.

Linked data will also allow for identification of issues to improve the overall quality of traffic safety related data. For example, hospital discharge records include diagnosis coding which precisely describe the nature and severity of injury. These severities can be used to evaluate the validity and reliability of crash scene injury classification results. The injury classification results are important in identifying areas of focus for highway safety.

Due to the size of the annual data linkage project selected, a minimum of one (1) data linkage will be completed per grant cycle. Linkages consist of identifying data sets and variables by dataset, identifying, and contacting data owners, creating data use agreements (e.g., access to private identifying information) are established and/or amended. Then the data recipients will complete a description of methods by allowing for actions such as coding, cleaning, and preparation of imported data. Then the linkage will take place and begin reporting on which specific data sources have been successfully linked. The final months of the project require preparation of reports that summarize the data linkage project and analysis of topics of interest found in research. The results will also be disseminated in reports and infographics made available to the public. Additional linkages may be made after a determination is made and agreed upon by IDPH, IDOT and UIS. A current linkage topic being reviewed is the effects of impaired driving of alcohol, cannabis, and polysubstance between IDOT data and IDPH data.

The grant allows for a master dataset from the original linkage consisting of crash data to EMS or injury surveillance data to determine severity of injury, costs, payment sources, medical system response, etc. With each linkage, the dataset to be linked is linked to this master dataset. One linkage was specific to the belted vs. unbelted occupants involved in crashes while another linkage was specific to pedestrian and pedal-cycle crash victims.

Measurable Improvement: The current baseline is that one (1) data linkage is to be made during the grant period. Different grants concerning different data linkages are incorporated into the data. For a measurable improvement, IDOT will define a data linkage as the physical linking of data sets as one data linkage without the additional steps (e.g., collecting and cleaning data, analyzing results, creating dissemination material).

Because the data is linked into the master dataset that was created using previous linkages, and the first linkage involved crash data, by default, the linkages will involve crash data. Considering it now includes Trauma Registry data, it also encapsulates EMS or injury surveillance. This data includes belted versus unbelted occupants, impaired driving from cannabis usage and incorporates dynamic sign messaging data. The master data set used for linkages also includes driver data. Each linkage will be included in this master data set.

For the FY24 grant (running July 1, 2023 - June 30, 2024 for the \$580,059.75 award listed below), the data linkage was completed on March 6, 2024 to link the 2021 trauma data and 2021 crash data. Per the FY23 HSP submission it was anticipated that 0% to 1% of the 2020 crash data would link to the Trauma Registry records. During the grant 6,898 of the 663,871 2021 trauma records were linked, equating to over 1% of data linked. However, to increase the trauma data completeness, the Illinois Trauma Registry System will need to be improved for future data sets.

For the FY25 grant, the target goal focuses on completeness and accessibility by increasing the data linkage from 1% to 2% of data, with keeping increase the rate a key goal. More trauma data will allow for more entries to allow for increasing upon previous rates and better assist with timeliness.

Performance Measure: To perform a data linkage allows for the study and analysis of the results of the linkage to improve completeness, integration and accessibility of data. Therefore, a minimum of one (1) data linkage will be performed between July 1, 2024 and June 30, 2025.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Public Health	SA-25-0514	\$580,059.75

Impaired Driving

Projects:

Title: DUI Court Program

Unique Identifier/Activity Number: 13-17

Countermeasure Strategy ID: DWI Courts – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B5CS, B6CS

Federal Funding Source: Section 405d

Description: This activity funds a DUI Court Program in Kane, McHenry, and Peoria Counties. The DUI court aims to reduce the number of impaired driving cases using evidence-based practices, treatment, and supervision. This will be done by providing early screening, assessment, and court intervention in addition to promoting public safety by reducing incidents of repeat drinking/driving behavior.

Intended Subrecipients and Location of Project: Kane and Peoria Counties

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Kane County	HS-25-0321	\$205,059.44
Governmental Unit	Peoria County	HS-25-0337	\$348,350.11
Governmental Unit	McHenry County	HS-25-0329	\$111,059.13

Title: Cops in Shops

Unique Identifier/Activity Number: 04-11

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, DE, TSP, PRT

Federal Funding Source: Section 402

Description: This activity funds the Illinois Secretary of State Police to conduct its “Cops in Shops” program for FY 2025. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

Location of Project: Champaign, Cook, McLean, and Sangamon Counties

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-25-0504	\$52,091.63

Title: Impaired Driving Training and Resources

Unique Identifier/Activity Number: 13-04

Countermeasure Strategy ID: Breath Test Devices – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B5BAC, B5PEM, B6BAC, B6PEM

Federal Funding Source: Section 405d

Description: This task provides funds for the Illinois State Police (ISP) to purchase breath testing items needed for breath-alcohol testing throughout Illinois. DRE and ARIDE training will ensure officers have the resources and training to enforce drugged-driving offenses. The education of the Alcohol and Substance Testing Section (ASTS) technicians will result in more knowledgeable instructors presenting Breath Alcohol Operator (BAO) courses. Law enforcement will be better equipped to ensure increased and better enforcement of impaired driving offenses.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0503	\$565,032.00

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Breath Analysis Instruments – EC/IR II	20	\$9,295	\$9,295	\$185,900	\$0

Title: Impaired Driving Paid Media

Unique Identifier/Activity Number: 13-14

Countermeasure Strategy ID: Mass Media Campaigns – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: B5PEM, B6PEM

Federal Funding Source: Section 405d

Description: This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Christmas/New Years, Independence Day, and Labor Day. The campaign will extend throughout the spring and summer in coordination with other paid media campaigns to combine and emphasize the importance of safe driving. Illinois Department of Transportation will focus their impaired driving paid media campaign statewide with special emphasis in Illinois’ County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Statewide Location: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$1,992,000.00

Title: Police Traffic Training

Unique Identifier/Activity Number: 04-01

Countermeasure Strategy ID: Law Enforcement Training – Including traffic law enforcement training as part of a state’s highway safety program is crucial because it equips officers with the necessary knowledge and skills to enforce DUI and all traffic laws effectively, promoting compliance, deterring violations, and ultimately reducing the risk of crashes, fatalities, and injuries on the roads. Highway Safety Program Guideline No. 15 – Traffic Enforcement Services

Eligible Use of Funds: AL, EM, OP, PS, AI, CL, RS, SC, CR, DD

Federal Funding Source: Section 402

Description: This task provides funds to provide up-to-date and necessary traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates and provides specialized highway safety training courses for law enforcement personnel to help raise the level of expertise in their respective jurisdictions. The training is most often delivered through ILETSEB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. ILETSEB will focus their training statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Law Enforcement Training and Standards Board	SA-25-0518	\$475,080.00

Title: DUI Enforcement (DUIE)

Unique Identifier/Activity Number: 13-01

Countermeasure Strategy ID: Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: M6OT, FDLHVE, M5HVE, M5OT

Federal Funding Source: Section 405d

Description: This task provides funds for the Illinois State Police to continue its alcohol-related crash reduction program by providing hours of hire-back to officers and supervisors conducting Roadside Safety Checks and impaired driving saturation patrols. Officers will patrol during periods when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI. Illinois State Police will focus their DUI enforcement campaign with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0509	\$1,157,978.71

Title: Alcohol Countermeasures and Enforcement (ACE)

Unique Identifier/Activity Number: 13-11

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*, Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: M6OT, FDLHVE, M5HVE, M5OT

Federal Funding Source: Section 405d

Description: This task provides funds for the Illinois State Police to conduct DUI and other alcohol-related patrols, investigate youth parties, and conduct retail compliance checks to prevent the sale of alcohol to minors. The ACE program will diminish impaired driving through sustained and campaign concentrated

enforcement using mostly saturation patrols. Illinois State Police will focus their ACE enforcement campaign with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0505	\$1,197,445.39

Title: Nighttime Enforcement (NITE)

Unique Identifier/Activity Number: 04-04

Countermeasure Strategy ID: Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*, Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, OP, SC, CR, DD, PT

Federal Funding Source: Section 402

Description: This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and seat belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law (move-over law). Illinois State Police will focus their NITE enforcement campaign with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0510	\$1,238,775.71

Title: Operation Straight ID

Unique Identifier/Activity Number: 13-02

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*, Responsible Beverage Service – 2 stars in *Countermeasures That Work*

Eligible Use of Funds: M5PEM, FDLPEM, B5PEM, B6PEM

Federal Funding Source: Section 405d

Description: The project goal is to address underage drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. Operation Straight ID (OPSID) provides classes for owners and employees of bars, stores, and restaurants where liquor is being served. The emphasis of these classes is to teach trainees how to detect fraudulent driver's licenses or ID's.

Location of Project: Cook, Effingham, Jackson, Johnson, Marion, Richland, Rock Island, Saline, Sangamon, Union counties.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-25-0502	\$19,915.98

Title: Impaired Driving Prevention

Unique Identifier/Activity Number: 13-16

Countermeasure Strategy ID: Available crash data has revealed a worrying increase in drug use among drivers in both fatal crashes and DUI arrest cases. Despite decades of emphasis on determining alcohol impairment, this has left highway safety behind in identifying and quantifying the impact of other drugs or substances. Consequently, data on drug-impaired driving is severely limited, which in turn restricts countermeasures and evaluation efforts, Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*, Responsible Beverage Service – 2 stars in *Countermeasures That Work*, Court Monitoring – 3 stars in *Countermeasures That Work*, Youth Programs – 2 stars in *Countermeasures That Work*; however, it is one of the six key components in the Uniform Guidelines for a successful Impaired driving program. Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: M5CS, M5BAC, M5PEM, B5CS, B5BAC, B5PEM

Federal Funding Source: Section 405d

Description: This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct SFST, SFST Instructor, SFST Refresher, ARIDE, DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via AAIM, Think First, and Prevention Partnership; alcohol-server training.

Public Participation and Engagement:

Impaired Driving Prevention grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Projects:

AAIM: DuPage, Kane, Lake (Specialty Court), McHenry (Specialty Court), Will, Winnebago, Boone, Jackson, Jefferson, Williamson, and Cook Co. Courthouses: Daley Center, Rolling Meadows, Skokie, Maywood, and 26th Street

Chicago Police Department: Chicago, IL

DeKalb County

Lake County

Lake in the Hills Police Department: Lake in the Hills, IL

Lincolnwood Police Department: Lincolnwood, IL

Lombard Police Department: Lombard, IL

MADD: Statewide emphasis – Teen prevention program; Court monitoring – McLean, Livingston, Peoria, Tazwell, Macon, Sangamon, Champaign, Vermillion, Rock Island, Kendall, DuPage, Ogle, Boone, Winnebago, McHenry, Lake, Kane, and DeKalb counties. Some Cook County- Bridgeview, Daley Center, and Maywood.

Prevention Partnership BASSET: Cook, DuPage, and Will counties.

Prevention Partnership HELP: City of Chicago and Cook County

River Grove Police Department: River Grove, IL

Skokie Police Department: Skokie, IL

UIS Drug Evaluation & Classification Program (DECP) and Law Enforcement Phlebotomy Program (LEPP): Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Corporation (includes Not for Profit)	AAIM	HS-25-0328	\$497,475.19
Governmental Unit	Chicago PD	HS-25-0335	\$239,175.05
Governmental Unit	DeKalb County	HS-25-0326	\$60,643.11
Governmental Unit	Lake County	HS-25-0338	\$76,085.00
Governmental Unit	Lake in the Hills PD	HS-25-0306	\$43,591.00
Governmental Unit	Lincolnwood PD	HS-25-0303	\$47,877.20
Governmental Unit	Lombard PD	HS-25-0330	\$86,253.00
Corporation (includes Not for Profit)	MADD	HS-25-0331	\$373,941.11
Corporation (includes Not for Profit)	MADD Teen Prevention	HS-25-0352	\$70,976.70
Governmental Unit	Melrose Park PD	HS-25-0308	\$63,180.00
Corporation (includes Not for Profit)	Prevention Partnership BASSET	HS-25-0325	\$129,077.73
Corporation (includes Not for Profit)	Prevention Partnership HELP	HS-25-0310	\$149,451.79
Governmental Unit	River Grove PD	HS-25-0302	\$64,527.00
Governmental Unit	Skokie PD	HS-25-0322	\$88,676.00
University	UIS DECP & LEPP	HS-25-0318	\$362,848.18

Title: Traffic Safety Resource Prosecutor

Unique Identifier/Activity Number: 13-10

Countermeasure Strategy ID: DWI Courts – 4 stars in *Countermeasures That Work*, Court Monitoring – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: M5IDC, B5CS, FDLIDC, B6CS

Federal Funding Source: Section 405d

Description: The Traffic Safety Resource Prosecutor (TSRP) provides a valuable outreach element to Illinois law enforcement, prosecutors, and the judiciary. The TSRP program will serve the whole State of Illinois. The goal is to reduce alcohol and drug impaired motor vehicle crashes in Illinois by acting as an advisor and trainer on prosecution, criminal justice, and enforcement issues on behalf of IDOT's Highway Safety program. The TSRP will be promoting the use of "No-Refusal" Electronic DUI Search Warrants, assisting law enforcement in the development of phlebotomy training and will work closely with the Illinois Law Enforcement Training and Standards Board and the Illinois State Police's Impaired Driving Coordinator.

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
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University	University of Illinois at Springfield Senior TSRP	HS-25-0313	\$296,295.40
University	University of Illinois at Springfield Junior TSRP	HS-25-0315	\$266,643.79

Title: DUI Prevention and Education Fund (Match)

Unique Identifier/Activity Number: 13-18

Eligible Use of Funds: State Match

Federal Funding Sources: State Match

Description: This task provides state funds solely funded by impaired driving tickets to be distributed via a grant or grants and overseen by the DUI Prevention and Education Commission (DPEC) ([625 ILCS 70](#)). These funds are to be used towards educational and prevention program-driven grants. Currently, BSPE staff are working on the Notice of Funding Opportunity to be posted by January 1, 2025.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
TBD	TBD	TBD	\$300,000.00

Distracted Driving

Projects:

Title: Paid Media (Distracted Driving)

Unique Identifier/Activity Number: 06-04

Countermeasure Strategy ID: Communications on Outreach and Distracted Driving - 1 star in *Countermeasures That Work (10th edition)*. Research is done on stand-alone distracted driving campaigns, but paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. As with the major holiday impaired driving and seat belt campaigns, IDOT utilizes a distracted driving paid media campaign in support of the month-long distracted driving enforcement campaign in April. This media program maximizes the deterrent effect of Illinois law enforcement efforts.

Eligible Use of Funds: DD, PM

Federal Funding Source: Section 405e

Description: Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for distracted driving. The focus of this effort will be to support the Distracted Driving month but will also air throughout the spring and summer. Illinois Department of Transportation will focus their Distracted Driving paid media campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

Title: Distracted Driving Enforcement Secretary of State

Unique Identifier/Activity Number: 06-02

Countermeasure Strategy ID: High-Visibility Cell Phone Enforcement – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: DD

Federal Funding Source: Section 405e

Description: This task provides funds for the Illinois Secretary of State Police's Distracted Driving Enforcement program. Uniformed investigators will perform high-visibility patrols in targeted areas during times of high vehicular traffic. The goal of these patrols will be to lower the number of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

Location of Project: Statewide

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-25-0506	\$76,678.06

Title: Distracted Driving Enforcement Program Illinois State Police

Unique Identifier/Activity Number: 06-05

Countermeasure Strategy ID: High-Visibility Cell Phone Enforcement – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: DD

Federal Funding Source: Section 405e

Description: This task provides funds for the Illinois State Police to conduct enforcement details for distracted driving. This enforcement detail will allow the Illinois State Police the ability to address electronic device usage on Illinois interstates and in local communities. Illinois State Police will focus their Distracted Driving enforcement campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide with emphasis on urban areas including highway, arterials, and interior roads

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0513	\$425,610.87

Motorcycle Safety

Projects:

Title: Paid Media (Motorcycle 402)

Unique Identifier/Activity Number: 02-08

Countermeasure Strategy ID: Communications and Outreach: Motorist Awareness of Motorcyclists - 1 star in *Countermeasures That Work*. No evaluations have been completed on stand-alone motorcycle-awareness campaigns, but paid media is an absolute necessity to support and augment the extensive media programs also being undertaken via the state's "Start Seeing Motorcycles" efforts. IDOT utilizes a paid media campaign in support of the month-long Motorcycle Awareness Month in May. Additionally, the *NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety – Section X* recommends extensive motorcycle safety communications be undertaken by states.

Eligible Use of Funds: MC, PM

Federal Funding Source: Section 402

Description: This task provides funds for IDOT to conduct focus groups to data drive our paid media campaigns and conduct a paid media campaign for Motorcycle Awareness. This motorcycle campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds. Illinois Department of Transportation will focus their motorcycle safety paid media campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$242,000.00

Title: Paid Media (Motorcycle 405f)

Unique Identifier/Activity Number: 22-01

Countermeasure Strategy ID: Communications and Outreach: Motorist Awareness of Motorcyclists - 1 star in *Countermeasures That Work*. No evaluations have been completed on stand-alone motorcycle-awareness campaigns, but paid media is an absolute necessity to support and augment the extensive media programs also being undertaken via the state's "Start Seeing Motorcycles" efforts. IDOT utilizes a paid media campaign in support of the month-long Motorcycle Awareness Month in May. Additionally, the *NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety Section X* recommends extensive motorcycle safety communications be undertaken by states.

Eligible Use of Funds: M11MA

Federal Funding Source: Section 405f

Description: This task provides funds for IDOT to conduct a paid media Motorcycle Awareness campaign. This campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 402 funds. Illinois Department of Transportation will focus their motorcycle safety paid media campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$200,000.00

Title: Public Information and Education Materials

Unique Identifier/Activity Number: 22-02

Countermeasure Strategy ID: Communications and Outreach: Conspicuity and Protective Clothing - 1 star in *Countermeasures That Work*. While this countermeasure is widely used, it is stated that evaluative studies on effectiveness are insufficient. However, the Illinois "Start Seeing Motorcycles" grass-roots communications efforts are extensive and evident throughout the state. IDOT augments these efforts with a paid media campaign and together, the paid and earned media communication efforts are considerable.

Eligible Use of Funds: M11MA

Federal Funding Source: Section 405f

Description: This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign. The banners and signs will be distributed throughout the state. The focus will be in areas where high rates of motorcycle fatalities and serious injuries occur. This campaign will bring awareness to motorcycle riders and inform motorcyclists on how to receive free motorcycle rider training.

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$30,000.00

Title: Cycle Rider Safety Training Program (Match)

Unique Identifier/Activity Number: 22-04

Countermeasure Strategy ID: Motorcycle Rider Training

Eligible Use of Funds: M11MATCH

Federal Funding Source: State Match

Description: This planned activity is the training of motorcycle riders through the Illinois Cycle Rider Safety Training Program. Roughly 14,000 motorcyclists are trained through this program annually.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	TBD	\$1,500,000.00

Title: Motorcycle Assessment

Unique Identifier/Activity Number: 22-05

Countermeasure Strategy Conducting a National Highway Traffic Safety Administration (NHTSA) motorcycle program assessment is a critical step for a state in ensuring the effectiveness, compliance, and improvement

of its motorcycle safety initiatives. This justification highlights the significant benefits and the essential role of such an assessment in aligning with NHTSA's Uniform Guidelines for State Motorcycle Programs.

Eligible Use of Funds: M11MA

Federal Funding Source: Section 405f

Description: This task identifies funding for IDOT to conduct a motorcycle assessment. This assessment will review BSPE's motorcycle 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 for the motorcycle safety program in Illinois.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	TBD	\$25,000.00

Young Drivers

Projects:

Title: Safety Education Unit

Unique Identifier/Activity Number: 04-12

Countermeasure Strategy ID: Zero Tolerance Law Enforcement – 3 stars in *Countermeasures That Work*, Share the Road Awareness Programs – 2 stars in *Countermeasures That Work (10th edition)*. This communication campaign brings awareness to the motoring public to be aware of bicycles and pedestrians as directed by NHTSA's uniform program guideline number 14, Communications and Outreach Supporting Enforcement – 5 stars in *Countermeasures That Work*, Youth Programs – 2 stars in *Countermeasures That Work (10th edition)*; however, it is one of the six key components in the Uniform Guidelines for a successful Impaired driving program. Furthermore, a youth program was a recommendation in the 2018 impaired driving assessment.

Eligible Use of Funds: AL, MC, OP, PS, DE, RS, SC, CR, DD, TSP

Federal Funding Source: Section 402

Description: The Illinois State Police's Safety Education Unit (SEU) is responsible for statewide safety programs that educate young drivers, schools, teachers, and community organizations. They provide awareness and prevention programs to change dangerous driving behaviors. These programs are designed to increase seatbelt compliance, speed awareness, and to reduce teenage alcohol offenses and distracted driving. Illinois State Police will focus their safety education program statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides.

Public Participation and Engagement:

Illinois State Police Safety Education Unit conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0508	\$72,666.00

Nonmotorized Safety

Projects:

Title: Nonmotorized Paid Media (IDOT)

Unique Identifier/Activity Number: 12-01

Countermeasure Strategy ID: Share the Road Awareness Programs – 2 stars in *Countermeasures That Work (10th edition)*. This communication campaign brings awareness to the motoring public to be aware of bicycles and pedestrians as directed by NHTSA’s uniform program guideline number 14.

Eligible Use of Funds: BGPE, FHPE

Federal Funding Sources: Section 405g

Description: Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for pedestrian and bicycle safety. The focus of this effort will be to support Pedestrian and Bicycle Safety month but will also air throughout the spring, summer, and fall. Illinois Department of Transportation will focus their Pedestrian/Bicycle Safety paid media campaign statewide with special emphasis in Illinois’ County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

Title: Bike and Pedestrian Safety (Local)

Unique Identifier/Activity Number: 12-02

Countermeasure Strategy ID: Enforcement Strategies – 3 stars in *Countermeasures That Work*, Bicycle Safety Education for Adult Cyclists – 1 star in *Countermeasures That Work*. BSPE remains committed to adult cyclist education as well as engineering solutions for Bicycle/Pedestrian programs. To reduce fatalities and serious injuries, IDOT is implementing a countermeasure strategy that focuses on enforcement and targeted traffic safety education through face-to-face outreach. This outreach will be conducted at schools, senior homes, and other community events, and will include presentations, information tables, and workshops. Furthermore, the funding allocated to this strategy will also enable an extensive paid media campaign to spread awareness about bicycle and pedestrian safety. As Chicago is the largest metropolitan area in Illinois, with the highest concentration of bicyclists and pedestrians, most of these efforts will be concentrated there.

Eligible Use of Funds: BGTR, BGLE, BGPE, BGDA, FHTR, FHLE, FHPE

Federal Funding Source: Section 405g

Description: This task includes education, training, and enforcement.

The League of Illinois Bicyclists’ program titled Ride Illinois will provide interactive BikeSafetyQuiz.com classroom lessons that will be used to fill serious motorist, truck driver, and cyclist education curriculum gaps about safe driving in the presence of bicycles and safe cycling in the presence of motor vehicles. The foundation of the BikeSafetyQuiz.com is founded upon relevant state laws and tips on avoiding common crashes.

Drivers Edge School will focus outreach in the city of Rockford and Winnebago County. Specific emphasis will be focused in the 61101 zip code of Rockford where BSPE has identified high numbers of pedestrian injuries

and fatalities. This project will focus on schools in the 61101 zip code to conduct presentations on pedestrian safety.

The Village of Aurora, Village of Deerfield, and Village of Niles will focus on enforcement, education, and outreach to motorist and non-motorists on bike paths and metro stations in their community.

Public Participation and Engagement:

Bike/Pedestrian grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Projects:

Aurora Police Department: Village of Aurora

Deerfield Police Department: Village of Deerfield

Drivers Edge School: City of Rockford and Winnebago County

League of Illinois Bicyclists: concentration in the 21-county population model

Niles Police Department: Village of Niles

Organization Type	Grantee	Project Number	Grant Award
Government Unit	Aurora Police Department	HS-25-0345	\$18,503.76
Governmental Unit	Deerfield Police Department	HS-25-0301	\$10,272.00
Corporation (includes Not for Profit)	League of Illinois Bicyclists	HS-25-0348	\$224,760.99
Limited Liability Corporation	Drivers Edge School	HS-25-0346	\$67,605.00.00
Governmental Unit	Niles Police Department	HS-25-0349	\$9,500.00

Title: Bike and Pedestrian Safety (Local)

Unique Identifier/Activity Number: 02-14

Countermeasure Strategy ID: Bicycle Safety Education for Adult Cyclists – 1 star in *Countermeasures That Work*. BSPE remains committed to adult cyclist education as well as engineering solutions for Bicycle/Pedestrian programs. To reduce fatalities and serious injuries, IDOT is implementing a countermeasure strategy that focuses on enforcement and targeted traffic safety education through face-to-face outreach. This outreach will be conducted at schools, senior homes, and other community events, and will include presentations, information tables, and workshops. Furthermore, the funding allocated to this strategy will also enable an extensive paid media campaign to spread awareness about bicycle and pedestrian safety. As Chicago is the largest metropolitan area in Illinois, with the highest concentration of bicyclists and pedestrians, most of these efforts will be concentrated there.

Eligible Use of Funds: PS, CR, CP

Federal Funding Source: Section 402

Description: This task includes education, training, and enforcement.

The Chicago SAFE (Streets Are for Everybody) Ambassadors are the Chicago Department of Transportation’s (CDOT) safety education and engagement team. The Ambassadors will focus their efforts on three primary goals: Increasing the number of trips made by bicycle; Reducing the number of bicycling-related injuries and fatalities; and helping cyclists, motorists, and pedestrians better share the roads and off-street trails. CDOT Ambassadors mission is to educate and encourage all residents and visitors of Chicago to help them walk, bike, drive, utilize mass transit, and scooter safely.

Public Participation and Engagement:

CDOT will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Project: City of Chicago

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Chicago Department of Transportation	HS-25-0347	\$800,000.00

Planning and Administration

Projects:

Title: Planning and Administration

Unique Identifier/Activity Number: 01-01

Eligible Use of Funds: PA

Federal Funding Sources: Section 402

Description: The Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. The BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Location of Project: Illinois Department of Transportation

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Planning and Administration (Match)

Unique Identifier/Activity Number: 01-02

Eligible Use of Funds: PA

Federal Funding Sources: State Match

Description: Housed under the Illinois Department of Transportation (IDOT) the Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. In addition to direct office expenditures, BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Location of Project: Illinois Department of Transportation

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Travel

Unique Identifier/Activity Number: 02-05

Eligible Use of Funds: PA

Federal Funding Sources: Section 402

Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Travel (Match)

Unique Identifier/Activity Number: 02-06

Eligible Use of Funds: PA

Federal Funding Sources: State Match

Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Traffic Safety Survey

Unique Identifier/Activity Number: 02-04

Countermeasure Strategy ID: Web Surveys and Enforcement Data – *Highway Safety Program Guidelines No. 15, Section VI*

Eligible Use of Funds: ID, MC, OP, PS, CL, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the attitudinal survey of Illinois residents. The survey will gauge the strength of IDOT highway safety campaigns by the general public. This survey is conducted by the University of Illinois at Springfield and will be used to help develop new messaging and determine how to better focus media efforts.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
University	University of Springfield at Springfield	HS-25-0316	\$96,303.83

Title: Creative Content Paid Media

Unique Identifier/Activity Number: 02-13

Countermeasure Strategy ID: Other Enforcement Methods – 2 stars in *Countermeasures That Work (10th edition)* and cited in *Uniform Guideline number 19*. The consequences of speed-related fatalities, that occur at a rate of 35.4% of overall crashes and 44.4% of motor vehicle fatalities in Illinois, necessitates an increase in the issuance of citations and high-visibility enforcement to reduce speeding-related fatalities. To ensure the efficacy of this funded speeding enforcement, a comprehensive paid media program must be implemented to maximize deterrence, in the same manner as the major holiday seat belt and impaired driving enforcement campaigns.

Eligible Use of Funds: PM

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois Department of Transportation to contract with a paid media vendor to develop paid media spots for out highway safety campaigns. Specifically, occupant protection, child passenger safety, impaired driving, Distracted Driving, Motorcycle Safety, bicycle/pedestrian safety and speed. IDOT's Office of Communication's will coordinate with BSPE and the paid media vendor on coordinating the creation of the paid media spots.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Government Unit	Illinois Department of Transportation	22MEDIA01	\$348,000.00

Title: BSPE Staff Salaries (Match)

Unique Identifier/Activity Number: 01-03

Eligible Use of Funds: State Match

Federal Funding Sources: State Match

Description: This task provides Section 402 funds for BSPE staff to conduct job-related duties directly to NHTSA-funded grants and grantees. The positions covered under this funding include the Safety Grant Administrators, Safety Projects Manager, and additional BSPE staff completing NHTSA grant duties not already covered under 405c funds. The dollar amount includes the salary and 125% IDOT fringe rate.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$1,000,000

Racial Profiling

Projects:

Title: Racial Profiling Study

Unique Identifier/Activity Number: 23-01

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: F1906CMD, F1906ER

Federal Funding Sources: Section 1906

Description: This task provides funds for an outside vendor to conduct analysis to detect statistically significant aberrations in the traffic statistical data provided by law enforcement agencies to IDOT pursuant to the Illinois Vehicle Code, 625 ILCS 5/11-212 Traffic Stop Statistical Study. This is considered a Promise Project.

Public Participation and Engagement:

The contractor with the Racial Profiling Study will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Measurable Improvement: The performance measure is to increase the transparency of data through BSPE seeking to include a minimum of one (1) recommendation to the Illinois *Traffic Stop Data Sheet*.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	P-13195	\$150,000.00

Title: Racial Profiling Data Evaluation

Unique Identifier/Activity Number: 23-03

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: F1906CMD, F1906ER, F1906PO

Federal Funding Sources: Section 1906

Description: This task provides funds for the Illinois Criminal Justice Information Authority (ICJIA) to identify gaps in the extent and quality of state traffic stop data and to improve the ways traffic stop data is collected and analyzed. A data analyst will be used to review the collection and maintenance of the data and also work on new ways to evaluate the data.

Public Participation and Engagement:

The ICJIA will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Criminal Justice Information Authority	SA-25-0519	\$258,510.09

Title: Racial Profiling

Unique Identifier/Activity Number: 23-04

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: F1906CMD, F1906ER, F1906PO

Federal Funding Sources: Section 1906

Description: This task provides funds for the Village of North Aurora to identify gaps in the extent and quality of their traffic stop data and to improve the ways traffic stop data is collected and analyzed.

Public Participation and Engagement:

The Village of North Aurora will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Village of North Aurora	HS-25-0350	\$13,063.08

Speed Management

Projects:

Title: Speed Paid Media

Unique Identifier/Activity Number: 02-12

Countermeasure Strategy ID: Other Enforcement Methods – 2 stars in *Countermeasures That Work (10th edition)* and sited in *Uniform Guideline number 19*. The consequences of speed-related fatalities, that occur at a rate of 35.4% of overall crashes and 44.4% of motor vehicle fatalities in Illinois, necessitates an increase in the issuance of citations and high-visibility enforcement to reduce speeding-related fatalities. To ensure the efficacy of this funded speeding enforcement, a comprehensive paid media program must be implemented to maximize deterrence, in the same manner as the major holiday seat belt and impaired driving enforcement campaigns.

Eligible Use of Funds: SC, PM

Federal Funding Sources: Section 402

Description: This task provides funds for IDOT to create a paid media campaign focusing on speeding. Illinois will be linking/placing this speed campaign to coincide with the sustained traffic enforcement program to enforce speeding laws. Linking a communication campaign with enforcement will create more of an impact in Illinois. These funds may also be used to conduct focus groups to data drive our paid media campaigns. Illinois Department of Transportation will focus their Speed paid media campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$580,000.00

Police Traffic Services

Projects:

Title: Sustained Traffic Enforcement Program

Unique Identifier/Activity Number: 04-02

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD, PT

Federal Funding Sources: Section 402

Description: This task provides funds for local law enforcement agencies to increase occupant protection and reduce DUI, speeding, and distracted driving through hire-back enforcement. This program provides for participation in enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” Enforcement campaigns during Thanksgiving, Christmas/New Years, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

Location of Projects:

Organization Type	Grantee & Location	Project Number	Grant Award
Governmental Unit	Adams County	HS-25-0160	\$16,200.00
Governmental Unit	Addison	HS-25-0057	\$48,776.00
Governmental Unit	Algonquin	HS-25-0084	\$47,689.44
Governmental Unit	Arlington Heights	HS-25-0036	\$86,142.00
Governmental Unit	Auburn	HS-25-0194	\$15,000.00
Governmental Unit	Aurora	HS-25-0068	\$46,646.60
Governmental Unit	Bannockburn	HS-25-0147	\$31,140.00
Governmental Unit	Barrington	HS-25-0046	\$12,211.20
Governmental Unit	Barrington Hills	HS-25-0202	\$79,980.00
Governmental Unit	Bartlett	HS-25-0022	\$32,466.00
Governmental Unit	Belleville	HS-25-0157	\$13,348.80
Governmental Unit	Bellwood	HS-25-0117	\$151,424.40
Governmental Unit	Belvidere	HS-25-0079	\$55,632.00
Governmental Unit	Bensenville	HS-25-0206	\$19,654.08
Governmental Unit	Berwyn	HS-25-0049	\$412,772.80
Governmental Unit	Bloomington	HS-25-0021	\$56,834.40
Governmental Unit	Blue Island	HS-25-0142	\$56,823.58
Governmental Unit	Bolingbrook	HS-25-0067	\$56,359.08
Governmental Unit	Boone County	HS-25-0205	\$79,560.00
Governmental Unit	Bourbonnais	HS-25-0143	\$25,123.80
Governmental Unit	Bradley	HS-25-0012	\$60,535.36
Governmental Unit	Broadview	HS-25-0122	\$11,947.68
Governmental Unit	Buffalo Grove	HS-25-0196	\$50,652.00
Governmental Unit	Burbank	HS-25-0094	\$60,368.00
Governmental Unit	Calumet City	HS-25-0002	\$632,192.00
Governmental Unit	Carol Stream	HS-25-0059	\$384,120.00
Governmental Unit	Carpentersville	HS-25-0058	\$72,960.00

Governmental Unit	Centralia	HS-25-0006	\$50,700.00
Governmental Unit	Champaign	HS-25-0207	\$28,560.00
Governmental Unit	Channahon	HS-25-0070	\$28,200.00
Governmental Unit	Chatham	HS-25-0099	\$27,710.00
Governmental Unit	Cherry Valley	HS-25-0055	\$51,623.00
Governmental Unit	Chicago	HS-25-0212	\$655,086.34
Governmental Unit	Chicago Heights	HS-25-0095	\$57,424.00
Governmental Unit	Chicago Ridge	HS-25-0137	\$99,651.20
Governmental Unit	Cicero	HS-25-0088	\$44,230.80
Governmental Unit	Coles County	HS-25-0019	\$20,960.00
Governmental Unit	Columbia	HS-25-0030	\$11,539.44
Governmental Unit	Cook County	HS-25-0133	\$249,744.00
Governmental Unit	Countryside	HS-25-0005	\$52,525.44
Governmental Unit	Crawford County	HS-25-0024	\$8,256.00
Governmental Unit	Crest Hill	HS-25-0016	\$50,000.00
Governmental Unit	Crete	HS-25-0116	\$28,672.00
Governmental Unit	Crystal Lake	HS-25-0109	\$22,692.96
Governmental Unit	Danville	HS-25-0102	\$18,460.00
Governmental Unit	Decatur	HS-25-0105	\$54,448.00
Governmental Unit	Deerfield	HS-25-0008	\$56,672.00
Governmental Unit	DeKalb, City of	HS-25-0118	\$47,520.00
Governmental Unit	DeKalb County	HS-25-0025	\$83,771.60
Governmental Unit	Dixon	HS-25-0175	\$15,676.72
Governmental Unit	DuPage County	HS-25-0165	\$39,081.00
Governmental Unit	East Peoria	HS-25-0190	\$58,191.04
Governmental Unit	Edwardsville	HS-25-0054	\$35,520.00
Governmental Unit	Elgin	HS-25-0033	\$166,944.00
Governmental Unit	Elk Grove	HS-25-0041	\$184,300.00
Governmental Unit	Elmhurst	HS-25-0053	\$98,384.00
Governmental Unit	Evanston	HS-25-0075	\$114,000.00
Governmental Unit	Evergreen Park	HS-25-0185	\$13,464.00
Governmental Unit	Forest Park	HS-25-0032	\$46,464.00
Governmental Unit	Forest View	HS-25-0167	\$26,223.36
Governmental Unit	Forreston	HS-25-0195	\$3,432.00
Governmental Unit	Fox Lake	HS-25-0208	\$38,827.20
Governmental Unit	Franklin County	HS-25-0098	\$13,632.00
Governmental Unit	Franklin Park	HS-25-0098	\$45,763.20
Governmental Unit	Freeport	HS-25-0061	\$45,408.00
Governmental Unit	Galesburg	HS-25-0151	\$21,600.00
Governmental Unit	Glen Ellyn	HS-25-0155	\$10,800.00
Governmental Unit	Glendale Heights	HS-25-0065	\$34,104.00
Governmental Unit	Glenview	HS-25-0085	\$79,395.12
Governmental Unit	Glenwood	HS-25-0066	\$34,560.00
Governmental Unit	Grundy County	HS-25-0209	\$36,120.00
Governmental Unit	Gurnee	HS-25-0007	\$29,804.16
Governmental Unit	Hanover Park	HS-25-0107	\$78,768.49
Governmental Unit	Harwood Heights	HS-25-0146	\$93,305.52
Governmental Unit	Henry County	HS-25-0127	\$50,688.00
Governmental Unit	Herrin	HS-25-0199	\$20,800.00
Governmental Unit	Highland	HS-25-0171	\$16,800.00
Governmental Unit	Highland Park	HS-25-0063	\$28,711.20

Governmental Unit	Hillside	HS-25-0189	\$101,640.00
Governmental Unit	Hinsdale	HS-25-0100	\$51,146.28
Governmental Unit	Hoffman Estates	HS-25-0037	\$51,040.00
Governmental Unit	Homewood	HS-25-0011	\$55,950.00
Governmental Unit	Huntley	HS-25-0141	\$52,725.60
Governmental Unit	Indian Head Park	HS-25-0158	\$15,117.72
Governmental Unit	Island Lake	HS-25-0182	\$43,200.00
Governmental Unit	Jackson County	HS-25-0144	\$10,450.00
Governmental Unit	Jefferson County	HS-25-0112	\$4,240.00
Governmental Unit	Joliet	HS-25-0140	\$260,760.00
Governmental Unit	Kane County	HS-25-0191	\$35,568.00
Governmental Unit	Kankakee County	HS-25-0081	\$19,680.00
Governmental Unit	Kankakee	HS-25-0153	\$49,320.00
Governmental Unit	Kendall County	HS-25-0210	\$91,238.40
Governmental Unit	Kewanee	HS-25-0108	\$10,488.56
Governmental Unit	Knox County	HS-25-0145	\$34,028.00
Governmental Unit	La Grange Park	HS-25-0113	\$78,613.30
Governmental Unit	Ladd	HS-25-0199	\$8,160.00
Governmental Unit	Lake Bluff	HS-25-0154	\$10,808.88
Governmental Unit	Lake County	HS-25-0215	\$299,342.40
Governmental Unit	Lake in the Hills	HS-25-0152	\$69,504.00
Governmental Unit	Lake Villa	HS-25-0119	\$24,600.00
Governmental Unit	Lake Zurich	HS-25-0136	\$55,080.00
Governmental Unit	Lansing	HS-25-0126	\$190,819.20
Governmental Unit	LaSalle	HS-25-0110	\$27,000.00
Governmental Unit	LaSalle County	HS-25-0166	95,625.82
Governmental Unit	Lee County	HS-25-0062	\$48,843.30
Governmental Unit	Leland Gove	HS-25-0178	\$34,400.00
Governmental Unit	Libertyville	HS-25-0184	\$79,030.42
Governmental Unit	Lincolnwood	HS-25-0074	\$37,632.00
Governmental Unit	Lindenhurst	HS-25-0078	\$8,659.20
Governmental Unit	Lisle	HS-25-0174	\$56,100.00
Governmental Unit	Lockport	HS-25-0001	\$76,755.00
Governmental Unit	Lombard	HS-25-0071	\$148,750.94
Governmental Unit	Loves Park	HS-25-0087	\$27,530.72
Governmental Unit	Lynwood	HS-25-0168	\$38,880.00
Governmental Unit	Macomb	HS-25-0149	\$21,440.00
Governmental Unit	Macoupin County	HS-25-0115	\$31,680.00
Governmental Unit	Madison County	HS-25-0187	\$23,178.24
Governmental Unit	Manhattan	HS-25-0082	\$34,680.36
Governmental Unit	Marion	HS-25-0014	\$13,984.96
Governmental Unit	Maryville	HS-25-0080	\$15,210.00
Governmental Unit	Mascoutah	HS-25-0004	\$30,535.56
Governmental Unit	Matteson	HS-25-0211	\$85,739.04
Governmental Unit	Mattoon	HS-25-0018	\$57,720.00
Governmental Unit	Maywood	HS-25-0056	\$22,000.00
Governmental Unit	McCook	HS-25-0201	\$17,664.00
Governmental Unit	McHenry County	HS-25-0097	\$137,712.30
Governmental Unit	Melrose Park	HS-25-0048	\$64,979.20
Governmental Unit	Midlothian	HS-25-0020	\$164,287.20
Governmental Unit	Montgomery	HS-25-0181	\$25,410.00

Governmental Unit	Morton	HS-25-0162	\$32,880.00
Governmental Unit	Morton Grove	HS-25-0129	\$18,995.04
Governmental Unit	Mundelein	HS-25-0130	\$21,000.00
Governmental Unit	Naperville	HS-25-0106	\$56,179.20
Governmental Unit	Niles	HS-25-0156	\$118,750.00
Governmental Unit	Normal	HS-25-0092	\$52,759.08
Governmental Unit	Norridge	HS-25-0050	\$29,258.88
Governmental Unit	North Aurora	HS-25-0060	\$38,505.39
Governmental Unit	North Pekin	HS-25-0009	\$34,144.80
Governmental Unit	North Riverside	HS-25-0148	\$60,896.00
Governmental Unit	Northlake	HS-25-0045	\$35,817.40
Governmental Unit	Oaklawn	HS-25-0120	\$137,750.00
Governmental Unit	O'Fallon	HS-25-0015	\$11,220.00
Governmental Unit	Ogle County	HS-25-0086	\$14,365.00
Governmental Unit	Olympia Fields	HS-25-0051	\$26,688.00
Governmental Unit	Oquawka	HS-25-0064	\$9,360.00
Governmental Unit	Orland Park	HS-25-0026	\$83,054.40
Governmental Unit	Oswego	HS-25-0114	\$39,916.80
Governmental Unit	Palatine	HS-25-0040	\$180,010.00
Governmental Unit	Palos Heights	HS-25-0091	\$35,076.00
Governmental Unit	Park City	HS-25-0192	\$56,815.20
Governmental Unit	Park Forest	HS-25-0042	\$30,000.00
Governmental Unit	Park Ridge	HS-25-0186	160,640.00
Governmental Unit	Peoria, City of	HS-25-0193	\$26,600.00
Governmental Unit	Peoria County	HS-25-0177	\$175,718.40
Governmental Unit	Peotone	HS-25-0138	\$32,170.56
Governmental Unit	Perry County	HS-25-0076	\$4,312.00
Governmental Unit	Peru	HS-25-0038	\$34,950.00
Governmental Unit	Plainfield	HS-25-0135	\$34,144.00
Governmental Unit	Posen	HS-25-0096	\$57,888.20
Governmental Unit	Prairie Grove	HS-25-0093	\$47,201.00
Governmental Unit	Quincy	HS-25-0104	\$36,720.00
Governmental Unit	River Forest	HS-25-0044	\$28,986.68
Governmental Unit	River Grove	HS-25-0034	\$229,521.60
Governmental Unit	Riverside	HS-25-0031	\$21,614.08
Governmental Unit	Riverton	HS-25-0077	\$15,238.08
Governmental Unit	Robinson	HS-25-0023	\$17,760.00
Governmental Unit	Rochelle	HS-25-0124	26,400.00
Governmental Unit	Rochester	HS-25-0121	\$3,400.00
Governmental Unit	Rock Island	HS-25-0101	\$21,105.00
Governmental Unit	Rock Island County	HS-25-0183	\$19,800.00
Governmental Unit	Rockford	HS-25-0176	\$128,953.00
Governmental Unit	Rolling Meadows	HS-25-0123	\$25,578.96
Governmental Unit	Romeoville	HS-25-0003	\$24,320.00
Governmental Unit	Rosemont	HS-25-0164	\$21,374.40
Governmental Unit	Round Lake	HS-25-0170	\$50,862.00
Governmental Unit	Round Lake Park	HS-25-0179	\$28,494.08
Governmental Unit	Sandwich	HS-25-0103	\$45,000.00
Governmental Unit	Sangamon County	HS-25-0150	\$40,071.17
Governmental Unit	Schaumburg	HS-25-0028	\$114,154.32
Governmental Unit	Schiller Park	HS-25-0139	\$102,806.55

Governmental Unit	Shorewood	HS-25-0111	\$105,656.32
Governmental Unit	Skokie	HS-25-0072	\$121,924.00
Governmental Unit	Southern View	HS-25-0029	\$13,050.00
Governmental Unit	Spring Grove	HS-25-0213	\$44,119.44
Governmental Unit	Springfield	HS-25-0090	\$54,240.00
Governmental Unit	St. Charles	HS-25-0197	\$25,364.59
Governmental Unit	St. Clair County	HS-25-0159	\$63,445.76
Governmental Unit	Stephenson County	HS-25-0172	\$16,170.00
Governmental Unit	Stickney	HS-25-0073	\$20,898.60
Governmental Unit	Streamwood	HS-25-0043	\$36,450.00
Governmental Unit	Summit	HS-25-0188	\$96,646.90
Governmental Unit	Sycamore	HS-25-0161	\$11,147.52
Governmental Unit	Tazewell County	HS-25-0010	\$79,632.00
Governmental Unit	Troy	HS-25-0017	\$36,704.00
Governmental Unit	Villa Park	HS-25-0047	\$41,670.40
Governmental Unit	Washington County	HS-25-0200	\$6,078.24
Governmental Unit	Waterloo	HS-25-0169	\$18,740.16
Governmental Unit	Wauconda	HS-25-0131	\$38,414.44
Governmental Unit	Waukegan	HS-25-0089	\$348,600.00
Governmental Unit	West Chicago	HS-25-0069	\$46,144.80
Governmental Unit	Westchester	HS-25-0052	\$15,840.00
Governmental Unit	Wheeling	HS-25-0180	\$125,457.00
Governmental Unit	Whiteside	HS-25-0125	\$41,250.00
Governmental Unit	Will County	HS-25-0013	\$159,359.40
Governmental Unit	Williamson County	HS-25-0214	\$27,540.00
Governmental Unit	Willowbrook	HS-25-0132	\$23,601.60
Governmental Unit	Winnebago County	HS-25-0083	\$69,465.00
Governmental Unit	Winthrop Harbor	HS-25-0204	\$34,863.36
Governmental Unit	Wood Dale	HS-25-0134	\$27,706.16
Governmental Unit	Woodford	HS-25-0027	\$74,511.36
Governmental Unit	Woodridge	HS-25-0035	\$18,485.28
Governmental Unit	Woodstock	HS-25-0039	\$68,882.40
Governmental Unit	Zion	HS-25-0203	\$157,130.95

Title: Work Zone Enforcement – Illinois State Police

Unique Identifier/Activity Number: 04-03

Countermeasure Strategy ID: High-Visibility Enforcement

Eligible Use of Funds: MATCH

Federal Funding Sources: State Match

Description: This planned activity provides state funds for the Illinois State Police to conduct high-visibility enforcement on and around work zones throughout Illinois. The intent of these projects is to reduce crashes and injuries. This hire-back activity will increase belt usage and will reduce DUI, speeding, and distracted driving through hire-back enforcement.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	WZHIREBACK	\$5,000,000

Title: Speed Enforcement (Local)

Unique Identifier/Activity Number: 02-15

Countermeasure Strategy ID: High Visibility Saturation Patrols (Speeding) – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for local law enforcement agencies to conduct increased patrol and enforcement of traffic laws with a primary emphasis on the speed, occupant restraint, and impaired driving laws. The Speed Enforcement Program (SEP) focuses on High Visibility Enforcement (HVE) from July 8 – August 1, 2025. The SEP will focus with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Governmental Units	To be determined	SA-25-0XXX	\$300,000

Title: Sustained Traffic Enforcement Patrols

Unique Identifier/Activity Number: 04-05

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of traffic laws with a primary emphasis on the speed limit, occupant restraint, and impaired driving laws. Off-duty troopers will be hired back to patrol when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police. ISP will focus their Sustained Traffic Enforcement Patrol campaign statewide with special emphasis in Illinois' County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0512	\$1,004,474.30

Title: Law Enforcement Liaisons

Unique Identifier/Activity Number: 03-04

Countermeasure Strategy ID: Law Enforcement Liaison Program – Having a traffic safety law enforcement liaison program as part of a state's highway safety program is essential because it facilitates effective communication and collaboration between law enforcement agencies and the program, leading to improved enforcement strategies, more enforcement when needed, and ultimately enhanced road safety for all motorists. *Highway Safety Program Guidelines No. 15 – Traffic Enforcement Services*. Law Enforcement Training – Including traffic law enforcement training as part of a state's highway safety program is crucial because it equips officers with the necessary knowledge and skills to enforce DUI and all traffic laws effectively,

promoting compliance, deterring violations, and ultimately reducing the risk of crashes, fatalities, and injuries on the roads. Highway Safety Program Guideline No. 15 – Traffic Enforcement Services

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement communities, the State Highway Safety Office (SHSO); and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive-up recruitment levels. LELs participate in the support and implementation of the state’s Highway Safety Plan which will decrease the number of traffic fatalities and injuries. Both LEL grants will focus their activities with special emphasis in Illinois’ County Population Model where at least 85 percent of the population resides.

Public Participation and Engagement:

LEL grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
Corporation (includes Not for Profit)	Illinois Association of Chiefs of Police	HS-25-0343	\$725,926.90
University	University of Illinois at Springfield	HS-25-0317	\$131,220.07

Title: Motorcycle Enforcement

Unique Identifier/Activity Number: 04-05

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois State Police (ISP) to conduct saturation patrols concentrating during the high traffic warm season between May and October, to diminish serious injuries and fatalities caused by non-compliance of Illinois’ traffic safety laws. ISP Motorcycle Officers will patrol state highways and county roads in urban areas including highways, arterials, and interior roads. ISP will focus their campaign statewide with special emphasis in Illinois’ County Population Model where at least 85 percent of the population resides but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018 to 2022.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0515	\$138,916.43

Planned Activity List with Funding Amounts

Task Number	Fund Type	Task Title	Programmed Amount
01-01	402	P & A	\$20,000
01-02	STATE	P & A (Match)	\$20,000
01-03	STATE	BSPE Staff Salaries (Match)	\$1,000,000
02-02	402	Injury Prevention (Local)	\$1,347,130
02-04	402	Traffic Safety Survey (Local)	\$96,304
02-05	402	Travel	\$20,000
02-06	STATE	Travel (Match)	\$20,000
02-08	402	Motorcycle Paid Media (IDOT)	\$242,000
02-10	STATE	CPSRC (Match)	\$1,820,161
02-12	402	Speed Paid Media	\$580,000
02-13	402	Creative Content Paid Media	\$348,000
02-14	402	CDOT Safety Program	\$800,000
02-15	402	Speed Enforcement (Local)	\$300,000
03-04	402	Law Enforcement Liaison (Local)	\$857,147
04-01	402	Police Training (ILETSB)	\$475,080
04-02	402	STEP (Local)	\$13,663,137*
04-03	STATE	Illinois State Police WZ (Match)	\$5,000,000
04-04	402	NITE Patrol (ISP)	\$1,238,776*
04-05	402	STEP (ISP)	\$1,004,475
04-10	402	Occupant Prot. Enf. (SOS Police)	\$81,583
04-11	402	Cops in Shops (SOS)	\$52,092
04-12	402	Safety Education Unit (ISP)	\$72,666
04-13	402	Motorcycle Enf. (ISP)	\$138,917
06-02	405e	Distracted Driving Enf (SOS)	\$76,679
06-04	405e	Distracted Driving Paid Media	\$500,000
06-05	405e	Distracted Driving Enf. (ISP)	\$425,611
12-01	405g	Non-Motor Paid Media (IDOT)	\$500,000
12-02	405g	Bike/Pedestrian Safety (Local)	\$330,642
13-01	405d	DUIE (ISP)	\$1,157,979
13-02	405d	Operation Straight I.D. (SOS)	\$19,916
13-04	405d	Imp. Dr. Training/Resources (ISP)	\$565,032
13-10	405d	Traffic Safety Resource Pros.	\$562,940
13-11	405d	ACE (ISP)	\$1,197,445
13-14	405d	ID Paid Media (IDOT)	\$1,192,09,200
13-16	405d	Impaired Driving Prevention	\$2,353,779
13-17	405d	DUI Court Program (Local)	\$664,469
13-18	STATE	DUI Prevention and Education Fund	\$300,000

Task Number	Fund Type	Task Title	Programmed Amount
18-01	405c	Traffic Records Coordinator (IDOT)	\$225,000
18-02	405c	Trauma Registry (IDPH)	\$300,000
18-13	405c	Data Linkage (IDPH)	\$580,060
19-01	405b	OREP (ISP)	\$1,101,070
19-05	405b	Central DuPage Hospital (Local)	\$293,572
19-11	405b	OP Paid Media	\$500,000
22-01	405f	Paid Media (IDOT)	\$200,000
22-02	405f	PI&E Materials (IDOT)	\$30,000
22-04	STATE	CRSTP (Match)	\$1,500,000
22-05	405f	Motorcycle Assessment (IDOT)	\$25,000
23-01	1906	Racial Profiling (IDOT)	\$150,000
23-03	1906	Racial Profiling (ICJIA)	\$258,510
23-04	1906	North Aurora (Local)	\$13,064

*Benefit to Local

Updated: 7-9-2024

Appendix A to Part 1300- Certifications and Assurances

State: Illinois

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

2025

2

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - o Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

3
Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to

Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

4

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

5

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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;

6

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;

5. 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);

c. 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;

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

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

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

7
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-awards 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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
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 primary tier 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 tier 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 tier participant knowingly rendered an

8
erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).

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 the transaction for cause or default.

9

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief,

that it and its principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

10

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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
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

is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 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 participating in covered transactions 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.

11

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.

a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.

b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.

2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in
12

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.

2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.

3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE (applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

13

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size

of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The 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 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. 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:
14
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - o Reduce alcohol-impaired or drug-impaired operation of motor vehicles;and
 - o Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. ([23 U.S.C. 402\(j\)](#))

8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

07/31/2024

Date

Stephane B. Seck-Birhame, P.E., PTOE

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300- Application Requirements for Section 405 and Section 1906 Grants

State: Illinois

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the triennial HSP or annual grant application. Attachments may be submitted electronically.

Part 1: Occupant Protection Grants ([23 CFR 1300.21](#))

All States

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at IL_FY25_405b (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at IL_FY25_405b (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at IL_FY25_405b (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at [Occupant Protection](#) and IL_FY25_405b(location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.
- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at ____ (location).
- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at ____ (location).
- The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: ____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at ____ (location);
- The name and title of the State's designated occupant protection coordinator is _____.
- List that contains the names, titles and organizations of the statewide occupant protection task force membership: annual grant application at ____ (location).
- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on ____ (date) (within 5 years of the application due date);

Part 2: State Traffic Safety Information System Improvements Grants ([23 CFR 1300.22](#))

[Check the box above only if applying for this grant.]

All States

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at IL_FY25_405c (location).

Part 3: Impaired Driving Countermeasures ([23 CFR 1300.23\(D\)-\(F\)](#))

All States

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

Mid-Range State Only

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 07/12/2024 (date). Specifically—
 - Annual grant application at [Impaired Driving](#) and IL_FY25_405d (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at [Impaired Driving](#) and IL_FY25_405d (location) contains the list of names, titles and organizations of all task force members;
 - Annual grant application at IL_FY25_405d (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
 - The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on ____ (date) and continues to use this plan.
- [For fiscal year 2024 grant applications only.]
- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan, and will submit that plan by August 1 of the grant year.

High-Range State Only

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on ____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on ____ (date). Specifically—
 - Annual grant application at ____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at ____ (location) contains the list of names, titles and organizations of all task force members;
 - Annual grant application at ____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at ____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at ____ (location) contains the projects, in detail, for spending grant funds;
 - Annual grant application at ____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
 - The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on ____ (date) and updates its assessment review and spending plan provided in the annual grant application at ____ (location).
- [For fiscal year 2024 grant applications only.]*
- The State's NHTSA-facilitated assessment was conducted on ____ (date) (within 3 years of the application due date); OR
 - The State will conduct a NHTSA-facilitated assessment during the grant year; AND
 - The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

□ **Part 4: Alcohol-Ignition Interlock Laws ([23 CFR 1300.23\(G\)](#))**

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- ____ Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
- ____ Identify all alcohol-ignition interlock use exceptions.
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- ____ Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- ____ Identify all alcohol-ignition interlock use exceptions.
- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant; and The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- ____ Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- ____ Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- ____ Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
- ____ Identify list of alcohol-ignition interlock program use violations;
- ____ Identify all alcohol-ignition interlock use exceptions.

Part 5: 24-7 Sobriety Programs ([23 CFR 1300.23\(H\)](#))

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant. *Legal citation(s)*: _____.

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant. *Legal citation(s)*: _____.

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at ____ (location).

Part 6: Distracted Driving Grants ([23 CFR 1300.24](#))

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

Distracted Driving Awareness Grant

• The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at ____ (location).

Distracted Driving Law Grants

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 01/20/2012 (date) and last amended on 01/01/2024 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- [625 ILCS 5/12-610.2](#) Prohibition on texting while driving;
- [625 ILCS 5/12-610.2\(a\)](#) Definition of covered wireless communication devices;
- [625 ILCS 5/12-610.2\(c\)](#) Fine for an offense;
- [625 ILCS 5/12-610.2\(d\)](#) Exemptions from texting ban.

Prohibition on Handheld Phone Use While Driving

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 01/20/2012 the grant.

Legal citations:

- [625 ILCS 5/12-610.2](#) Prohibition on handheld phone use;
- [625 ILCS 5/12-610.2\(a\)](#) Definition of covered wireless communication devices;
- [625 ILCS 5/12-610.2\(c\)](#) Fine for an offense;
- [625 ILCS 5/12-610.2\(d\)](#) Exemptions from handheld phone use ban.

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 07/15/2005 (date) and last amended on 01/01/2024 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- 625 ILCS 5/12-610.1; 625 ILCS 5/12-610.2 Prohibition on youth cell phone use while driving;
- 625 ILCS 5/12-610.1(a); 625 ILCS 5/12-610.2(a) Definition of covered wireless communication devices;
- 625 ILCS 5/12-610.2(c) Fine for an offense;
- 625 ILCS 5/12-610.1(c) Exemptions from youth cell phone use ban.

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 01/01/2014 (date) and last amended on 01/01/2017 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- 625 ILCS 5/12-604.1; 625 ILCS 5/12-610.2 Prohibition on viewing devices while driving;
- 625 ILCS 5/12-604.1; 625 ILCS 5/12-610.2 Definition of covered wireless communication devices;

Part 7: Motorcyclist Safety Grants ([23 CFR 1300.25](#))

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs and Engineering.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

Motorcycle Safety Foundation Basic Rider Course;

TEAM OREGON Basic Rider Training;

Idaho STAR Basic I;

California Motorcyclist Safety Program Motorcyclist Training Course;

Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at IL_FY25_405f (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs and Engineering.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at IL_FY25_405f and IL_FY25_405f_Crash Stats (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Motorcycle Safety, IL_FY25_405f, and IL_FY25_405f_Cycle Rider Safety Training Program Manual and IL_FY25_405f_Crash Stats (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on lowbarm; ___ (date) and last amended on ___ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at ___ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at ___ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at ___ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at ___ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at ___ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at ___ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. *Legal citation(s):* 625 ILCS 35/5; 625 ILCS 35/6.

AND

- The State's law appropriating funds for FY 25 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs. *Legal citation(s):* 625 ILCS 35/6.
 - Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at ____ (location).

Part 8: Nonmotorized Safety Grants ([23 CFR 1300.26](#))

- The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at [Nonmotorized Safety](#) (location(s)).

Part 9: Preventing Roadside Deaths Grants ([23 CFR 1300.27](#))

- The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at ____ (location(s)).

Part 10: Driver and Officer Safety Education Grants ([23 CFR 1300.28](#))

Driver Education and Driving Safety Courses

Applying as a law State—

The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at ____ (location).

Peace Officer Training Programs

Applying as a law State—

The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was enacted on ____ (date) and last amended on ____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at ___(location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at ___(location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at ___(location).

Part 11: Racial Profiling Data Collection Grants ([23 CFR 1300.29](#))

The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at [625 ILCS 5/11-212](#) (location).

The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at ___(location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

07/31/2024

Date

Stephane B. Seck-Birhame, P.E., PTOE

Printed name of Governor's Representative for Highway Safety



**ANNUAL GRANT
APPLICATION**
2025



Part 1: Occupant Protection Grants (23 CFR 1300.21)

The Illinois Department of Transportation, the lead State agency responsible for occupant protection programs, will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2024 and 2025.

The State's occupant protection program area plan for the upcoming fiscal year is provided in the 2024-2026 Triennial Highway Safety Plan (HSP) at [pages 26-30](#).

Occupant Protection Program Area and Plan:

Illinois' 3HSP contains the Occupant Protection program area and this is used as the plan for occupant protection. This area identifies the safety problems to be addressed, performance measures and targets, countermeasure strategies, and planned activities that Illinois will implement to address those problems.

The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the 3HSP at [pages 26-30](#).

Description of the State's planned participation in the Click It or Ticket national mobilization:

Illinois participated in the May 2024 Click It or Ticket (CIOT) campaign. The campaign consisted of both media and enforcement.

CIOT is a highly visible, enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. Illinois will conduct an intense public information and education campaign which will run concurrently with enforcement campaigns. The goal of the CIOT campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rates in Illinois. To complete this goal, we intend to educate the motoring public on the of the benefits of seat belt use and issue tickets for seat belt violations.

Illinois conducted both paid and earned media for the campaign. Paid media consists of advertising which has been purchased and strategically placed on multiple media platforms. Paid media will focus on media avenues most likely to reach the target population of 18-34-year-old males. Earned media is free media publicity, such as newspaper, television, or radio news stories, as well as community outreach activities that are typically completed by our participating law enforcement agencies. Additionally, Illinois will conduct earned media events during the CIOT campaigns and throughout the year by highlighting positive community traffic safety initiatives like "Saved by the Belt" and "Saved by the Car Seat."

The most effective tool in reducing injuries and fatalities is through increased high-visibility enforcement. IDOT encourages local, county, and state agencies to establish strong policies regarding enforcement. IDOT's enforcement grantees are required to participate in national campaigns and promote the campaigns by posting op-ed articles, sending email blasts, distributing education materials, and staffing booths at safety fairs. They are also required to conduct a minimum of 50 percent of their enforcement activities after 6 p.m. and before 6 a.m. for both the Thanksgiving and Memorial Day campaigns.

The enforcement of occupant protection laws reached Illinois residents by concentrating on the County Population Model. This model shows where 85 percent of the population resides, but 72 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred from 2018-2022.

The main enforcement effort conducted by Illinois is the Sustained Traffic Enforcement Program (STEP). These grants focus on specific times of the year and on specific times of the day when data show alcohol-involved and unrestrained fatalities are the highest. STEP requires participation in the Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns. Halloween and Super Bowl are optional campaigns. This creates a sustained, year-long emphasis on IDOT's high enforcement priorities consisting of impaired driving and seat belt usage.

Participating Agencies in Click It or Ticket (CIOT) National Mobilization:

Illinois has roughly 204 local law enforcement grantees that will be participating in the CIOT national mobilization along with the Illinois State Police and the Illinois Secretary of State Police. These planned activities are listed below.

Planned Activities for Participants & Organizations:

Unique Identifier	Planned Activity
04-02	STEP (local agencies)
04-05	STEP (Illinois State Police)
04-10	Occupant Protection Enforcement (Illinois Secretary of State)
19-01	Occupant Restraint Enforcement Program (Illinois State Police)

Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the 3HSP at [pages 26-30](#). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the 3HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Full description of countermeasure and planned activities can be found in the Occupant Protection Program Area.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned Activities: These planned activities together create the network of child passenger safety certification training and inspections.

Unique Identifier	Planned Activity
02-10	Child Passenger Safety Resource Center
02-02	Injury Prevention

(1) Total number of planned inspection stations and/or events in the State: 340

(2) Total number of planned inspection stations and/or events in the State serving:

Urban Populations served –175

Rural Populations served – 165

Total Inspection Stations – 340 of which 264 are for At-Risk Populations.

All inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Countermeasure strategies and planned activities, as provided in the 3HSP at [pages 26-30](#), and attachment IL FY24 405b.pdf, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned activities for recruiting, training, and maintaining sufficient child passenger safety technicians:

Unique Identifier	Planned Activity
02-10	Child Passenger Safety Resource Center
02-02	Injury Prevention

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 97

Estimated total number of technicians: 1,742



Illinois

FY 2024-2026 Traffic Records Strategic Plan

FY 2025 Update

**Submitted by the Illinois Traffic Records Coordinating
Committee**

July 16, 2024

Acknowledgements4

Introduction6

 Background of the Traffic Records Strategic Plan6

 Organization of the Traffic Records Strategic Plan7

 Traffic Records System Component 10

 TRCC Governance 15

 TRCC Membership 15

Traffic Records Strategic Approach 18

Traffic Records Projects 20

 FY 24 Traffic Records Project Prioritization 20

Data Quality Management..... 23

 Statewide Performance Measures and Metrics 23

Commitment to the Strategic Plan 24

 Traffic Records Strategic Plan Implementation 24

 Action Plans 25

Appendix A: TRCC Roster 26

 TRCC Executive Committee Roster 26

 TRCC Technical Committee Roster 26

Appendix B: Acronyms 32

List of Tables

Table 1. Executive Level TRCC Membership.....	16
Table 2. SWOT Analysis.....	19
Table 3. Establishing Performance Measures Tool	23

List of Figures

Figure 1. Strategic Planning Process.....	7
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The Illinois Traffic Records Coordinating Committee is a multi-faceted, multi-agency committee with the shared goal of increasing safety on Illinois roadways. Recorded below is a list of some of our major contributors. The Illinois TRCC would like to thank everyone listed for all the hard work they have contributed and continue to contribute to make Illinois roadways safer on all fronts.

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Federal Motor Carrier Safety Administration (FMCSA)

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For any questions, comments, or concerns, please contact the Illinois Traffic Records Coordinator at DOT.TRCC@illinois.gov.

Introduction

Background of the Traffic Records Strategic Plan

The Illinois Department Transportation's (IDOT) Bureau of Safety Programs and Engineering (BSPE) supports the State's Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system. The [Code of Federal Regulations \(CFR\) Title 23 §1300.11](#) requires the State to have a multi-year strategic plan that performs the following:

- **Certification.** The State shall submit a certification that it has—
 - (i) A functioning *traffic records coordinating committee (TRCC)* that meets at least three times each year;
 - (ii) Designated a traffic records coordinating committee coordinator; and
 - (iii) Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; and

- **Quantitative improvement.** The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—
 - (i) A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and
 - (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

This flow chart helps visualize the strategic planning process.

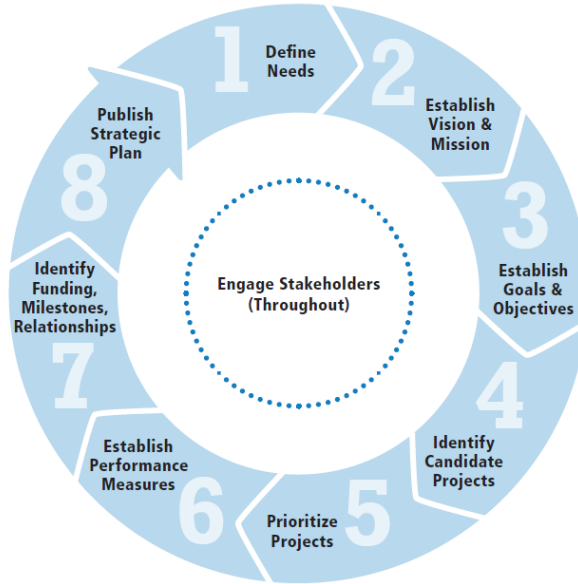


Figure 1. Strategic Planning Process

TRCC Background and Summary Reports on the Recent Traffic Records Assessment

Organization of the Traffic Records Strategic Plan

The Traffic Records Strategic Plan is organized into the following sections:

Traffic Records System Overview

The Traffic Records System Overview provides a snapshot of each of the six core components as determined by NHTSA: [Crash](#); [Vehicle](#); [Driver](#); [Roadway](#); [Citation or Adjudication](#); and [EMS or Injury Surveillance](#).

TRCC Background

The Illinois Department Transportation, Bureau of Safety Programs and Engineering, supports the State Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system.

- **Certification.** The State shall submit a certification that it has—
 - (i) A functioning *traffic records coordinating committee (TRCC)* that meets at least three times each year;
 - (ii) Designated a traffic records coordinating committee coordinator; and

- (iii) Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; and
- **Quantitative improvement.** The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—
 - (i) A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and
 - (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Traffic Records Strategic Approach

The vision, mission, goals, and performance measures are an important part of the Traffic Records Strategic Plan (TRSP) submission to ensure a high-quality TRCC and overview of all available traffic records. While the mission of the TRCC remains the same as that of previous years, several updates to the strategic initiatives have been made based on the recommendations and considerations from the 2021 Assessment.

Traffic Records Projects

Traffic Records Projects are mainly funded through National Highway Traffic Safety Administration (NHTSA) 405c funds. These grants are listed in the Fiscal Year (FY) 24-26 Triennial Highway Safety Plan and/or the FY24 Annual Grant Application. State agency projects start July 1 and end June 30. Local agency grants start on October 1 and end September 30.

Three 405c grants will be funded in FY 24 for state agencies. The Fiscal Year (FFY) 24 grants (“FY24 grants”) will run from July 1, 2023, to June 30, 2024. These funds have already been approved for expenditure by BSPE. The FY 25 NOFOs have been posted and applications have been received and are currently being reviewed. View the [Traffic Records Projects](#) section for more information. The FY24-26 Illinois Triennial Highway Safety Plan and/or FY 24 Annual Grant Application contains the complete details.

Note: the state agency grants run on the State of Illinois fiscal year from July 1 through June 30. The State of Illinois fiscal year 2024 ran from July 1, 2023 through June 30, 2024. The State of Illinois fiscal year 2025 will run from July 1, 2024 through June 30, 2025. The State of Illinois fiscal year 2026 will run from July 1, 2025 through June 30, 2026. The federal fiscal year runs from October 1 through September 30. It is important to note that the state agency grants span two separate federal fiscal years given that they run on the state fiscal year calendar. As such, more information will be available in the corresponding FY24-26 Triennial Highway Safety Plan submitted in coordination with the Traffic Records Strategic Plan (TRSP) and the FY25 Annual

Grant Application. The FY24-26 Illinois Triennial Highway Safety Plan will be made available at: <https://idot.illinois.gov/transportation-system/transportation-safety/highway-safety-plan.html>.

Data Quality Management

The Data Quality Subcommittee reconvened during the April 19, 2022, Technical Committee meeting. Since the TRCC is made up of two separate subcommittees (the Executive and Technical Committees), the Data Quality Subcommittee is technically a sub-subcommittee as it falls under the jurisdiction of the Technical Committee. However, it is referred to and shall be referred to as simply the Data Quality Subcommittee or DQS. This sub-subcommittee will be a significant asset in increasing data quality of traffic records overseen by the TRCC. See the [Data Quality Management](#) section for more information.

Commitment to the Strategic Plan

The Illinois TRCC began the revamping process with the FY 23 TRSP. Continual improvement is an important part of every TRSP and as such, the TRSP Working Group. The working group, made up of TRCC volunteers, the Traffic Records Coordinator (TRC), and Subject Matter Experts (SMEs), began to lay the foundations with the submission of the FY23 TRSP. All knowledge gained through preparation of the FY 23 TRSP submission has been integrated into the creation of the FY 24-26 TRSP to create an enhanced model of how the TRCC will continue to proactively move forward in future years. For more information, see the full [Commitment to the Strategic Plan](#) section.

Traffic Records System Overview

Traffic Records System Component

Crash

Illinois made significant improvements to the Crash system since the 2016 Assessment. The 2021 Assessment shows an increased percentage of crash reports received electronically from 52% to 89%. This includes 100% of Chicago Police Department submitting electronically.

The Crash Information System (CIS) improves the quality and timeliness of crash data available by consolidating data into a single database. The Safety Portal is a secure web-based enterprise system designed to provide access to Illinois Traffic Crash Reports and crash data by state, county, and city agencies for highway safety research and studies. Illinois has the ability to populate Driver and Vehicle data through the Law Enforcement Automated Data Systems (LEADS) interface ([see Citation or Adjudication System for more information](#)). Another interface with the Roadway System data allows for population of centerline and roadway inventory data. Both interfaces allow for increased analytical capabilities across systems.

IDOT's Bureau of Data Collection has been awarded funds to upgrade CIS. These upgrades will allow for even greater efficiency while minimizing data errors.

The Traffic Records Coordinator began to communicate, starting in 2022, with the Illinois State Police and the Illinois Conservation Police (through the Illinois Department of Natural Resources) to begin reviewing possible funding opportunities and/or intergovernmental agreements to assist with updating and sharing crash databases, data inventory, and increasing electronic crash submissions.

Agency User/Owner: Illinois Department of Transportation

- CIS- created utilizing MMUCC and ANSI D.16 in 2019; ability to populate Driver and Vehicle data through LEADS interface.

Vehicle

As of the 2021 Assessment, the title and registration records of motor vehicles are maintained in two separate data bases and reside on the same enterprise server with the Illinois Secretary of State's Office. The separate data systems have different statutory requirements resulting in different business roles. Formal documentation is in place for collection, reporting, and posting procedures for registration, title, and title brand information. Additionally, LEADS is used to identify any stolen vehicles- positive identification will prevent the issuance of a title.

Under the FY 23 state agency grant, the Illinois Secretary of State's Office began the Data Lake project using Microsoft Azure. Given the contract negotiations and lack of full funding for FY23, this grant was extended through FY 24. While an ongoing project, the Data Lake will

provide a single platform for all data (including data from other departments) to sync. Additionally, cleaner data will be used, data will be available in a more consumable format, and AI will assist with detecting people relocating, fraudulent licenses, and identity fraud.

This will require intergovernmental agreements to share data between state agencies as well as between states to allow for data exchange throughout the United States. These efforts require a plan architect and a database administrator. The Traffic Records Coordinator will work closely to assist with TRCC involvement and intergovernmental agreements throughout Illinois.

Agency User/Owner: Illinois Secretary of State

- Polk Data Services - validate VIN (including online vehicle information corrections). This software is referred to as RL Polk in the 2021 Traffic Records Assessment
- National Motor Vehicle Title Information System (NMVTIS)- State provided data from system in State title vehicle system queries.
- Performance and Registration Information Systems Management (PRISM) - State participation with this Federal Motor Carrier Safety Administration's (FMCSA) program; aides FMCSA's mission to reduce the number of commercial motor vehicle crashes, injuries and fatalities.
- Microsoft Azure (being implemented during FY 23-24 state agency grant)- will be used to create Data Lake to integrate data on a single platform.

Driver

The driver system for commercial and non-commercial drivers falls under the purview of the Illinois Secretary of State's Office. All driver data allow for interaction through systems such as Commercial Driver's License Information System (CDLIS) and Problem Driver Pointer System (PDPS).

The 2021 Assessment recommends Illinois consider requesting and posting all non-commercial driver data in CDLIS when a change state of record is complete to ensure integrity of driver history. Additionally, integration of a unified DUI Tracking System is strongly encouraged. The Traffic Records Coordinator will be working closely with the Impaired Driving Coordinator and Illinois Secretary of State's Office's TRCC members to review options.

Agency User/Owner: Illinois Secretary of State

- Commercial Driver's License Information System (CDLIS)- nationwide computer system used to ensure that each commercial driver only has one driver license and one complete driver record
- Problem Driver Pointer System (PDPS)- a NHTSA-developed system to provide "a centralized repository of information on individuals whose privilege to operate a motor

vehicle have been revoked suspended, cancelled, denied, or convicted of serious traffic offenses.”¹

Roadway

IDOT oversees thousands of roadways, highways, ramps, and bridges. Traffic data from all roadways overseen by the IDOT are tracked in the Illinois Roadway Analysis Database System (IROADS). This allows IDOT, working from the districts to the Bureau of Programming in the Central Office, to maintain a road inventory full of attributes based on crash data that is updated depending on growth to specific areas.

While Roadway is a strong component within Illinois, the Traffic Records Coordinator will work with the Office of Planning and Programming TRCC members to continue to enhance and share the data quality and controls.

Agency User/Owner: Illinois Department of Transportation

- Illinois Roadway Information System (IRIS) - a web-based application for IDOT personnel that utilizes Silverlight and SQL server as the backend database to maintain and review attributes (pavement data, condition, traffic, jurisdiction, etc). MIRE Fundamental Data Elements are translated from IRIS data elements. A data quality control process ensures information is complete, accurate, and up to date before being added into IRIS. All IDOT employees have access to view the attribute data. Select users in the Districts and Central Office have access to add/edit the attributes.
- Illinois Roadway Analysis Database System (IROADS) – GIS web based graphical application meshing data from IRIS (Roadway Inventory), ISIS (Structure Inventory), PPS (Annual and MYP programs), and TAMP (pavement & bridge State of Acceptable Condition) data items. The public can access the application and have maps that are related to the year-end files. IDOT personnel have access to the year-end and nightly extracts.
- GIS Shapefiles – GIS IRIS Inventory & Structure Inventory files can be downloaded by any user. Currently the site has year-end files going back to 1996.

Citation or Adjudication

Illinois currently does not have a statewide citation tracking system. There are several opportunities for growth and data linkage for operations, case management adjudication, citation data systems, data interfaces/integration, citation performance measures, adjudication performance goals, and DUI tracking/convictions.

¹ “National Driver Registry (NDR) Problem Driver Pointer System (PDPS) Pia,” U.S. Department of Transportation, March 4, 2019, <https://www.transportation.gov/individuals/privacy/national-driver-registry-ndr-problem-driver-pointer-system-pdps-pia>.

The Traffic Records Coordinator will use the Bipartisan Infrastructure Law (BIL) rules to look into enhancing and expanding tracking and data sharing options and/or updating the software system(s).

Agency User/Owner: Illinois State Police

- Criminal History Record Information (CHRI)- database uses identifying information such as fingerprints to run background checks. All Class A and B misdemeanors are required to be reported into the system pursuant to Criminal Identification Act (20 ILCS 2630). This is available through LEADS.
- Law Enforcement Automated Data Systems (LEADS)- “a statewide, computerized telecommunication system designed to provide services, information, and capabilities to the law enforcement and criminal justice community in the State of Illinois.”
- Computerized Criminal History (CCH)- database containing information such as fingerprints, previous misdemeanors or felonies, and warrant information.

EMS or Injury Surveillance

The Illinois Department of Public Health is responsible for EMS, emergency department, hospital discharge, trauma registry and vital records. It also includes the Violent Death Reporting system data that has a committee that consists of IDOT TRCC members.

The Trauma Registry has received 405c funding for the past several years and has been selected to receive funding in FY24. The funding allows for the existence and upkeep of the Trauma Registry in Illinois. Without the Trauma Registry, the State of Illinois would lose an immense amount of data. While the trauma registry data dictionary was updated in 2020, only outdated data is available for researchers.

The Violence and Injury Prevention Section (VIPS) also receives 405c funding to implement a data linkage project. This project enables data integration by linking IDOT crash data to injury surveillance data. Injury data consist of IDPH Hospital Discharge, Emergency Medical Services, and Trauma Registry records. VIPS also receives federal funding from the U.S. Centers for Disease Control and Prevention (CDC) to utilize robust data and surveillance, strengthen strategic collaborations and partnerships, and conduct assessment and evaluation in four priority areas, including traffic safety. One of the strategies is to complement the data linkage project.

Agency User/Owner: Illinois Department of Public Health

- Illinois Prehospital Database - A state database managed by the Division of EMS and Highway Safety Prehospital Data Program and used to store EMS patient care report data. Roughly 1.8 million new records are added to this database each year. Illinois is fully compliant with the national standard for EMS data called NEMSIS (National Emergency Medical Services Information System). Although the program has not applied for TRCC funding in recent years, it was awarded funds for critical upgrades and other needed enhancements on multiple occasions in past.
- Emergency Department and Hospital Discharge (ED/HD)- this database is managed by the Illinois Hospital Association. While data is available, the issues with data quality

controls, lack of formal documented procedures, and lack of representation allow for errors and skewed results.

- Illinois Vital Records System (IVRS)- tracks fatalities and in-depth details such as whether the deceased was the driver/operator, a passenger, a pedestrian, or unknown and a description and location of the crash. This data dictionary is available for external analysis.

TRCC Background

TRCC Governance

The Illinois TRCC duties and responsibilities are charged by the Illinois TRCC Charter and MOU, Procedures and Guidelines, TRSP, and 23 CFR 1300.22. The TRCC may also contribute to the Triennial HSP, HSIP, and SHSP. Annually, the TRCC Technical Committee shall review, update, finalize, approve, and submit the TRSP annual updates to NHTSA. The TRCC Technical Committee (“Technical Committee”) shall annually review, update, finalize, and approve the TRCC Procedures and Guidelines. Biennially, the Illinois TRCC Executive Committee (“Executive Committee”) shall review, update, finalize, and approve the Charter and MOU. The current Charter and MOU are from 2007. However, the newly approved Charter and MOU are currently being routed for approval and signature through the agencies attending the annual TRCC Executive Committee meeting that took place in December 2022. The Traffic Records Coordinator, serving as the TRCC Chair, shall ensure compliance with [23 CFR 1300.22](#).

TRCC Membership

Illinois has a two-tiered TRCC. Formed as a multi-agency cooperative is, the TRCC is mandated by NHTSA as a requirement to approve the TRSP. The committee’s focus is identifying, refining, and linking data systems from various state, federal, and local agencies in order to create a complete, accurate, timely, accessible, integrated, and uniform Traffic Records System. The TRCC is organized as a two-tier entity comprised of an executive subcommittee (“Executive Committee”) and a technical subcommittee (“Technical Committee”). Both subcommittees are allowed the benefits of creating ad hoc or permanent sub-sub committees as warranted. Currently the Technical Committee oversees the Data Quality Subcommittee, which officially reconvened on April 19, 2022. Additional updates were made to the membership in calendar year 2023 to remedy findings from an audit internally completed by the IDOT Office of Internal Audit.

EXECUTIVE COMMITTEE:

The Executive Committee shall be comprised of the Agency Heads (or designees) representing the Illinois Department of Transportation and the Illinois Secretary of State. Also serving as voting members will be the Agency Heads (or designees) from each of the following agencies: Illinois Department of Public Health, Illinois State Police, and the Administrative Office of the Illinois Courts.

Representatives of the National Highway Traffic Safety Administration, Federal Highway Administration, and the Federal Motor Carrier Safety Administration will serve as ex-officio advisors.

The members of the TRCC Executive Committee may also serve as the members of the Executive Committee for the Illinois Strategic Highway Safety Plan.

The Executive Committee meets one (1) time per calendar year.

Table 1. Executive Level TRCC Membership

Name	Title	Agency	System
Omer Osman	Secretary	Illinois Department of Transportation	All
Brendan F. Kelly	Director	Illinois State Police	Crash, Driver, Vehicle
Alexi Giannoulis	Secretary of State	Illinois Secretary of State	Driver, Vehicle, Data Integration
Marcia M. Meis	Director	Administrative Office of the Illinois Courts	Citation or Adjudication
Sameer Vohra, MD, JD, MA	Director	Illinois Department of Public Health	EMS or Injury Surveillance, Data Integration

TECHNICAL COMMITTEE:

The Technical Committee shall be comprised of a minimum of one (1) representative from each of the following state agencies: Illinois Department of Transportation; Illinois Department of Public Health; Illinois Secretary of State; Illinois State Police; and Administrative Office of the Illinois Courts. Additional representatives from those agencies or other entities may be invited to serve as voting members.

The Traffic Records Coordinator will act as a non-voting chair for the Technical Committee.

The Technical Committee has representatives from each of the core traffic records system components as well as critical stakeholders and data users representing State agencies, State boards and/or commissions, universities, local governments, local organizations, metropolitan planning organizations throughout Illinois, and national organizations and federal government representatives.

The Technical Committee uses resources and technical skills from their respective agencies to review and discuss the more day-to-day traffic record matters. The Technical Committee is primarily responsible for reviewing traffic safety information system data, processes, and evaluating those efforts to keep the systems up to date. The Technical Committee shall meet three (3) times per each calendar year at a minimum. However, the Technical Committee

typically meets once per quarter per each calendar year. Additional meetings may be required. To view the full TRCC Technical Committee Roster, go to [Appendix A](#).

Additionally, the Data Quality Sub-subcommittee (“Data Quality Subcommittee”) reconvened during the April 19, 2022, TRCC meeting. The Data Quality Subcommittee will consist of TRCC members and SMEs to remedy the numerous data quality issues found in the 2021 and 2016 Assessments. This will also allow the TRCC to remedy findings from an audit internally completed by the IDOT Office of Internal Audit. Therefore, the Data Quality Subcommittee will meet as often as necessary to address the finding in the assessments and the audit. In calendar year 2023, the Data Quality Subcommittee worked with a NHTSA GO Team to review and improve data quality.

Traffic Records Strategic Approach

The FY 24-26 TRSP submission required an in-depth look at all areas of the Illinois TRCC. Between the 2021 Assessment and the help of both NHTSA GO Teams, the TRCC has successfully operated for over a year and a half, submitting a high-quality TRSP for FY 23 and strategizing how to proceed through FY 24-26.

Traffic Records Strategic Plan Vision

The Illinois Traffic Records Strategic Plan strives towards implementing and enhancing data quality, increasing data availability, and ensuring compliance and changes so as to create a high-quality guide for the Traffic Records Coordinating Committee and all stakeholders throughout Illinois.

Traffic Records Strategic Plan Mission

- The TRCC Mission Statement

The Illinois Traffic Records Coordinating Committee is formed to provide strong coordinated leadership aimed at improving the efficiency and effectiveness of traffic safety related information systems in Illinois, with the ultimate goal of enabling the discovery of life-saving strategies by ensuring that complete and timely traffic safety data is available for in-depth relational analysis. The Illinois Traffic Records Coordinating Committee will enthusiastically support improved information systems and crash data reporting at all levels of government and strive to improve uniformity, integration, collection, access, and analysis of data to reduce the human and economic costs attributed to motor vehicle crashes.

- The Traffic Records Strategic Plan Mission

The Traffic Records Strategic Plan creates a collective approach to guide the Illinois Traffic Records Coordinating Committee and stakeholders to ensure high-quality traffic records. The TRSP is committed to a comprehensive approach to traffic safety including the 4Es of traffic safety: education; enforcement; engineering; and emergency medical and trauma services by using the six traffic records information systems- crashes, driver records, vehicle information, roadways, citation or adjudication, and EMS or injury surveillance - to ensure data quality, data availability, and increasing data collected throughout the state.

Traffic Records Strategic Plan Goals, Objectives, and Activities

The first NHTSA GO Team was completed in 2022 and identified several goals, objectives, and activities used to create the SWOT Analysis first used in the FY23 TRSP submission. Additional details are available in the [Action Plans](#) section. The second NHTSA GO Team was completed in 2023 and assisted with updating and elevating the traffic records data quality throughout Illinois as well as helpful training and information to collect data (e.g., data inventory, data schema, etc).

Traffic Records Strategic Plan Goals, Objectives, and Activities (cont.)

- Goal 1- Increase participation in the 405c grant program through outreach
 - Objective- Conduct outreach to increase 405c application submission(s)
 - Activity- Identify potential grantees and conduct at least three (3) meetings per fiscal year with potential grantees to discuss potential projects
- Goal 2- Improve data quality
 - Objective- Create a high-quality draft of a traffic records inventory for Illinois by the end of FY 26.
 - Activity- Use the information learned during the NHTSA GO Team to identify data quality issues throughout the known traffic records databases.
- Goal 3- Create comprehensive traffic records system
 - Objective- Create statewide traffic record system by the end of FY 26.
 - Activity- Use information learned from the second NHTSA GO Team focusing on data quality to create data inventory using the NHTSA-approved template provided by the NHTSA GO Team.

Table 2. SWOT Analysis

Strengths	Opportunities
<ul style="list-style-type: none"> ▪ NHTSA GO Team Strategic Plan Workshop ▪ Strong TRCC involvement ▪ TRCC website serves as “resource hub” ▪ New BSPE staff including new TRC 	<ul style="list-style-type: none"> ▪ Increase 405c funding opportunities for FY24 under BIL ▪ Expand data quality and availability ▪ Reconvene the Data Quality Subcommittee ▪ Establishing a set timeline and due dates for all future reports, plans, document reviews, etc. ▪ Expand TRCC involvement
Weaknesses	Threats
<ul style="list-style-type: none"> ▪ Several updates across board (manual, charter, audit finding fulfillment) all due in the same time-frame ▪ Inactive TRCC members ▪ Minimal time to create plan ▪ New BSPE staff including new TRC 	<ul style="list-style-type: none"> ▪ FY24 funding opportunity application period quickly approaching and may lack many qualified applicants ▪ Budgeting issues between available 405c funds, projects funded, and utilization of 402 funds ▪ No 405c applications for FFY23 local agencies ▪ Grant recipients not meeting performance measures

Traffic Records Projects

FY 25 Traffic Records Project Prioritization

The Notice of Funding Opportunity for FY 23 traffic records grant used the email application submission method as used in years past. All applicants were to complete the required documents: Application; Programmatic Risk Assessment; Budget; Affidavit of Conflicts of Interest; and Traffic Records Project Proposal. The Traffic Records Project Proposal (BSPE 431) captures the program-specific content for each grant. All documents were to be submitted by emailing the documents to DOT.TSgrants@illinois.gov.

During the merit-based review of all FY 24 state agency applicants, BSPE began to use an online portal-based application that serves as a grant management system and was created from the State of Illinois' contract with Amplifund. This Amplifund-created grant management system ("Amplifund") was used by all FY 24 state agency grant applications and has incorporated all documents previously required to be submitted via email. This same application submission was used in FY25.

Prior to the FY 25 state agency deadline, two (2) traffic records applications were received. Both traffic records grant applications were approved for funding (see Grant Management Methodology listed below). The FY25 state agency grants are set to begin July 1, 2024. Each application fulfills at least one (1) of the six core NHTSA data systems as required in the notice of funding opportunity.

Grant Management Methodology

BSPE oversees the solicitation, application, review, approval, and recommendation of NHTSA 405c grant projects to improve traffic records. BSPE currently has a bureau policy in place in the BSPE Policy and Procedures Manual for grant processing- located in the information below- concerning selection of the FY 25 state agency grants. This policy may be updated throughout calendar year 2024 and the time period covered by this TRSP and may be made available upon request.

Given that the state agency grants span more than one federal fiscal year, more information will be available in the corresponding FY24-26 Triennial Highway Safety Plan submitted in coordination with the TRSP and the FY25 Annual Grant Application. The FY24-26 Illinois Triennial Highway Safety Plan is available at: <https://idot.illinois.gov/transportation-system/transportation-safety/highway-safety-plan.html>.

Trauma Registry

Project ID:	SA-25-0501
Year Entered into Plan:	Included in 2025 Annual Grant Application
Project Start Date:	July 1, 2024
Project End Date:	June 30, 2025

Core Traffic Records Systems Impacted:

Crash Driver Vehicle Roadway Citation or Adjudication EMS or Injury Surveillance

Data Quality Attributes Impacted

Timeliness Accuracy Completeness Uniformity Integration Accessibility

Project Budget

\$300,000.00

Funding Sources

State:	Federal:
• N/A	• 2021 405c FAST Act; 2023 and 2024 405c BIL

Point of Contact / Project Lead

Name: Adelisa Orantia, BSN, RN, MA
Title: State Trauma Registrar
Agency Name: Illinois Department of Public Health
Address: 535 W. Jefferson Street, Springfield, IL 62702
Phone: (217)-557-3467
Email: Adelisa.Orantia@illinois.gov

Project Information

The Illinois Trauma Registry is a repository of data collected from patients meeting the inclusion criteria as trauma patients. This grant addresses maintenance costs for the Illinois Trauma Registry. The funding covers several areas such as trauma data validation, shared data and maintenance with bordering states, technical support, calculation of Trauma Injury Severity Score (ISS) and trauma patient care.

Project Performance Measure

Performance measures are shown through the Monthly Help Desk Reports to provide insight on what part of the data components are reported to have issues or concerns and allow for resolutions to said issues. Regular reporting is submitted to BSPE throughout the duration of the grant.

As stated in the [2024-2026 Triennial Highway Safety Plan](#), the Trauma Registry is set to expand the current data reporting of violent injury patients (that meet the inclusion criteria) by working to have less than 50% of submitting trauma centers submitting with Level 1 or Level 2 errors.

Objectives

The objective of this grant is to reduce reported issues by June 30, 2025.

Current Project Status:

This grant is currently ensuring that the necessary areas listed under Project Information continue to be funded.

Motor Vehicle Data Linkage

Project ID: SA-25-0514
Year Entered into Plan: Included in 2025 Annual Grant Application
Project Start Date: July 1, 2024
Project End Date: June 30, 2025

Core Traffic Records Systems Impacted:

Crash Driver Vehicle Roadway Citation or Adjudication EMS or Injury Surveillance

Data Quality Attributes Impacted

Timeliness Accuracy Completeness Uniformity Integration Accessibility

Project Budget

\$580,059.75

Funding Sources

State: • N/A **Federal:** • 2021 405c FAST Act; 2023 and 2024 405c BIL

Point of Contact / Project Lead

Name: Jennifer L. Martin, MSW
Title: Injury and Violence Prevention Project Manager
Agency Name: Illinois Department of Public Health
Address: 535 W. Jefferson Street, Springfield, IL 62702
Phone: (217)-558-4081
Email: Jennifer.L.Martin@illinois.gov

Project Information

This grant is to expand upon IDOT's data, which is limited to crash only, to contained true outcome data such as medical and financial outcomes. Linking crash data to injury surveillance data enables the identification of specific injury types, injury severity, cost of injury, payment source, and medical system response.

Project Performance Measure

This grant shall increase data linkages by adding one (1) additional data source each year.

Objectives

The objective of this grant is to link data to further research for the State of Illinois.

Current Project Status:

This grant is currently linking data and allowing for data evaluation, resulting in research and associated studies.

Data Quality Management

Statewide Performance Measures and Metrics

The 2021 Assessment showed the excessive lack of performance measures in all six of the core NHTSA systems. This is impacted by the deficiency of data quality and integration. The staffing changes in BSPE and the vacancy of the TRC added the necessary lack of oversight also leading to the many issues. In order to help address the matter, the DQS members and TRC have completed a second NHTSA GO Team focusing solely on data quality management. This included a mandatory training session for DQS members. The recording of the training session and applicable materials are on the [TRCC website](#) to ensure ease of reference for all members.

Table 3. Establishing Performance Measures Tool

Goal	Objective(s)	Performance Measure(s)	Metric
Improve Data	Create statewide data inventory using existing data sources and information from the NHTSA GO Team training.	Create data inventory.	80% of data inventoried in Data Inventory
	Have one (1) solid draft for review by end of fiscal year 2026.	Create one solid draft using the tools and template from the NHTSA GO Team to create framework moving forward.	1 draft

Commitment to the Strategic Plan

Traffic Records Strategic Plan Implementation

The TRC shall oversee the many reviews, discussions, analyzations, and all additional courses of action needed to improve upon the many recommendations and considerations from the 2021 Assessment. Additionally, the TRC shall ensure the remediation to all audit findings from the IDOT Office of Internal Audit and adherence to the plan and due dates submitted to rectify the audit findings.

The Data Quality Subcommittee will continue to serve as a critical resource. Given the many data quality recommendations and considerations in the 2021 Assessment, the Data Quality Subcommittee will meet as often as necessary to review and research remedies. The TRC shall ensure that all possible remedies are put in place as stated in the Establishing Performance Measures Tool (see Table 3). As performance measures are identified along the way, deadlines will also be implemented as needed or determined to be useful.

The TRCC will be kept updated about all of the moving parts during each Technical Committee with an overview presented annually to the Executive Committee during their respective meetings. Reports, charts, SME speakers, presentations, and/or any other method deemed necessary for communicating any and all updates will be incorporated into the meetings. Additionally, the Executive Committee approved the updated Charter and MOU during the December 2022 meeting and the Technical Committee approved the TRCC Procedures and Guidelines document during the April 2023 meeting. All three documents are on track to be finalized in calendar year 2024 to remedy and address issues.

All updates, action plans, and goals met will be presented to the Executive Committee during the annual meeting during calendar year 2024.

Action Plans

Goal 1: Utilize existing data sources

Objective: Create statewide traffic record data inventory

Project Name: Data Inventory Creation and Expansion

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC, DQS	In progress
Notes	Work with TRCC members and review documents (e.g., Annual Reports); use assistance and templates provided by the NHTSA GO Team for data quality.				

Goal 2: Increase participation in the 405c grant program

Objective: Conduct outreach to increase 405c application submission(s)

Project Name: Increasing Grant Program Participation

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC	Outreach will resume later in calendar year 2024
Notes	Outreach to agencies emphasizing new spending allocabilities for 405(c) funds under BIL.				

Goal 3: Improve Data Quality

Objective: Increase data quality through enhanced accessibility and data cleansing.

Project Name: Data Quality Improvement

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC, DQS	In progress
Notes	Enhance accessibility by means of data inventory and associated data dictionaries, schema, flow charts, etc.; identify means of stopping distribution of dirty data before being made accessible.				

Appendix A: TRCC Roster

TRCC Executive Committee Roster

Name	Title	Agency	System
Omer Osman	Secretary	Illinois Department of Transportation	All
Brendan F. Kelly	Director	Illinois State Police	Crash, Driver, Vehicle
Alexi Giannoulis	Secretary of State	Illinois Secretary of State	Driver, Vehicle, Data Integration
Marcia M. Meis	Director	Administrative Office of the Illinois Courts	Citation or Adjudication
Sameer Vohra, MD, JD, MA	Director	Illinois Department of Public Health	EMS or Injury Surveillance, Data Integration

TRCC Technical Committee Roster

Name	Title	Agency	System
Holly Bieneman	Director, Planning and Programming	IDOT	Crash, Roadway, Data and Integration
Stephane B. Seck-Birhame, P.E., PTOE	Bureau Chief, BSPE	IDOT	All
Michael Vanderhoof	Bureau Chief, Bureau of Planning	IDOT	Crash, Roadway, Data and Integration
Jessica Keldermans	Bureau Chief, Bureau of Data Collection	IDOT	Crash
Dan Mlacnik, P.E.	Surveys, Mapping, & Modeling Section Chief	IDOT	Crash, Roadway
Martha Brown, P.E.	Safety Policy & Initiatives Engineer	IDOT	Crash, Roadway

William Morgan, PMP	Planning & Systems Section Chief	IDOT	Roadway
Brian Arnold	Evaluations Manager, acting Traffic Records Coordinator	IDOT	All
Juan Pava, P.E.	Highway Safety Programs Unit Chief	IDOT	Crash, Roadway
Mark Blankenship	Crash Information Section Manager	IDOT	Crash
Sarah C. Moore	Safety Programs Implementation Manager	IDOT	All
Tim Peters	Local Policy & Technology Engineer	IDOT	Roadway
Katherine Beckett Suter, P.E., RSP2B&I	Safety Design Unit Chief	IDOT	Crash, Roadway
Edgar Galofre, P.E.	Safety Design Engineer	IDOT	Crash, Roadway
Sharon Kelly	Enterprise Application Development Manager	IDOT	Data and Integration
Shannon Alderman	Impaired Driving Coordinator	IDOT	Driver, Crash
John Mellor	GIS Support Technician	IDOT	Crash, Roadway
Annie Prothro	Safety Design Evaluation Services	IDOT	Crash, Roadway
Patrick R. Provart	Mainframe Systems Specialist	IDOT	Data and Integration
Kelli Erickson	Safety Design Evaluation Engineer	IDOT	Crash, Roadway
Jacque Huddleston	Manager, Court Services Division	AOIC	Citation or Adjudication
Denise Bulat	Executive Director	Bi-State Regional Commission	Crash, Roadway, Data and Integration
Gena McCullough	Assistant Executive Director/Planning Director	Bi-State Regional Commission	Crash, Roadway, Data and Integration
Zachary Sutton	Planner	Bi-State Regional Commission	Crash, Roadway, Data and Integration

Rita Morocoima-Black	Planning & Development Director	Champaign County Regional Planning Commission	Crash, Roadway, Data and Integration
Abraham Emmanuel	Deputy Commissioner-Traffic Safety	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
Michael Kent	Coordinating Planner / Vision Zero Coordinator	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
John O'Neal	Coordinating Planner	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
Siddharth Shah	Planner and Engineer	Chicago Dept. of Transportation In-house Consultant	Crash, Roadway, Data and Integration
Parry Frank	Associate Planner	CMAP	Crash, Roadway, Data and Integration
Sam Cole	City Engineer	Danville, City of	Crash, Roadway, Data and Integration
Nathan F. Schwartz, P.E.	County Engineer	DeKalb-Sycamore Area Transportation Study	Crash, Roadway, Data and Integration
Chandra Ravada	Director of Transportation	East Central Intergovernmental Association	Crash, Roadway, Data and Integration
Anna Musial	Transportation Planning Coordinator	East-West Gateway Council of Governments	Crash, Roadway, Data and Integration
Jim Wild	Executive Director	East-West Gateway Council of Governments	Crash, Roadway, Data and Integration
Alan Ho	Safety & Mobility Engineer	FHWA	Roadway
Todd Schmidt	Metropolitan Safety & Mobility Specialist	FHWA	Crash, Data, Integration and Roadway

Christine Kobos	Federal Program Specialist	FMCSA	Vehicle
Cary Minnis	Executive Director	Greater Egypt Regional Planning & Development Commission	Crash, Roadway, Data and Integration
Stephen Laffey	Railroad Safety Specialist	ICC	Crash
Geoffrey Olson	Transportation Planner	Kankakee Area Transportation Study	Crash, Roadway, Data and Integration
Lt. Curt Lewis	Lieutenant / Boating Law Administrator	IDNR	Driver, Vehicle, Roadway, Citation or Adjudication
Sgt. Stuart Fraser	Sergeant	IDNR	Driver, Vehicle, Roadway, Citation or Adjudication
Adelisa Orantia, BSN, RN, MA	State Trauma Registrar	IDPH	Crash, Driver, EMS or Injury Surveillance, Data Use and Integration
Dejan Jovanov	Discharge Data Manager/Senior IT Architect	IDPH	EMS or Injury Surveillance, Data Use and Integration
Jennifer L. Martin, MSW	Injury and Violence Prevention Project Manager	IDPH	Crash, EMS or Injury Surveillance, Data Use and Integration
Andrew Simmons	Project Manager	ILSOS	Driver, Vehicle
Cpt. William Langheim	Captain	ISP	Driver, Vehicle, Roadway, Citation or Adjudication
MSgt. Todd Armstrong	Master Sergeant	ISP	Driver, Vehicle, Roadway,

			Citation or Adjudication
Tpr. Mark Hagen	Trooper	ISP	Driver, Vehicle, Roadway, Citation or Adjudication
Adam Lintner	Geometrics Engineer	ITA	Roadway
Benjamin Wilson	Transportation and Development Division Manager	Kankakee County Regional Planning	Crash, Roadway, Data and Integration
Kaci Wray	Highway Safety Specialist	NHTSA	All
Michael Dunn	Executive Director	Region 1 Planning Council	Crash, Roadway, Data and Integration
Brandon Rucker	Planner	Region 1 Planning Council	Crash, Roadway, Data and Integration
Sydney Turner	Director of Regional Planning	Region 1 Planning Council	Crash, Roadway, Data and Integration
Alex McElroy	Executive Director	Southeast Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Michael Ziarnek, AICP, MURP	Director of Transportation Planning	Southern Illinois Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Shannan Karrick	Senior Planner	Springfield-Sangamon County Regional Planning Commission	Crash, Roadway, Data and Integration
TJ Nee	MPO Coordinator	Stateline Area Transportation Study Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Michael Bruner	Planner III	Tri-County Regional Planning Commission	Crash, Roadway, Data and Integration

Abolfazl Mohammadian	Professor of Transportation Systems and Head of the Department of Civil, Materials, and Environmental Engineering	UIC	Roadway
Dr. AJ Simmons	Research Director	UIS	EMS or Injury Surveillance, Data Use and Integration
Dr. Mickey Edwards	Research Specialist	UIS	EMS or Injury Surveillance, Data Use and Integration
Dr. Seunghoon Oh	Research Specialist	UIS	EMS or Injury Surveillance, Data Use and Integration
Jennifer Cifaldi, Esq.	Traffic Safety Resource Prosecutor	UIS	Driver, Crash
Dr. Imad L. Al-Qadi	Director	UIUC- Illinois Center for Transportation	Crash, Roadway, Data and Integration
Dr. Yangfeng Ouyang	Professor of Civil and Environmental Engineering	UIUC	Crash, Roadway, Data and Integration

Appendix B: Acronyms

Abbreviation or Acronym	Definition
3HSP	Triennial Highway Safety Plan
ANSI	American National Standards Institute
AOIC	Administrative Office of the Illinois Courts
BIL	Bipartisan Infrastructure Law
BSPE	Bureau of Safety Programs and Engineering (under IDOT)
CCH	Computerized Criminal History
CDC	Center for Disease Control
CDLIS	Commercial Driver's License Information System
CFR	Code of Federal Regulation
CHRI	Criminal History Record Information
CIS	Crash Information System
CODES	Crash Outcome Data Evaluation System
DUI	Driving Under the Influence
ED/HD	Emergency Department and Hospital Discharge
EMS	Emergency Medical System
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FMCSA	Federal Motor Carrier Safety Administration
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IDPH	Illinois Department of Public Health
ILSOS	Illinois Secretary of State
IRIS	Illinois Roadway Information System
IROADS	Illinois Roadway Analysis Database System
ISP	Illinois State Police
IVRS	Illinois Vital Records System
LEADS	Law Enforcement Automated Data Systems
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
NEMESIS	National Emergency Medical Services Information System
NHTSA	National Highway Traffic Safety Administration
NMVTIS	National Motor Vehicle Title Information System
NOFO	Notice of Funding Opportunity
PDPS	Problem Driver Pointer System

PRISM	Performance and Registration Information Systems Management
SME	Subject Matter Expert
SQL	Structured Query Language (standard database language under ANSI)
TBD	To Be Determined
TRC	Traffic Records Coordinator
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Records Strategic Plan
VIPS	Violence and Injury Prevention Section (under IDPH)



Illinois

Impaired Driving Strategic Plan

Developed by:
The Illinois Impaired Driving Task Force

Approved 7/12/2024

Illinois Impaired Driving Task Force

This plan has been developed by the Illinois Impaired Driving Task Force (IIDTF) with a single purpose – save lives by preventing impaired driving and impaired driving crashes. The IIDTF is a group of dedicated professionals from a variety of organizations each of whom brings different perspectives and experiences on impaired driving issues.

The IIDTF first met in April 2016 and immediately began work on organizational specifics for the group. Establishing documents comprising the IIDTF’s mission, by-laws, membership, and objectives were drafted. The organizational details were refined over the next 15 months, as the task force involved itself with accomplishment of its main objective of developing and refining the Illinois Impaired Driving Strategic Plan (IIDSP).

Highway Safety Plan and Strategic Highway Safety Plan

The IIDSP is a five-year plan developed to work in conjunction with the Illinois Highway Safety Plan (IHSP) and the Illinois Strategic Highway Safety Plan (ISHSP), two additional federally required strategic plans that identify the state's highway safety problems, develop goals, and support initiatives that will help that state achieve the specified goals. Both the IHSP and ISHSP identify impaired driving as a high priority. The IIDSP enhances these plans by identifying specific objectives, strategies, and tactics to assist Illinois in reaching the outcome goals of the IHSP and ISHSP. The IIDSP accomplishes this by leveraging the considerable experience and knowledge of IIDTF members and by keeping focused on the guidelines set forth in *Highway Safety Program Guideline No. 8 – Impaired Driving*.

Primary Focus Areas

The creation of the Illinois IIDTF came about as the idea of a committed police chief in suburban Cook County and the state's two prominent impaired driving advocacy groups – Mothers Against Drunk Driving (MADD) and the Alliance Against Intoxicated Motorists (AAIM). This group's motives for doing so were very straightforward. They wanted to bring greater awareness to one of our state's prominent public safety problems and utilize experts to formulate innovative solutions to those problems.

Their vision resulted in the comprehensive makeup of the IIDTF that encompasses key stakeholders from the wide range of fields that play a role in preventing impaired driving and impaired driving crashes in Illinois. IIDTF members include key individuals from the Illinois State Highway Safety Office (IDOT), law enforcement (state, municipal, and county), criminal justice (judiciary, prosecution, and defense), probation, treatment, advocacy, law enforcement training, law enforcement forensic phlebotomy, Drug Recognition Expert/Standardized Field Sobriety Testing (DRE/SFST), driver license administration, victim advocacy, and DUI court administration.

This diversity allows the IIDTF to develop a strategic plan that gives all-inclusive treatment to Illinois impaired driving issues. The IIDSP covers the Primary Focus Areas of Program Management, Prevention, Criminal Justice System, Communication Programs, Alcohol and Drug Misuse, and Program Evaluation and Data.

Focus Area 1

Program Management

Objective 1

Develop, implement, and maintain Illinois' Impaired Driving Strategic Plan (IIDSP).

Strategy 1

Utilize the Illinois Impaired Driving Task Force (IIDTF) to cultivate Illinois' priority impaired driving countermeasures.

Tactic 1

Expand the composition of the Impaired Driving Task Force to fill gaps in representation, including representation from alcohol and other drug treatment and prevention agencies, the alcohol and adult-use cannabis industries, under-served populations, and the Illinois High School & College Driver Education Association.

Tactic 2

Ensure that safety continues to be a priority for the Illinois Department of Transportation and includes an emphasis on both behavioral and engineering safety efforts.

Strategy 2

Develop Illinois Impaired Driving Strategic Plan via the IIDTF.

Tactic 1

Assign IIDTF members to working groups corresponding to each IIDSP focus area.

Tactic 2

IIDTF working groups develop priority objectives, strategies and tactics for each focus area.

Tactic 3

Priority objectives, strategies and tactics for each focus area presented to IIDTF for finalization into the IIDSP.

Strategy 3

IIDTF conducts an annual review of IIDSP, and updates as deemed necessary; present updates to State Highway Safety Office (SHSO).

Tactic 1

IIDTF presents IIDSP to SHSO (IDOT).

Tactic 2

IIDTF work directly with IDOT as the SHSO to encourage federal funding support put forth in the Illinois Highway Safety Plan.

Objective 2

Implement priority countermeasures established in the IIDSP.

Strategy 1

Utilize the Illinois traffic safety network (represented on the IIDTF) to leverage personnel and funding.

Tactic 1

Provide regular opportunities for impaired driving partners and stakeholders to share information, participate in planning, and generate solutions to Illinois' impaired driving problems.

Strategy 1

Seek meaningful input from the public, advocates, and prevention experts in underserved communities disproportionately affected by impaired driving crashes.

Tactic 1

Leverage crash data, census information, hospital trauma data, and other relevant sources to identify underserved communities and age groups within those communities disproportionately impacted by impaired driving and impaired pedestrian crashes.

Tactic 2

Through various means, engage with community leaders, local organizations, and grassroots movements to build relationships and establish trust.

Tactic 3

Collect and analyze data gathered from public input to identify common themes, concerns, and suggestions.

Strategy 2

Collaborate with public and private professionals and secure public and private resources and funding.

Tactic 1

Work to secure federal funding support.

Tactic 2

Work to identify and secure private funding opportunities.

Tactic 3

Determine the amount of funds available from impaired driving convictions and reinstatement fees and identify whether the funds are used for impaired driving efforts as intended according to State statute.

Strategy 3

Require all project proposals to include a level of problem identification that is specific to the proposed coverage area and that documents the need for each individual project.

Focus Area 2

Prevention

Objective 1

Reduce underage drinking/drug misuse and prevent underage impaired driving.

Strategy 1

Create partnerships to help achieve initiatives to reduce excessive alcohol/drug use and impaired driving.

Tactic 1

Implement a 10 cent per drink tax and dedicate a portion of the proceeds to prevention and treatment of alcohol and other substance use disorder problems including impaired driving.

Tactic 2

Utilize the Illinois DUI Prevention and Education Fund.

Strategy 2

Introduce innovative programs in middle schools and high schools.

Tactic 1

Provide prevention programs that involve schools, organizations, and agencies committed to helping reduce alcohol/drug related problems and behaviors.

Strategy 3

Require responsible alcohol and cannabis sales and service.

Tactic 1

Conduct an evaluation of the Beverage Alcohol Sellers and Servers Education and Training program.

Tactic 2

Provide training to licensees and employees in the industry to know their legal responsibility and liability regarding alcohol and cannabis sales and services.

Strategy 4

Control hours, locations, and promotions of alcohol and cannabis sales.

Objective 2

Develop and enhance coalitions in the prevention of underage drinking/drug misuse and impaired driving prevention programs.

Strategy 1

Improvement of parent and child communication helping to keep their children alcohol and drug-free.

Tactic 1

Provide parent programs to increase and assist families in the knowledge of how to encourage communication with their teens, set boundaries and monitor the activities of their adolescents.

Tactic 2

Educate families about the importance of being good role models.

Tactic 3

Provide facts on cannabis, alcohol, and other substance use problems and the consequences.

Tactic 4

Promote high-refusal assertiveness skills training to students to practice ways to say “no.”

Strategy 2

Extracurricular programs supervised by positive adult role models that also incorporate youth leadership for skill building in this area.

Objective 3

Promote community involvement to incorporate school strategies in the prevention of underage drinking and drug use.

Strategy 1

Develop innovative appropriate information about alcohol and other drugs as curriculum.

Tactic 1

Provide more research to promote the understanding of substance misuse disorder.

Tactic 2

Provide active community-based prevention programs.

Tactic 3

Involve community-based programs in the schools’ code of conduct curriculum.

Tactic 4

Involve the Secretary of State’s programs and policies in driver education programs.

Tactic 5

Consider priority recommendations 4.1.1 and 5.1.1. from the 2015 Technical Assessment of the Illinois Driver Education Program.

Focus Area 3

Criminal Justice

Objective 1

Utilize an Impaired Driving Task Force sub-committee to re-write all DUI-related statutes into a merged, user-friendly, comprehensible compilation.

Strategy 1

Amend the DUI cannabis law to a workable, enforceable, provable offense.

Objective 2

Effectively utilize limited law enforcement resources to combat the impaired driving population.

Strategy 1

Ensure law enforcement officers have the best tools and training to recognize and stop impaired drivers.

Tactic 1

Encourage Standardized Field Sobriety Testing (SFST) refresher training for all patrol officers every two years.

Tactic 2

Verify that the Illinois Training and Standards Board utilizes the most recent NHTSA standards within the Mobile Training Units.

Tactic 3

After one year of graduating from the police academy, departments should encourage their law enforcement patrol officers to attend Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

Tactic 4

Train selected law enforcement officers as Drug Recognition Experts (DREs) to detect and identify drug impaired drivers.

Tactic 5

Encourage law enforcement departments to send their officers through the Illinois Law Enforcement Phlebotomy Program.

Tactic 6

Encourage the implementation of electronic crash reporting to expedite data analysis and facilitate more efficient deployment of law enforcement resources.

Tactic 7

Promote attendance at implied consent and DUI testimony training.

Strategy 2

Enforce DUI Laws.

Tactic 1

Expand high visibility DUI enforcement saturations including Roadside Safety Checks.

Tactic 2

Expand trainings for law enforcement and prosecutors to implement DUI no-refusal electronic search warrant programs and processes in their communities.

Tactic 3

Conduct nighttime speeding, distracted driving, and seat belt enforcement to detect impaired drivers.

Tactic 4

Enforce zero tolerance and other impaired driving graduated driver license laws for drivers under age 21.

Objective 3

Encourage the enhanced availability and usage of in-state testing of blood specimens for drugs and reduce reliance on out-of-state testing labs.

Tactic 1

Support funding of laboratories equipped to conduct quantitative testing for cannabis and other drugs.

Objective 4

Prosecute, impose sanctions on, and treat DUI offenders.

Strategy 1

Develop and create more problem-solving DUI Courts and encourage the use of other evidence-based sentencing options.

Strategy 2

Assist the Illinois Secretary of State's Office with the administration and promotion of Illinois' Breath Alcohol Ignition Interlock Device (BAIID) Program.

Strategy 3

Provide training, technical assistance, and support to DUI prosecutors.

Tactic 1

Support the expansion of the Illinois Traffic Safety Resource Prosecutor Program.

Tactic 2

Support the development and funding of the annual Midwest Traffic Safety Conference in partnership with the Midwest Center for Traffic Safety.

Tactic 3

Codify the current administrative rule which provides for the revocation of driving privileges of offenders charged with Leaving the Scene, DUI, or

Aggravated DUI when a serious personal injury or death occurred as a result of a crash.

Tactic 4

Encourage the use of and funding for a unified statewide electronic search warrant system.

Tactic 5

Provide continuing legal education classes to prosecutors regarding the use of search warrants to obtain blood tests from individuals charged with DUI or Aggravated DUI.

Tactic 6

Encourage the networking of law enforcement officers and prosecutors to work on impaired driving issues.

Tactic 7

Educate medical facilities regarding no civil liability for the truthful reporting of blood and urine tests performed on individuals who are receiving medical treatment for injuries sustained in a traffic crash.

Tactic 8

Educate law enforcement on the proper use of blood draw kits and compliance with Administrative Rule 92 ILL Adm 1286

Tactic 9

Simplify and provide the option for an electronic version of the Illinois implied consent forms.

Tactic 10

Maintain a listserv and newsletter for prosecutors and law enforcement officers.

Strategy 4

Consider ways to reduce the number of plea bargains from DUI to lesser traffic violations.

Tactic 1

Support the concept of a bifurcated implied consent civil case and DUI criminal case by revising Illinois statutes to prohibit the rescission of a statutory summary suspension as part of a plea agreement.

Tactic 2

Encourage the Illinois Secretary of State's Office to resume control of all Petitions to Rescind to remove them from the hands/control of prosecutors so that they are not used as negotiating tools.

Strategy 5

Identify and detect high BAC and repeat offenders.

Tactic 1

Ensure screening of all high-risk DUI offenders for substance use disorders and require evidence-based treatment options when appropriate.

Strategy 6

Provide training and resources for Illinois Judges.

Tactic 1

Continue and encourage further use of Victim Impact Panels.

Tactic 2

Consider a study to determine how minor traffic offenses could be removed from the current Circuit Court structure to enable the Circuit Court to spend more time on serious traffic offenses.

Tactic 3

Encourage the Administrative Office of Illinois Courts to continue to allow non-judges to conduct DUI law training.

Objective 5

Utilize law enforcement to educate the public about the enforcement and prosecution of DUI laws.

Strategy 1

Encourage law enforcement to utilize media to inform the public of local arrests and to promote public safety.

Strategy 2

Encourage law enforcement to inform the public of high visibility enforcement and holiday emphasis campaigns and other public safety events.

Tactic 1

Increase public safety by encouraging law enforcement agencies to release highlights of DUI arrests and holiday emphasis campaigns through all forms of media.

Tactic 2

Encourage law enforcement to present impaired driving messages to community forums.

Tactic 3

Encourage law enforcement to present information about high visibility enforcement and holiday emphasis campaigns to school programs.

Tactic 4

Encourage the teaching of Drug Impairment Training for Education Professionals (DITEP) by Drug Recognition Expert Instructors to educate teachers/school officials about the signs and symptoms of alcohol and drug use.

Tactic 5

Educate students about the dangers of impairing substances.

Focus Area 4

Communication

Objective 1

Utilize paid and earned media to maximize deterrence to impaired driving.

Strategy 1

Develop and execute a comprehensive impaired driving media plan.

Tactic 1

IDOT to hire a media vendor to create, develop and promote impaired driving messages on television, radio, and social media in selected markets throughout Illinois.

Tactic 2

Focus paid and earned media events during IDOT's impaired driving campaigns.

Tactic 3

Provide media releases to IDOT's grantees for impaired driving campaigns.

Tactic 4

Coordinate press events prior to each of IDOT's impaired driving campaigns.

Tactic 5

Utilize enforcement message during IDOT's impaired driving campaigns.

Tactic 6

Invite traffic safety partners to IDOT's impaired driving campaign news events.

Tactic 7

Develop statewide media release for each of IDOT's impaired driving campaigns.

Strategy 2

Develop impaired driving/distracted reckless/speeding and driving/seat belt ads.

Strategy 3

Develop an impaired motorcycle rider media campaign.

Strategy 4

Utilize crash data to determine demographics (ages 16-34, 35-44, 45-54) for targeted paid and earned messaging efforts.

Objective 2

Increase educational and outreach efforts regarding the consequences of alcohol, cannabis, and other drug-impaired driving.

Strategy 1

Work with traffic safety partners on developing ways to improve public awareness statewide.

Tactic 1

Promote partnerships with state law enforcement organizations.

Tactic 2

Promote law enforcement local action network meetings to provide impaired driving information and education.

Strategy 2

Develop a singular message for the impaired driving issue in Illinois.

Tactic 1

Promote the “Drive Sober or Get Pulled Over” messaging.

Tactic 2

Promote the “Drive High - Get a DUI.” messaging.

Tactic 3

Promote “If you feel different, you drive different” messaging.

Tactic 3

Promote law enforcement public safety campaigns.

Strategy 3

Review crash information and demographics to determine where to conduct educational efforts.

Strategy 4

Utilize Impaired Driving Task Force to increase awareness of the consequences of impaired driving and the importance of certain countermeasures.

Tactic 1

Fund the SFST/DRE/Coordinator to improve law enforcement training.

Tactic 2

Fund the Traffic Safety Resource Prosecutor program.

Tactic 3

Fund Law Enforcement Forensic Phlebotomy Program and Statewide Coordinator.

Tactic 5

Fund law enforcement liaison program.

Tactic 4

Promote DUI Courts.

Tactic 6

Promote ARIDE training.

Strategy 5

Publicize and educate the public, elected officials, and lobbyists regarding anti-impaired driving technology and its future potential.

Tactic 1

Demonstrate anti-impaired driving technology at conferences, events, and meetings.

Tactic 2

Draft media releases around holidays including Memorial Day, Fourth of July, Labor Day, and other time periods.

Tactic 3

Share victim stories.

Tactic 4

Share videos through social media to notify the public on a large scale.

Objective 3

Enhance and renew year-round comprehensive underage alcohol and drug-impaired driving prevention campaigns utilizing ads and public service announcements.

Strategy 1

IDOT to hire a media vendor to create, develop and promote the messages on television, radio, and social media in selected markets throughout Illinois.

Tactic 1

Develop ads focusing on education, awareness, and modifying behavior to decrease the incidents of underage drinking, cannabis, drug misuse, substance use disorder, and impaired driving.

Tactic 2

Implement ads and media events year-round on social media platforms.

Strategy 2

Increase coordination and collaboration of existing youth groups with relevant campaign messages.

Tactic 1

Implement peer leadership teams and mentorship programs to promote activities and projects that decrease behaviors that put themselves and others at risk.

Strategy 3

Introduce strategy meetings to brainstorm, develop, and implement fresh campaigns.

Strategy 4

Develop grassroots mentorship program.

Strategy 5

Encourage communities consisting of diverse representation to support substance use disorder and underage drinking, cannabis, and other drug misuse prevention.

Tactic 1

Increase visibility in town halls and with traffic safety forums.

Tactic 2

Provide facts on marijuana and other substance use disorders and the consequences of their use.

Strategy 6

Create an e-newsletter that will give parenting tips that can help with strategies to help deal with teens and substance misuse disorders.

Focus Area 5

Alcohol/Drug Misuse

Objective 1

To reduce recidivism, provide information to judges and prosecutors on the consistent use and interpretation of the alcohol and drug evaluation, recommendations, and substance use disorder treatment.

Strategy 1

Provide information to Judges and Prosecutors.

Tactic 1

Inform judges on the requirements of 625 ILCS 5/11-501.1(h) requiring the court to monitor compliance with any education or treatment recommendations.

Tactic 2

Inform judges as to how to appropriately incorporate sentencing pursuant to the evaluation to enhance public safety and to impose appropriate requirements on specific offenders to reduce recidivism.

Tactic 3

Ensure that all DUI offenders' progress in treatment is monitored by the Court and all appropriate agencies.

Tactic 4

Impress upon prosecutors to review evaluations prior to making a plea offer.

Objective 2

Certify DUI Courts in Illinois as Problem-Solving Courts.

Strategy 1

Establish DUI Courts in Illinois complying with the Illinois Supreme Court Problem-Solving Courts Standards.

Tactic 1

Provide information to judges, prosecutors, defense attorneys, and other stakeholders as to the concept of DUI Courts, evidence-based practices, and recidivism rates.

Tactic 2

Provide information as to the Illinois Supreme Court Problem-Solving Court Standards and certification process.

Tactic 3

Provide DUI Court Team training to stakeholders, All Rise [formerly National Association of Drug Court Professionals, NADCP], and the Treatment Court Institute (TCI) [formerly National Drug Court Institute, NDCI], will at times, provide such training, on location, to multiple teams at little or no cost to prospective teams.

Tactic 4

Coordinate with the Administrative Office of Illinois Courts Problem-Solving Coordinator to provide technical assistance from Illinois practitioners as to DUI Courts with regard to being certified by the Illinois Supreme Court.

Tactic 5

Establish DUI Mentor Court in Illinois, TCI (formerly NDCI) will help train the trainers to provide local DUI Court practitioners to continue new DUI Courts).

Tactic 6

Provide information on funding resources made available from the AOIC, IDOT, BJA and other sources for DUI Courts.

Tactic 7

Utilize the Illinois Impaired Driving Task Force committee to propose legislation for the authorization of DUI Courts.

Tactic 8

Encourage Judges to use evidence-based sentencing alternatives, in addition to DUI Courts, or where DUI Courts are unavailable.

Objective 3

Require Pre-Trial monitoring for DUI offenders.

Strategy 1

Provide for the ability to detect drug use among DUI offenders both post-sentencing and pre-disposition.

Tactic 1

As a condition of Pre-Trial release, DUI offenders will be directed to submit to random urine analysis, portable breath tests, alcohol monitoring device or Breath Alcohol Ignition Interlock Device, depending on the prior record and/or facts of the case.

Tactic 2

The DUI offender will report any positive chemical test results, including but not limited to PBTs, UAs, SCRAM, TRAC, and or BAIID violations to the DUI evaluator, leading to a more accurate evaluation; and report any positive screens to state's attorney's office and court services (if they have a pretrial monitoring program).

Focus Area 6

Program Evaluation and Data

Objective 1

Utilize the Illinois Highway Safety Plan's (IHSP) core outcome measures and goals as a primary measure of the Illinois Impaired Driving Program.

Strategy 1

Evaluate Illinois' progress towards achieving IHSP goals annually.

Tactic 1

IDOT shares annual IHSP outcome measures and goals with IIDTF.

Tactic 2

IIDTF provides input to IDOT regarding outcome measures and goals.

Objective 2

Optimize Illinois' traffic records system.

Strategy 1

Fund and implement projects in support of establishing an effective DUI Tracking System.

Tactic 1

Explore the further proliferation of e-citations.

Tactic 2

Explore ways to obtain more alcohol and drug test results in impaired driving arrests and crashes.

Tactic 3

Continue to explore ways to maximize electronic crash data collection.

Tactic 4

Develop a comprehensive traffic safety data dictionary.

Tactic 5

Replace the antiquated COBOL/CICS/DB2.

Tactic 6

Explore ways to ensure a clear delineation between crashes and DUI arrests pertaining to alcohol, cannabis, drugs/substances, or poly-drug use.

Objective 3

Streamline Illinois' highway safety grant application process.

Strategy 1

Work towards the development of an e-grant application process for IDOT's Highway Safety Grant Program.

Strategy 2

Implement electronic reporting for IDOT highway safety grantees.

Illinois Impaired Driving Strategic Plan

Full Members			
Name	Title	Agency/Organization	Group
Chairwoman			
Nancy Easum, Esq.	Attorney	Easum Law Office	Criminal Justice System
Assistant Chairwomen			
Rita Kreslin	Executive Director	The Alliance Against Intoxicated Motorists	Communications/Community Engagement/Advocacy
Erin Peylon	Executive Director	Mothers Against Drunk Driving - Illinois/Iowa/Wisconsin	Communications/Community Engagement/Advocacy
Secretary			
Shannon Aldeman	Impaired Driving Program Coordinator	Illinois Department of Transportation, Bureau of Safety Programs and Engineering	State Highway Safety Office
Stephane Seck-Birhame, P.E.	Chief, Bureau of Safety Programs & Engineering	Illinois Department of Transportation	State Highway Safety Office
Sarah Moore, MPA	Chief, Safety Programs Implementation Manager, Bureau of Safety Programs & Engineering	Illinois Department of Transportation	State Highway Safety Office
Dr. William Watson, M.D.	Director of Trauma	Advocate Condell Medical Center	Medical Profession
Larry Shelton	Toxicology Program Manager	Illinois State Police, Division of Forensic Services	Toxicology
Hon. Patrick Kenneally, Esq.	State's Attorney	McHenry County	Criminal Justice System
Richard Krajewski, MA, LCPC	Supervisor, DUI Evaluation Unit	Eighteenth Judicial Circuit Court of Illinois	Criminal Justice System
Larry Davis, Esq.	Criminal Defense Attorney	Davis Law Group/Illinois State Bar Association	Criminal Justice System
Nicole Sanders	Industry Education Manager	Illinois Liquor Control Commission	Alcohol Beverage Regulation - Server Training
Andrea Winner, MS, CADC	DUI Manager / Compliance and Monitoring Specialist	Illinois Department of Human Services, Division of Substance Use Prevention and Recovery	Public Health - Treatment
Paul Petty	Manager, In-Service Training	Illinois Law Enforcement Training and Standards Board	Law Enforcement - Training
Craig Beiermann	State Trooper	Illinois State Police	Law Enforcement
Sgt. Ari Briskman	DRE Instructor	McHenry County Sheriff's Department	Law Enforcement
Ofc. Brian Greenwald, D.R.E.	D.R.E. Instructor	Riverside Police Department	Law Enforcement
Jennifer Cifaldi, Esq.	Traffic Safety Resource Prosecutor	University of Illinois - Springfield	Criminal Justice System
Judge Mark Shaner (Ret.)	Illinois State Judicial Outreach Liaison	American Bar Association	Criminal Justice System
Doug Petit	Victim Advocate	Parents And Teens Together	Community Engagement/Advocacy
Brenda Glahn, Esq.	Legislative Liaison, Driver Services Department	Office of the Illinois Secretary of State	Driver Licensing
Sgt. Lee Graham	Supervisor, Patrol	St. Clair County Sheriff's Department	Law Enforcement
Master Patrol Officer Larry Brooks, D.R.E. Instructor	Illinois Law Enforcement Forensic Phlebotomy Coordinator	Decatur Police Department	Drug-impaired Driving Countermeasures
Dan Hunt (non-voting)	Director, Probation Services	Administrative Office of the Illinois Courts	Criminal Justice System - Probation
Bill Blundell (non-voting)	Manager, Problem Solving Courts, Probation Services	Administrative Office of the Illinois Courts	Criminal Justice System - Problem Solving Courts
Contributing Members			
Jennifer Bash, D-ABFT-FT	Forensic Scientist		Toxicology
Lindsay Simpson, M.S.	Forensic Scientist	Northeastern Illinois Regional Crime Laboratory	Toxicology
Lisa Rogers	Director, Court Watch Program	The Alliance Against Intoxicated Motorists	Criminal Justice System/Community Outreach
Scott Kristiansen	Supervisor, Illinois Law Enforcement Liaison Program	Illinois Association of Chiefs of Police	Law Enforcement
Bonnie Jones	Manager, Court Monitoring Program	Mothers Against Drunk Driving	Criminal Justice System/Community Outreach
Sheila Lockwood	Victim Advocate	Mothers Against Drunk Driving	Legislation/Community Outreach
Samantha Gallagher-Gannon	Prevention Specialist	The Alliance Against Intoxicated Motorists	Community Outreach
Hon. Mark Shaner (Ret.)	Illinois Judicial Outreach Liaison	American Bar Association	Criminal Justice System



Illinois Department of Transportation Committee Charter

ILLINOIS IMPAIRED DRIVING TASK FORCE

Effective Date:

September 11, 2019

Scheduled Review:

September 11, 2022

Approved By:

Omer Osman

Version: 1.0

1. COMMITTEE TITLE

The title of this committee shall be The Illinois Impaired Driving Task Force.

2. PURPOSE

The purpose of this committee is to save lives by the elimination of senseless motor vehicle crashes and resultant injuries or deaths caused by impaired drivers in Illinois.

3. MEMBERSHIP

The committee shall be comprised of members representing the Department of Transportation (“internal”), as well as the Governor’s Office, the General Assembly, the Illinois Judicial System, other state agencies, and advocacy groups. Internal members will be appointed by the Bureau Chief of the Bureau of Safety Programs and Engineering, with external members appointed by the Governor’s Office, the General Assembly, the Illinois Judicial System, other state agencies, and advocacy groups. The Task Force membership shall include, but not be limited to:

Internal

- IDOT Bureau Chief of Safety Programs and Engineering (or designee)
- IDOT Unit Chief, Bureau of Safety Programs and Engineering, Safety Project Implementation Unit
- IDOT Impaired Driving Program Coordinator

External

- Local and or County Police Representative(s)
- Illinois State Police Representative(s)
- Illinois Department of Human Services, Division of Substance Use Prevention & Recovery Representative
- Judicial Representative
- Prosecutorial Representative
- Probation and/or Court Services Representative
- Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists Representative(s) or other Advocacy Group(s)
- Illinois Secretary of State's Office Representative
- Illinois Law Enforcement Training and Standards Board Representative
- Governor's Office Representative
- General Assembly Representative

Version 1.0 Page 2 of 3

4. AUTHORITY, OBJECTIVES & ACTIVITIES

A. Authority. Each state fiscal year (July 1 through June 30) the Task Force will appoint new members as appropriate and elect a Chairperson. During the first fiscal year of operations, the Task Force will develop and/or update a Statewide Impaired Driving Strategic Plan, which will be reviewed on a state fiscal year basis to provide for updates and enhancements, as necessary.

B. Objectives. The Task Force's mission is to eliminate motor vehicle crashes and resultant injuries or deaths caused by impaired drivers through collaboration of individuals, agencies and organizations who possess the expertise to: (1) formulate prevention strategies; (2) develop and implement improvements to Illinois laws that pertain to enforcement of highway safety, driver's licensing, prosecution and adjudication; and (3) enhance communication to the public about motor vehicle crashes and public safety.

To accomplish this mission, the Task Force will leverage the expertise of its members to develop a Statewide Impaired Driving Strategic Plan that will aid in the creation of the Illinois Strategic Highway Safety Plan and the annual Highway Safety Plan (HSP).

Items the Task Force will discuss include, but will not be limited to, (1) current and potential Illinois law; (2) ways to enhance prosecution and adjudication of offenders; (3) law enforcement

methodologies; (4) treatment and monitoring of offenders; and, (5) prevention, intervention, and education of the public on the issue of impaired driving.

C. Meeting Frequency.

Each state fiscal year (July 1 through June 30), the Task Force will determine a schedule of regular meetings. Meetings will alternate between upstate and downstate locations and shall utilize conference calling whenever appropriate.

D. Meeting Recorder.

The Task Force will appoint a Secretary who will be responsible for recording minutes for each meeting.

E. ACCOUNTABILITY

The Task Force will report on its activities and recommendations annually to the Illinois Governor's Highway Safety Representative (or designee). By March 1 each year, as necessary, the Task Force will produce or update an Illinois Statewide Impaired Driving Strategic Plan the contents of which will be considered by inclusion in the Strategic Highway Safety Plan and the Highway Safety Plan.

5. CHARTER MAINTENANCE

The Bureau of Safety Programs & Engineering is responsible for the maintenance of this charter and shall notify the Bureau of Business Services of changes to the charter and/or membership.

6. REVISION HISTORY

At a minimum, this charter shall be reviewed for continued use and updated biennially.

Changes to this charter are as follows:

- new charter

The current version of this charter is available on the Committee Charters page on InsideIDOT.

Version 1.0 Page 3 of 3

Archived versions of this charter may be examined by contacting the Document Services Unit in the Bureau of Business at DOT.Policy@illinois.gov.

7. CLOSING NOTICE

For more information regarding committee establishment and function, see DO 02-04: Committee Establishment & Function.

Supersedes: This is a new charter.

Motorcyclist Safety Grants (23 CFR 25)

List of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant.

- The Region A (Northern Illinois) training region consists of 14 Counties: Boone, Carroll, Cook, DeKalb, DuPage, Jo Daviess, Kane, Lake, Lee, McHenry, Ogle, Stephenson, Whiteside, Winnebago
 - Region A Legislative and Congressional Districts - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 16, 17
- The Region B (Central Illinois) training region consists of 36 Counties: Bureau, Cass, Champaign, DeWitt, Ford, Fulton, Grundy, Hancock, Henderson, Henry, Iroquois, Kankakee, Kendall, Knox, LaSalle, Livingston, Logan, Macon, Marshall, Mason, McDonough, McLean, Menard, Mercer, Peoria, Piatt, Putnam, Rock Island, Sangamon, Schuyler, Stark, Tazewell, Vermilion, Warren, Will, Woodford.
 - Region B Legislative and Congressional Districts - 1, 2, 3, 11, 13, 14, 15, 16, 17, & 18
- The Region C (Southern Illinois) training region consists of 52 counties: Adams, Alexander, Bond, Brown, Calhoun, Christian, Clark, Clay, Clinton, Coles, Crawford, Cumberland, Douglas, Edgar, Edwards, Effingham, Fayette, Franklin, Gallatin, Greene, Hamilton, Hardin, Jackson, Jasper, Jefferson, Jersey, Johnson, Lawrence, Macoupin, Madison, Marion, Massac, Monroe, Montgomery, Morgan, Moultrie, Perry, Pike, Pope, Pulaski, Randolph, Richland, St. Clair, Saline, Scott, Shelby, Union, Wabash, Washington, Wayne, White, Williamson
 - Region C Legislative and Congressional Districts – 12, 13, 15, 18

AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

- this information is retained by the Illinois Secretary of State

The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs and Engineering.

- [\(625 ILCS 35/\) Cycle Rider Safety Training Act](#)

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- [\(625 ILCS 35/\) Cycle Rider Safety Training Act](#)

In the annual grant application at Illinois Department of Transportation, Bureau of Safety Programs and Engineering, performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- Performance standards are also established in in the *Cycle Rider Safety Training Program Manual* (see IL_FY25_405f_Cycle Rider Safety Training Program Manual) and addressed by two types of evaluations:

1. An administrative evaluation based on the actual activities compared with the plans and/or unit costs.

- The number of students listed in Exhibit B DELIVERABLES or MILESTONES to be trained vs. the actual number of students trained.
- The number of planned courses vs. the number of completed courses.
- Cost analysis of the planned costs of training or other aspects or operations efficiency vs. actual.

2. An evaluation of the Grantees training output from data collected through their weekly and monthly report submittal to determine the extent of which Southern Illinois University's Motorcycle Rider Program has changed crash and/or injury severity within Region C and an overall analysis of student training numbers and the relationship between the grantee, including any program costs and benefits.

- Evaluation of instructors by students and staff, Quality Assurance visits, Incident rates, Customer service complaints, and resolution.
- Average number of students per course and per site, Number of courses held at each site, Pass/Fail/Drop rates, Measuring results of preventative maintenance on motorcycles, No show rates, Student demographic information, and Instructor turn-over rate.
- Training goals, including both the number of each type of the courses offered in each Region (BRC, BRC2, ARC, 3WBRC and Instructor Preps) and the number of students trained per course type.

**The Illinois Department of Transportation will define the method of evaluation, data to be collected, records necessary for data collection, criteria for the administrative and impact evaluations and responsibilities of those involved in the evaluation. A Department evaluation plan will be distributed to everyone directly involved. - Grant programs must be completed within the time frame of the grant agreement and the grantee must demonstrate integrity, honesty, and responsibility in the performance of all tasks.*