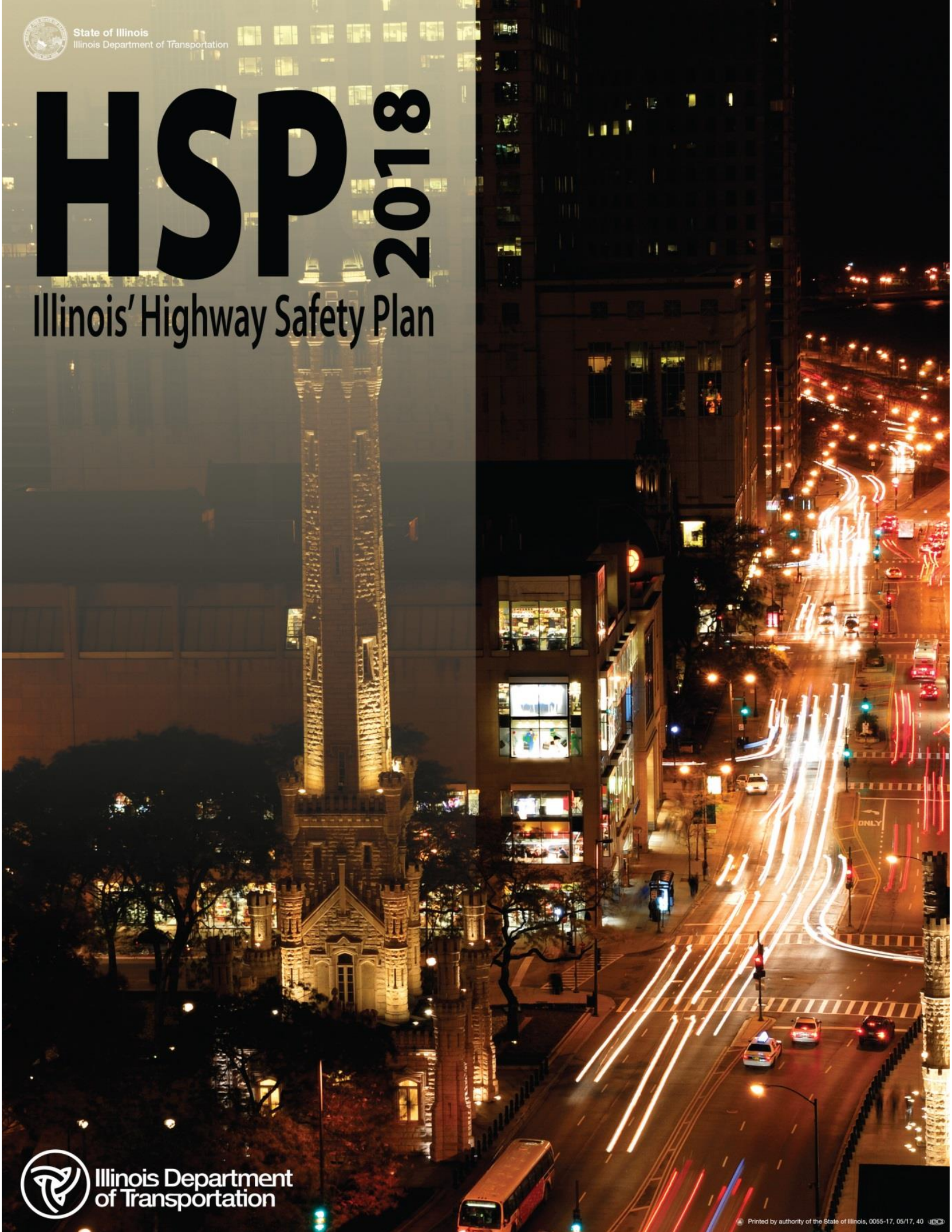




State of Illinois  
Illinois Department of Transportation

# HSP 2018

## Illinois' Highway Safety Plan



Illinois Department  
of Transportation

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## ***Executive Summary***

In accordance with 23 CFR 1300, Uniform Procedures for State Highway Safety Grant Programs, Illinois is submitting our annual consolidated Highway Safety Plan (HSP) for FY 2018. The HSP includes: 1) Illinois' response to the Section 405, National Priority Safety Program Grants qualification criteria; and 2) Illinois' planned highway safety program for all federal funding sources for FY 2018.

The Illinois Department of Transportation (IDOT) will ensure that at least 40 percent of the annual Section 402 federal funds will be used for the benefit of political subdivisions of the state in carrying out local highway safety programs. Illinois' Highway Safety Plan serves to promote best practices and strategies that could have a substantial impact on reducing fatalities and injuries crashes on Illinois' roadways. The FY 2018 HSP will fund a Traffic Safety Resource Prosecutor, a child passenger safety program, a Drug Recognition Expert (DRE)/Standard Field Sobriety Testing (SFST) Coordinator for Illinois, an Impaired Driving Assessment, a new creative media vendor for the occupant protection and impaired driving campaigns, a Distracted Driving enforcement campaign and continued support of the national highway safety campaigns.

The FY 2018 Illinois Highway Safety Plan is guided by the Illinois Department of Transportation's mission...

***We will provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment.***

Final figures for 2015 show a total of 998 persons died in 914 crashes in Illinois. Illinois has experienced an increase of 74 fatalities from 2014 to 2015. With that in mind, the FY 2018 Highway Safety Plan will continue with aggressive and proven highway safety programs based on a continuing goal to reduce fatalities and injuries.



# ***Highway Safety Plan Process***

## **Highway Safety Plan Committee**

The Highway Safety Plan (HSP) Committee was created within the Bureau of Safety Programs and Engineering to identify traffic safety problems, review Illinois' experience in the existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, pedestrian safety) and review and select highway safety grant applications for funding. The Committee is made up of technical and professional staff representing each of our highway safety programs. The committee members include: Bureau Chief of Safety Programs and Engineering, Occupant Protection Coordinator, Evaluation Unit Manager, State Agency Project Administrator, Impaired Driving Coordinator, and the Law Enforcement Liaison Coordinator. In March, April and May 2017, the HSP Committee convened to select appropriate countermeasures:

- Reviewed data evaluating the previous year's projects.
- Reviewed updated program goals including: a new five-year study of crash data within counties that make up 85 percent of Illinois' population, vehicle fatality and crash data from various sources and annual seat belt and motorcycle helmet survey results.
- Presentations were made to the HSP Committee by the Law Enforcement Liaison, and traffic records, impaired driving and occupant protection coordinators regarding strategies and goals for FY 2018.
- Problem identification was based on information from Illinois crash and health care data, national data and information from other organizations, such as NHTSA, FHWA, Center for Disease Control (CDC), and Transportation Research Board (TRB).

## **Project Selection Criteria**

During the last two years, Illinois has developed a process for selecting the appropriate projects for solving our highway safety problems and meeting our highway safety performance goals. The primary goal of all highway safety programs is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned roads. All highway safety programs require a strategic data-driven approach to improving highway safety. In addition, all the local project specifications were revised in January 2017 to include new objectives, strategies and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways. The Evaluation Unit provided updated objectives and performance driven measures for local project specifications, and grantees are required to focus enforcement squarely behind each holiday mobilization.

In 2017, Illinois received 201 local agency and 20 state agency grant applications for the FY 2018 grant year. These applications fall into three types:

1. Existing Enforcement Grantees
2. New Enforcement Grantees
3. Non-enforcement (Education) Grantees

All grant applications were assigned to highway safety staff for reviewing and scoring based on specific criteria. Once an application was received it was assigned to a staff member along with a project evaluation template for a first review. A second review was completed by one of IDOT's program coordinators (i.e., occupant protection, impaired driving, etc.), or by either a member of the HSP Committee or an executive staff member. Then the final score was calculated by averaging the first two reviewers. The following three tables show project selection criteria and their numeric scores based on preassigned weights. All three tables include four columns. The first column lists criteria; the second column indicates relative weight (percent); the third column depicts a numeric score of 1-6; and the last column totals the numeric score (Total Score=Assigned Score X Assigned Weight). The last row of each table shows the final score that ranges from the lowest level of 100 to the highest level of 600.

<b>Table 1: Existing Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	40	1 to 6	40 to 240
City/Unincorporated population size of 25,000+	5	1 to 6	5 to 30
Over 500 crashes for last three years	5	1 to 6	5 to 30
Over 20 percent fatal/injury crashes	5	1 to 6	5 to 30
Adequate number of enforcement officers to implement the proposed objectives and have a reasonable budget	5	1 to 6	5 to 30
Have successful previous performance (results of prior year of conducting enforcement activities for both daytime and nighttime):			
Submitting acceptable reports and claims	5	1 to 6	5 to 30
Below average cost of citation	15	1 to 6	15 to 90
Below average time it takes to issue citation per hour/minutes	15	1 to 6	15 to 90
Above average nighttime enforcement hours	5	1 to 6	5 to 30
<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>

<b>Table 2: New Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	50	1 to 6	50 to 300
Specific City Population and Crash Data			
City/Unincorporated population size of 25,000+	5	1 to 6	5 to 30
Over 500 crashes for last three years	10	1 to 6	10 to 60
Over 20 percent fatal/injury crashes	10	1 to 6	10 to 60
Adequate number of enforcement officers to implement the proposed objectives and have a reasonable budget	25	1 to 6	25 to 150
<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>

<b>Table 3: Non-Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	20	1 to 6	20 to 120
Affected Population	10	1 to 6	10 to 60
Adequate staff experience and qualification to implement the proposed objectives	10	1 to 6	10 to 60
Have successful previous work experience based on the annual evaluation	15	1 to 6	15 to 90
Project Evaluation: Does the project request:			
Address a safety problem adequately?	10	1 to 6	10 to 60
Have measurable and reasonable goals?	5	1 to 6	5 to 30
Method(s) of resolving specific safety problems?	5	1 to 6	5 to 30
Reasonable budget?	5	1 to 6	5 to 30
Have an evaluation component?	20	1 to 6	20 to 120
<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>

The Evaluation Unit gathered all the scores and ranked the project applications by their average score of the two reviews. Based on the overall average and any discussion, the HSP committee voted for either approval or denial. Once the HSP Committee completed its recommendations for all the applications, a list of the approvals and denials was presented to the Governors Highway Safety Representative for approval and inclusion into the HSP. Using the performance goals as a guideline, the committee selected the state and local agency projects that will allow IDOT to achieve its short and long term program goals projections. The FY 2018 HSP, which is detailed in the remainder of this document, was then formulated including funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

### **Evaluation Unit**

The Evaluation Unit focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. It provides research that enhances the safety and efficiency of transportation by analyzing the human factors important to transportation in Illinois. The main functions of the Evaluation Unit in relation to the HSP include:

- Conducting problem identification studies and providing in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash data, FARS, Trauma Registry, hospital data, state and local police data).
- Developing measurable long-term and short-term goals and objectives for the Highway Safety Program using historical crash-related databases.
- Evaluate highway safety programs and projects using crash and citation data provided by local and state police departments.
- Evaluating selected statewide occupant protection and impaired driving campaigns, such as “Click It or Ticket,” and “Drive Sober or Get Pulled Over.” This involves evaluating effects of public policy and intervention programs that promote safe driving using many data sources including public opinion on traffic safety-related issues through statewide telephone surveys. Results of the annual evaluation reports are shared with the HSP committee for inclusion into the HSP.

### **Program Feedback**

Important feedback is received throughout the year from our traffic safety partners on issues concerning their communities. This feedback is received in various forms. One form of feedback is through on-site monitoring visits conducted by Grant Administrators and Law Enforcement Liaisons. Grant monitoring oversees compliance with procedures, laws and regulations. It also allows for sharing information from a local and state agency standpoint. Grantee orientation meetings conducted throughout the state identify goals and procedures for the highway safety projects. These meetings also serve as another way to receive feedback from the grantees on the highway safety issues affecting their communities.



The HSP is formatted using program assessments, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas.

### **Coordination of HSP and Strategic Highway Safety Plan**

Our safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides strategic direction for the HSP as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). On January 18, 2017 staff from the Bureau of Safety Programs and Engineering attended the Illinois Strategic Highway Safety Plan (ILSHSP) stakeholder kickoff meeting. The Illinois SHSP stakeholder process is an opportunity to work with federal, state, and local 4E (Education, Enforcement, Emergency Medical Services and Engineering) partners to contribute to this statewide effort. Sixteen emphasis areas have been identified as part of the Illinois SHSP stakeholder process to focus on specific and unique contributing factors and potential treatments for reducing fatalities and serious injuries on all public roads. The FY 2018 HSP has also incorporated the SHSP high level goals (total fatalities, total fatality rate, and total injury rate), emphasis areas, and strategies. The HSP was developed in a cooperative process and consistent safety goals and objectives that support a performance-based highway safety program. If applicable, project tasks in the HSP have an emphasis area from the SHSP associated with the activity.

## **HIGHWAY SAFETY PLAN SCHEDULE**

<b>Date</b>	<b>Action</b>	<b>Details</b>
December – February	Problem Identification, Project Specifications Revisions, Goal Development, FY 2018 Project Request due.	Development of IDOT's 23-county breakdown, Project Applications.
March – May	Local Project Selection for FY 2018, State Agency Selection for FY 2019.	Meetings (8–12), present projects to committee for inclusion in FY 2018 HSP.
May	IDOT management review of HSP projects/goals	
June	Final Highway Safety Plan review	Meetings (1-2) review and comment to finalize HSP.
July 3	HSP due to NHTSA	
July - October	Grant approval and implementation.	Approve and begin implementation of FY 2018 local grants, Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2017 Annual Evaluation Report.
December	Complete AER including management review	
December 31	AER due to NHTSA	

# Theoretical Model

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## ***Problem Identification***

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

For the FY 2018 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois’ experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. Over the last 15 years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 11). These 23 counties account for 87.3 percent of the total crashes, 87.4 percent of the injury crashes, 78.4 percent of the A-injury crashes and 68.7 percent of the fatal crashes in 2015. The highway safety problem areas identified and currently being addressed are: occupant protection, impaired driving, young drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2011-2015)
2. FARS data (2011-2015)
3. VMT data (2011-2015)
4. Census data (2016, estimate)
5. Observational seat belt and car seat surveys (1985-2016)
6. Telephone surveys (2007-2016)

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



## **Problem Identification**

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using the last five recent years of crash reports (2011-2015).

## **Process for Developing Goals**

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT). The goals were established for the various program priority areas (e.g., alcohol, occupant protection, pedestrian and motorcycle). The specific thresholds and target years were set based on past trends (nine years for the fatality-related goals and nine years for the injury-related goals), 2011–2015 FARS and Police Reports were also used. Since 2010, IDOT has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using the Statistical Analysis System (SAS). Performance measures of selected goals include ratio and percent.

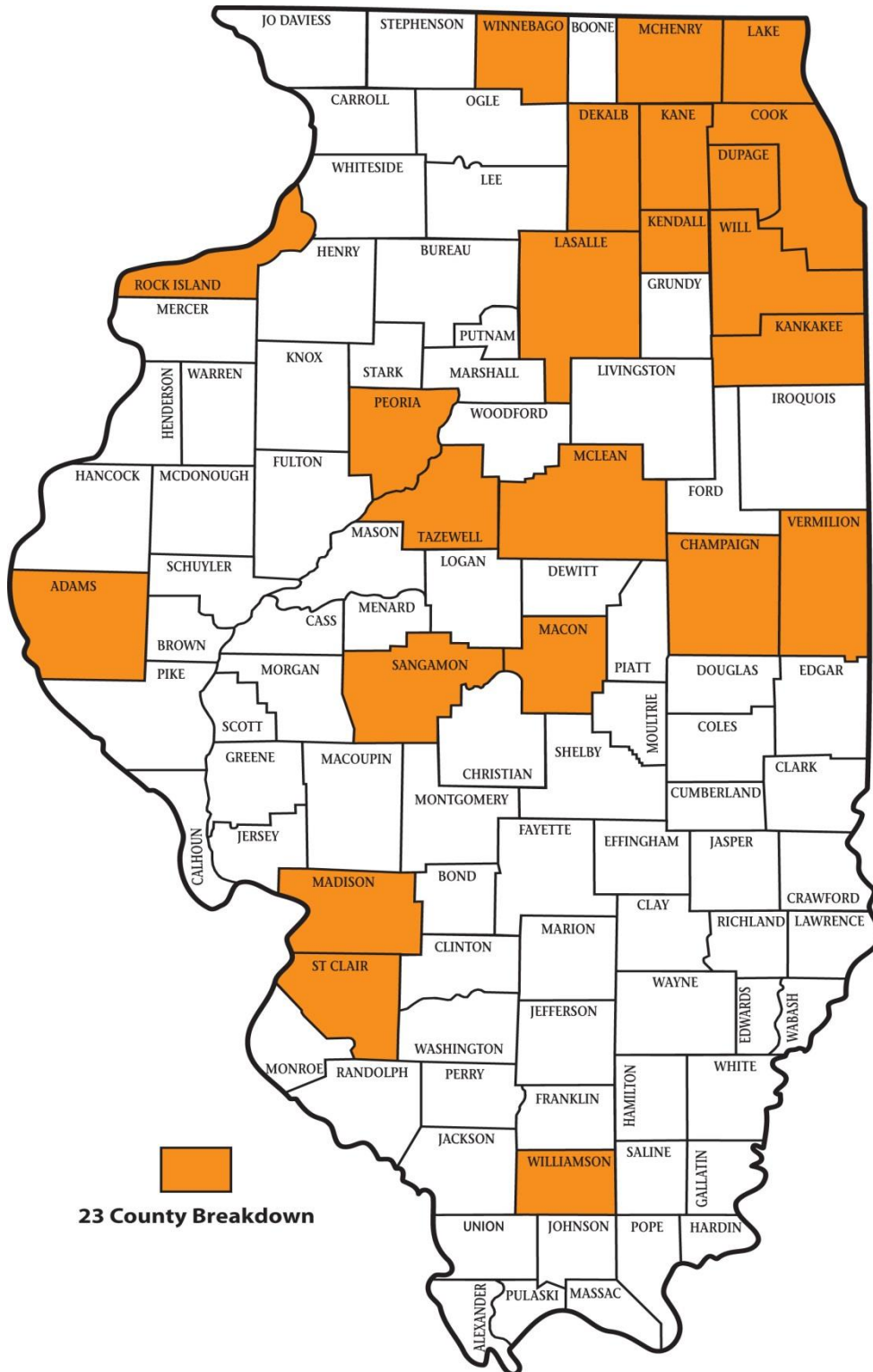
## **Illinois' Highway System**

Illinois has the third largest roadway network in the nation with just under 147,000 miles of highways, streets and roads. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads, and averages over 107 billion in vehicle miles traveled annually. State, county, township and municipal governments own and operate this highway, road and street system. Illinois is crossed by three of the nation's five transcontinental routes.

Illinois has a 2,185-mile interstate highway network. The state highway system totals just over 16,000 miles of roads, including 294 miles of toll roads. Less than 12 percent of all mileage on Illinois' highway, street and road network occurs on the state highway system, although it carries almost 63 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 130,000 miles and makes up 88 percent of Illinois' highway, street and road network but handles just 36 percent of all vehicle travel miles in Illinois. Rural highways and roads account for more than 65 percent of Illinois' highway, street and road system, although this system handles less than 24 percent of Illinois' vehicle travel miles.

## **Illinois Census**

Based on the United States Census Bureau estimates for 2016, Illinois has an estimated population of 12,801,539 which is a decrease of 0.2 percent from the April 1, 2010 population of 12,831,549. Illinois remains the fifth largest state in the nation, Cook County remains the second largest county in the nation and Chicago remains the third largest city in the nation. According to the estimated 2016 census, the top five counties in Illinois based on population are: Cook, DuPage, Lake, Will and Kane.



## **County Breakdown Facts**

- There were 91,675 persons injured in motor vehicles crashes in 2015, of these 88.7 percent occurred where 85% of the population resides.
- 12,844 persons had “A” type injuries resulting from these crashes, with 78.6 percent of these “A” injuries in the 23 counties.
- 998 persons were fatally injured in crashes in 2015, 69.1 percent of these within the 23 counties.
- There were 650 drivers fatally injured in motor vehicle crashes in 2015. 62.5 percent of these drivers were fatally injured in the 23 counties.
- 170 motor vehicle passengers were killed in 2015. 67.1 percent of these passengers were within the 23 counties.
- 88.0 percent of the fatally injured pedestrians occurred in these 23 counties.
- 23 of the 26 pedalcyclists were fatally injured within these 23 counties.
- 107 of the 147 fatally injured motorcyclists, 72.8 percent, were killed within these 23 counties.
- There were 914 fatal crashes in 2015, 27.9 percent of these crashes involved alcohol, with 67.8 percent of those crashes occurring within these 23 counties.
- 998 persons were killed in motor vehicle crashes in 2015. 28.1 percent of these fatalities were alcohol-related, 69.0 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.6 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 96.0 percent of the total statewide pedestrian crashes, 89.0 percent of the total statewide pedestrian fatal crashes and 96.1 percent of the statewide pedestrian injury crashes in 2015.
- Crashes involving pedalcyclists account for 1.1 percent of the overall crashes statewide. 95.4 percent of the total pedalcyclist crashes, 88.9 percent of the fatal pedalcyclist crashes and 95.4 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 32.2 percent of the overall crashes, 34.2 percent of the fatal crashes and 37.0 percent of the injury crashes in 2015. Crashes involving speed within these 23 counties account for 90.6 percent of the total statewide speed-related crashes, 71.2 percent of the fatal speed-related crashes and 88.0 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 1.1 percent of the total crashes, 15.8 percent of the fatal crashes and 3.7 percent of the injury crashes statewide. 81.1 percent of these total crashes, 72.2 percent of the fatal crashes and 79.9 percent of the injury crashes occurred within these 23 counties.

# Performance Measures

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2018 HSP, Illinois continues with the goals on the 15 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal. For additional information on the performance measures refer to Addendum 5 entitled: Methodology Used to Set Targets for 2016-2018 for Core Traffic Safety Performance Measures in Illinois.

<b>Core Highway Safety Performance Measures Based on Rolling Average Using 2012-2016 FARS and Survey Data</b>										
Selected Core Measures	Rolling Average					Projected Measures for 2017 and 2018 Based on Different Options				Final Projection Option
						Ordinary Least Square Projections		2% Reduction Annually as Compared to 2012- 2016 Baseline Data		
						Option 1		Option 2		
NHTSA/FHWA Common Core Measures	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2017	2018	2017	2018	
Total Fatalities	951.0	941.0	943.0	957.0	990.2	985.0	994.0	970.4 <sup>2</sup>	951.0 <sup>2</sup>	2
Fatality Rate	0.90	0.90	0.90	0.91	0.94	0.94	0.94	0.92 <sup>2</sup>	0.90 <sup>2</sup>	2
Total Serious Injuries <sup>1</sup>	12675.0	12454.8	12203.2	12245.8	11774.4	11502.8	11231.1	11502.8 <sup>3</sup>	11231.1 <sup>3</sup>	1
Total Serious Injury Rate <sup>1</sup>	12.06	11.87	11.65	11.70	11.29	11.06	10.83	11.07 <sup>3</sup>	10.83 <sup>3</sup>	1
Non-motorized Fatality (Pedestrian and Bicyclist and Other Cyclist)	152	151	154	162	163	163.3	169.6	159.7 <sup>2</sup>	156.5 <sup>2</sup>	2
<b>NHTSA Only Core Measures</b>										
Rural Fatality Rate <sup>1</sup>	1.48	1.49	1.54	1.60	1.58	1.60	1.62	1.55 <sup>2</sup>	1.52 <sup>2</sup>	2
Urban Fatality Rate <sup>1</sup>	0.71	0.70	0.69	0.69	0.67	0.66	0.65	0.657 <sup>4</sup>	0.643 <sup>4</sup>	2
Unrestrained Passenger Vehicle Occupant Fatalities <sup>1</sup>	282.0	272.0	268.0	264.0	249.4	239.8	230.0	244.4 <sup>3</sup>	239.5 <sup>3</sup>	1
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher <sup>1</sup>	312.0	307.0	305.0	308.0	295.0	288.0	282.0	289.1 <sup>3</sup>	283.3 <sup>3</sup>	1
Motorcyclist Fatalities	138.0	141.0	139.0	142.0	144.0	144.5	145.6	141.1 <sup>2</sup>	138.3 <sup>2</sup>	2
Unhelmeted Motorcycle Fatalities	105.0	108.0	105.0	104.0	106.0	105.0	104.8	103.9 <sup>4</sup>	101.8 <sup>4</sup>	2
Speed Related Fatalities <sup>1</sup>	395.0	402.0	407.0	393.0	390.0	385.0	380.0	382.2 <sup>4</sup>	374.6 <sup>4</sup>	2
Young Drivers Involved in Fatal Crashes (Under 21)	132.0	128.6	128.0	125.8	128.0	125.3	124.2	125.4 <sup>3</sup>	122.9 <sup>3</sup>	2
Pedestrian Fatalities	127.0	125.0	127.0	134.0	136.6	138.4	141.2	133.9 <sup>2</sup>	131.2 <sup>2</sup>	2
Bicyclist and Other Cyclist Fatalities	25.0	26.0	27.0	28.0	26.5	28.0	28.5	26.0 <sup>2</sup>	25.5 <sup>2</sup>	2
Seat Belt Usage Rate	92.3	92.9	93.4	93.9	93.9	94.6	95.0	N/A	N/A	1

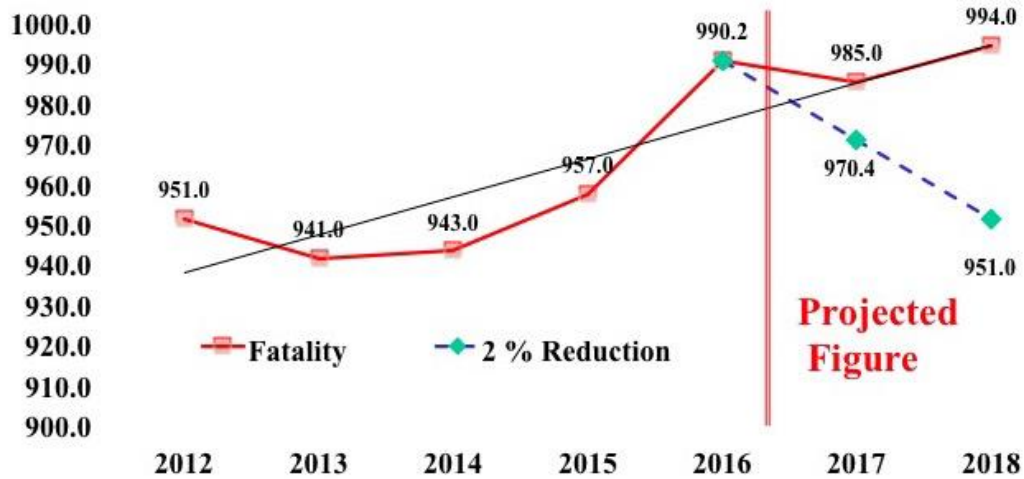
<sup>1</sup> 2016 data are estimated. <sup>2</sup> These figures are projected to go up Using Option 1.  
<sup>3</sup> Note: these figures are projected to go down greater than 2% annually using Option 1.  
<sup>4</sup> Note: these figures are projected to go down less than 2% annually using Option 1.



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

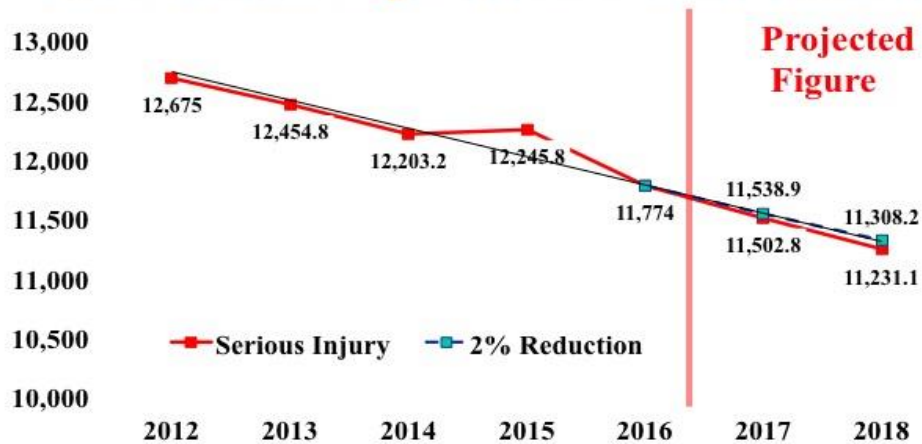
**Goal:** To reduce the statewide traffic fatalities from 990.2 (2012-2016 average) to 951 by December 31, 2018.

## Total Number of Traffic Fatalities



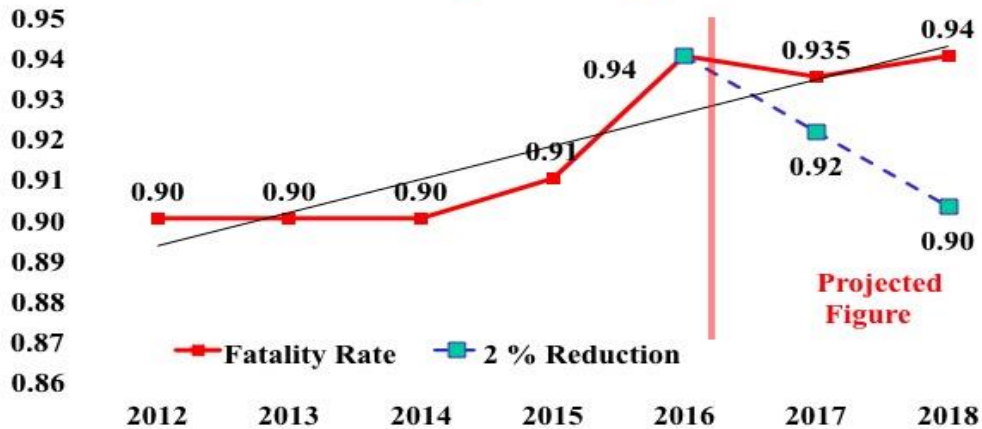
**Goal:** To reduce the statewide severe injuries from 11,774 (2012-2016 average) to 11,231.1 by December 31, 2018.

## Total Serious Injuries in Traffic Crashes



**Goal:** To reduce the statewide traffic fatality rate per 100 million vehicle miles traveled (VMT) from 0.94 (2012-2016 average) to 0.90 by December 31, 2018.

## Total Traffic Fatality Rate per 100 M VMT



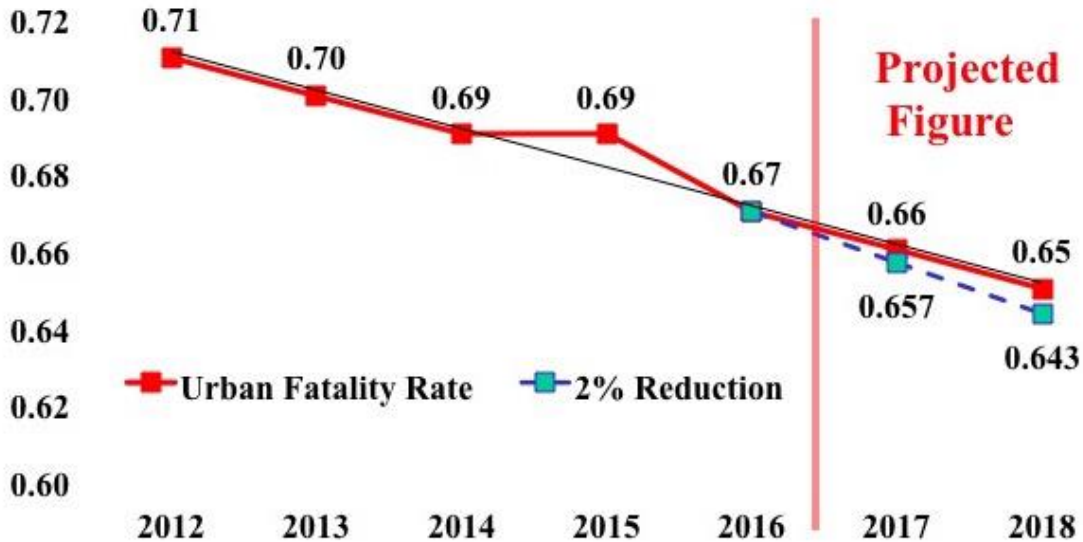
**Goal:** To keep the rural traffic fatality rate per 100 million vehicle miles traveled (VMT) from 1.58 (2012-2016 average) to 1.52 by December 31, 2018.

## Total Number of Rural Fatality Rate



**Goal:** To reduce the urban traffic fatality rate per 100 million vehicle miles traveled (VMT) from 0.67 (2012-2016 average) to 0.643 by December 31, 2018.

## Total Number of Urban Fatality Rate



**Goal:** To reduce the statewide severe injury rate per 100 million vehicle miles traveled (VMT) from 11.29 (2012-2016 average) to 10.83 by December 31, 2018.

## Total Serious Injury Rate per 100M VMT



# Fiscal Year 2018 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	\$200,000
OP	02-02	402	RTS Resource Centers (Local)	\$1,289,827
OP	02-03	402	Paid Media (IDOT)	\$300,000
OP	02-04	402	Phone Surveys (Local)	\$86,486
OP	02-05	402	BSPE Travel (IDOT)	\$20,000
OP	02-08	402	Evaluation (Local)	\$659,067
<b>OP</b>	<b>02-09</b>	<b>State</b>	<b>State Match (Local)</b>	<b>\$883,550</b>
AL	03-04	402	Law Enforcement Liaison (Local)	\$653,718
PT	04-01	402	Police Training (ILETSB)	\$75,000
PT	04-02	402	STEP (Local)	\$5,211,490
<b>PT</b>	<b>04-03</b>	<b>State</b>	<b>ISP Match</b>	<b>\$3,008,367</b>
PT	04-04	402	NITE Patrol (ISP)	\$1,177,200
PT	04-05	402	STEP (ISP)	\$928,100
PT	04-06	402	Vision Zero (Local)	\$213,096
PT	04-07	402	Traffic Safety Challenge (Local)	\$36,056
PT	04-09	402	MC Patrol Unit (ISP)	\$81,500
TSP	05-01	402	Parent/Teen Handbook (SOS)	\$90,000
FATESS	06-01	402	Automated Traffic Enf. Survey	\$100,000
FESDDLE	11-01	405e	Distracted Driving Enforce. (Local)	\$500,000
FESX	11-02	405e	Paid Media (IDOT)	\$500,000
FHPE	12-01	405h	Paid Media (IDOT)	\$1,000,000
FHPE	12-02	405h	Bike/Pedestrian Safety (Local)	\$463,982
M6OT	13-01	405d	DUIE (ISP)	\$1,202,600
M6OT	13-02	405d	Operation Straight I.D. (SOS)	\$33,200
M6OT	13-03	405d	Breath Analysis (ISP)	\$277,800
M6OT	13-04	405d	Mini Mobilizations (Local)	\$200,000
M6OT	13-05	405d	Imp. Driving Assessment (BSPE)	\$20,000
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	\$330,300
<b>M6OT</b>	<b>13-09</b>	<b>State</b>	<b>Probation Services (Match)</b>	<b>\$1,972,483</b>
M6OT	13-11	405d	ACE (ISP)	\$1,061,800
M6OT	13-12	405d	Local Alcohol Project (Local)	\$1,508,244
M6OT	13-13	405d	Judicial Training (AOIC)	\$70,000
M6OT	13-14	405d	Paid Media (IDOT)	\$2,000,000
M6OT	13-15	405d	BASSET (ILCC)	\$37,000



## Fiscal Year 2018 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
M3DA	18-01	405c	408 Coordinator (IDOT)	\$120,000
M3DA	18-04	405c	Traffic Info. Officer (Local)	\$126,728
M3DA	18-05	405c	Crash Reporting (Local)	\$1,200,000
M3DA	18-07	405c	CODES (IDOT)	\$130,000
<b>M3DA</b>	<b>18-08</b>	<b>State</b>	<b>ISP Match</b>	<b>\$1,965,460</b>
M3DA	18-10	405c	FARS Analyst (IDOT)	\$75,000
M3DA	18-12	405c	Imaging Enhancement (SOS)	\$30,500
M3DA	18-13	405c	Data Analysis (Local)	\$147,941
M3DA	18-14	405c	Verification System (SOS)	\$915,500
M1HVE	19-01	405b	OREP (ISP )	\$1,060,500
M1CPS	19-02	405b	KISS (SOS)	\$31,000
<b>M1HVE</b>	<b>19-03</b>	<b>State</b>	<b>ISP Match</b>	<b>\$656,429</b>
M1HVE	19-04	405b	Memorial Day Mini Mob. (Local)	\$150,000
M1CSS	19-05	405b	CPS Program (Local)	\$200,000
M1CSS	19-07	405b	CPS Seats (IDOT)	\$10,000
M1TR	19-09	405b	CPS Re-Certification (IDOT)	\$500
M1CSS	19-10	405b	LATCH Manuals (IDOT)	\$3,800
M1*PM	19-11	405b	Paid Media (IDOT)	\$650,000
M1PE	19-12	405b	PI&E Materials (IDOT)	\$4,000
M9MT	22-01	405f	CRSTP Training (IDOT)	\$200,000
M9MA	22-02	405f	PI&E Materials (IDOT)	\$35,000
M9MT	22-03	405f	MC Winter Conference (IDOT)	\$10,000
F1906ER	23-01	1906	Racial Profiling Study (IDOT)	\$130,000

# FY 2018 PROGRAM OVERVIEWS

## IMPAIRED DRIVING

### Problem Statement

- There were 914 fatal crashes in 2015, 27.9 percent of these crashes involved alcohol.
- 998 persons were killed in motor vehicle crashes in 2015. 28.1 percent of these fatalities were alcohol-related.
- There were 650 drivers killed in motor vehicle crashes in 2015. 555 of these drivers were tested, 40.7 percent tested positive with a BAC of 0.01 or greater.
- Motorcycle operators accounted for 13.6 percent of the fatalities in 2015. 113 of these operators were tested and 50.4 percent tested positive with a BAC of 0.01 or greater.
- The group with the highest percentage of alcohol-related A-injuries and fatalities is males aged 21 to 34. Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are going to be more apt to drink and drive, it is not surprising that the percentage of males aged 21 to 34 have the highest rate of alcohol-related A-injuries and fatalities. (Refer to Table 1)

**Table 1: Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities (2011-2015)**

Gender	Age Group	Total A-Injuries & Fatalities	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	903	72	8.0%
	9 to 15	1,316	71	5.4%
	16 to 20	4,194	600	14.3%
	21 to 34	10,616	2,679	25.2%
	35 to 64	14,908	2,398	16.1%
	65+	3,385	198	5.8%
Female	0 to 8	791	67	8.5%
	9 to 15	1,286	103	8.0%
	16 to 20	4,085	398	9.7%
	21 to 34	8,570	1,260	14.7%
	35 to 64	11,689	1,045	8.9%
	65+	3,379	111	3.3%
<b>Total</b>		65,122	9,002	13.8%

## Program Goal

**Goal:** To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 295 (2012-2016 average) to 282 by December 31, 2018.

### **Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher**



## Impaired Driving Program Overview

The purpose of the Impaired Driving Program is to save lives and that means the highway safety plan's main measure of progress in the fight against impaired driving is the total annual number of impaired driving fatalities.

However, another vital measure used to evaluate Illinois' impaired driving performance and progress is the alcohol-impaired fatality rate. The alcohol-impaired fatality rate is reliable and equitable because it places drunk driving fatalities in the context of exposure (vehicle miles traveled). Additionally, it is currently the one measure utilized by Fixing America's Surface Transportation (FAST) Act, the federal highway funding law, to rank each state's impaired driving performance. The FAST-Act defines impaired driving fatality rates as low, medium, and high range, and requires a 3-year average rate of 0.30 alcohol-impaired fatalities per 100 million vehicle miles traveled or lower to achieve a low range designation, the best rating. Illinois currently holds a low range state designation, although its 3-year average for 2013-2015 is right on the 0.30 threshold.

Therefore, the Impaired Driving Program's mission is: ***“Improve Illinois’ Alcohol-impaired Fatality Rate through the implementation of priority programs.”***

The goal of the Impaired Driving Program is to: ***“Maximize the amount and effectiveness of grant-funded law enforcement hire-back alcohol and seat belt efforts within the target 23-counties and strongly support that enforcement with aggressive, focused messaging and support of law enforcement training and prosecutorial efforts.”***

## **Overview**

Enforcement is THE number one countermeasure for the Impaired Driving Program, but, in the face of reduced traffic enforcement efforts due to staffing and payroll cost issues, it is increasingly difficult to secure law enforcement participation.

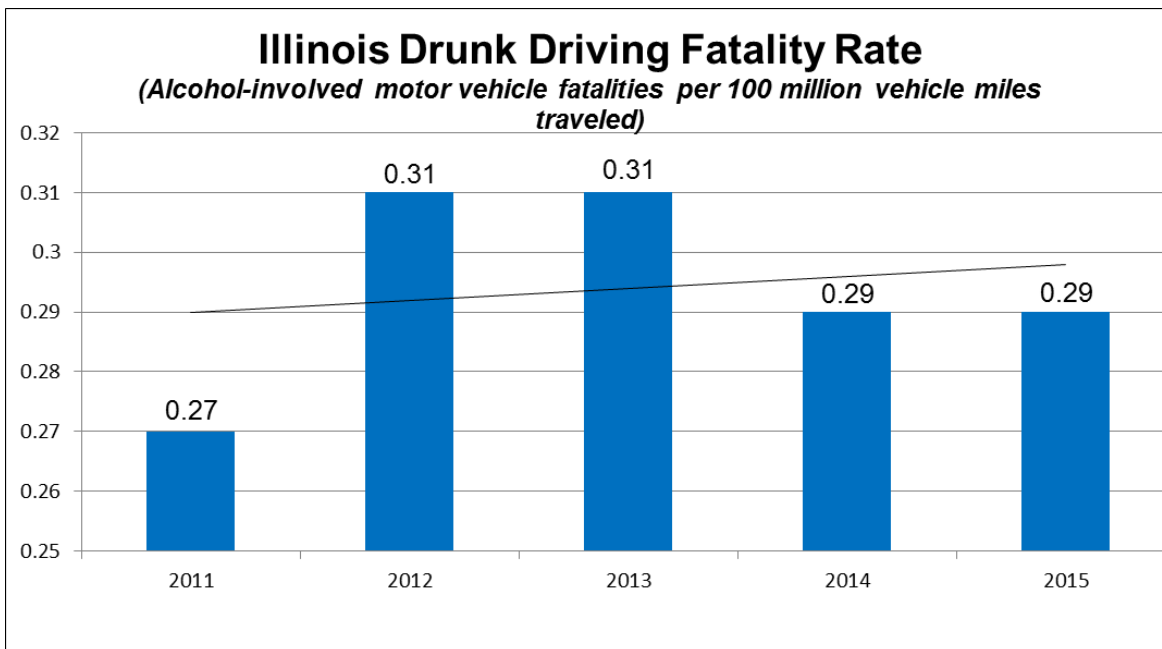
As the state's highway safety office and recipient of federal highway safety funding, the Illinois Department of Transportation (IDOT) is Illinois' sole provider of hire-back traffic enforcement funding. The FY 2018 Impaired Driving Program works diligently to maintain law enforcement participation with severely reduced local and state law enforcement agency resources. This difficult reality has contributed to a reduction in annual Illinois DUI arrests during the last decade even as total numbers of alcohol-impaired fatalities and the alcohol-impaired fatality rates have decreased over the same timeframe. These factors and the fact that the annual alcohol-impaired fatality rate is currently just low enough to maintain low-range state status stresses the importance of maximizing the deterrent effect of each and every enforcement hour funded with federal highway safety dollars. The Impaired Driving Program seeks to accomplish this with continued funding of high-visibility enforcement details in key counties and cities and through a more comprehensive media strategy.

In FY 2018, IDOT is undergoing a re-evaluation of its paid media program and the associated target demographics. Also, the Enforcement Local Alcohol Program (eLAP) program, started in FY 2015, will continue funding additional, highly-visible roadside safety checks on non-holiday weekends throughout the year and only within the most populous counties of the state. Again in 2018, Sustained Traffic Enforcement Project (STEP) grantees will integrate impaired driving and seat belt enforcement during six, and up to eight, major campaigns throughout the year (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day and Labor Day).

Illinois' integration of nighttime seat belt law enforcement into the impaired driving crackdowns remains a key tactic in IDOT's enforcement grant programs. The Illinois State Police (ISP) conduct numerous roadside safety checks during holiday campaigns and also add significant saturation and nighttime patrols through various grant programs – Driving Under the Influence-Enforcement (DUIE), Occupant Restraint Enforcement Program (OREP), Sustained Traffic Enforcement Program (STEP), Alcohol Countermeasures Enforcement (ACE) and Nighttime Enforcement (NITE). ISP grant enforcement provides vital statewide coverage including the all-important rural roads of Illinois.

In mid-FY 2016, the Illinois Impaired Driving Task Force was formed and has worked since that time to design and develop an Illinois Statewide Impaired Driving Strategic Plan ahead of the FAST Act requirement to do so. Finalized at the end of FY 2017, the Illinois Impaired Driving Strategic Plan is an addendum to this FY 2018 Illinois Highway Safety Plan.

In FY 2018, rounding out a comprehensive program, IDOT will utilize federal impaired driving funds to support the following countermeasures: a SFST/DRE Coordinator Program; a Traffic Safety Resource Prosecutor Program; DUI Court; court monitoring via advocacy groups; DUI prosecutors; Law Enforcement Training; Judicial Training; Fraudulent ID programs; No-refusal, search-warrant programs; and underage drinking prevention (enforcement and education).



*The graph above shows the Illinois alcohol-impaired motor vehicle fatality rate over five years (most recent NHTSA estimates available). As shown here, Illinois' alcohol-impaired fatality rate average for the last three years is right at 0.30, with the rate holding steady the last two years and remaining below the 2013 level. Illinois' rate is below the national average of 0.33. This rate is based on crashes in which at least one driver was at 0.08 BAC or higher (legally impaired). The rate is estimated by NHTSA because of the large number of fatal crashes for which driver BAC is unknown.*

### **Impaired Driving Crackdowns**

The FY 2018 Impaired Driving Program will administer three comprehensive impaired driving crackdowns featuring high-visibility, impaired driving and seat belt law enforcement during Labor Day, Christmas/New Years and Independence Day. In addition, Illinois maintains strong impaired driving enforcement during all 5 major holiday campaigns including Memorial Day and Thanksgiving during which the primary message is "Click It or Ticket." Illinois has additional campaigns during Super Bowl Weekend, St. Patrick's Day and Halloween, with St. Patrick's Day showcasing similar amounts of grant-funded enforcement as the major holidays. IDOT enforcement grantees are also given latitude to place enforcement details when and where needed in their communities with optional "additional enforcement" requests throughout the grant year. This provides grantees flexibility by jurisdiction to allow for local events and other needs.

All FY 2018 impaired driving crackdown grant-funded enforcement details take place from 9 pm to 6 am including impaired driving enforcement (roadside safety checks and saturation patrols) as well as seat belt law enforcement funded with occupant protection funds (seat belt enforcement zones and saturation patrols).

### **Law Enforcement / Prosecution / Judiciary**

The Impaired Driving Program integrates assistance to other fundamental components of the criminal justice system. The following two programs – SFST/DRE Training for law enforcement and Traffic Safety Resource Prosecutor – will continue to mature as key components of the Illinois Impaired Driving Program.

#### **Standardized Field Sobriety Testing / Drug Recognition Expert Coordinator Program**

In mid-FY 2014, IDOT initiated a full-time Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) Statewide Coordinator Position through the Illinois Association of Chiefs of Police. In FY 2015, the coordinator position transitioned and was filled until April 2016 on an interim basis by the Illinois Law Enforcement Training and Standards Board. Illinois has conducted DRE training in each of the last three years training 75 new DRE officers in those classes. In FY 2017, with Illinois law enacting new cannabis per se levels, Illinois once again established a permanent Statewide SFST/DRE Statewide Coordinator position. That position will continue in FY 2018 and is an important and necessary step in the state's continuing effort to develop a comprehensive Statewide Drug Evaluation and Classification (DEC) Program.

#### **Prosecution / No-Refusal-Search Warrant Programs**

In FY 2017, IDOT reinvigorated a Traffic Safety Resource Prosecutor (TSRP) Program, and in FY 2018 will continue to fund a comprehensive TSRP Program. The foremost priority of the Illinois TSRP is to promote the use of "No-Refusal" search warrant programs in state's attorney's offices and their respective law enforcement agencies throughout the state.

The Illinois TSRP will work closely with the SFST/DRE Coordinator to help ensure synergy between law enforcement, prosecutors and the judiciary regarding blood/breath testing rules and laws in Illinois. This is vital as Illinois laws governing the use of cannabis continue to evolve.

#### **Judicial / DUI Courts**

IDOT will again provide funding to the Administrative Office of the Illinois Courts (AOIC) to conduct a seminar addressing the legal, scientific and clinical issues involved in Illinois DUI cases. Illinois' medical marijuana law, de-criminalization of marijuana, the increase of THC per se levels, and the possible legalization of recreational marijuana makes this training vital for Illinois' judiciary.

IDOT continues in FY 2018 assisting Peoria County with the operation of its expanding DUI Court. IDOT has assisted with funding this court for a few years,

and it is a great model to reference when promoting the proliferation of DUI courts throughout the state.

IDOT continues its commitment to assist both Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists with those organizations' court-monitoring efforts.

### **Statewide Impaired Driving Task Force and Impaired Driving Strategic Plan**

In April of 2016, an Illinois Impaired Driving Task Force (IDTF) was formed. The FAST-Act requires states whose alcohol-impaired fatality rate 3-year average exceeds 0.30 to have a task force that develops a strategic plan. Even though Illinois' rate remains at the 0.30 level, it has chosen to move forward with development of a strategic plan that would meet the federal requirement and to enhance the state's overall efforts in the fight against impaired driving. The IDTF encompasses representation from a wide-range of impaired driving stakeholders, including individuals and organizations from law enforcement, driver licensing agencies, prosecution and adjudication, prevention, advocacy, training, communication and adult and underage drinking.

The Impaired Driving Task Force's mission as stated in its by-laws.

***The Mission of the Task Force is to eliminate avoidable motor vehicle crashes and resultant; Injuries or deaths caused by impaired drivers through the 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 its mission, the IDTF has utilized the expertise of its members to develop an Illinois Impaired Driving Strategic Plan. The strategic plan will work in tandem with the annual Illinois Highway Safety Plan; lending overall direction to the programs for which federal highway safety funding will be provided and also providing guidance to Illinois' numerous individuals, organizations and governmental bodies who play a role in the fight against impaired driving.

### **Impaired Driving Program Strategies**

- Establish target for enforcement grants, identify and analyze alcohol-related crash fatalities in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population (23 counties)
- Retain the fundamental core of high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies by maximizing support and funding of high-visibility enforcement details in key counties and cities
- Maintain grant-funded enforcement priorities of high-visibility impaired driving and nighttime seat belt (funded with occupant protection funds) details
- Utilize eLAP program to fund roadside safety check details on non-holiday period weekends throughout the year within the most populous counties of the state



- Maintain strong commitment to high-visibility enforcement and comprehensive media efforts during five major holiday campaigns as well as Halloween, Super Bowl weekend and St. Patrick's Day
- Explore ways to increase enforcement on local urban and rural roads (sheriff involvement, local multi-jurisdictional patrols, local task forces, speed grants)
- Encourage through LEL's law enforcement agencies throughout the state to participate in holiday impaired driving crackdowns as well as sustained year-long enforcement efforts
- Recognize accomplishments of IDOT's Traffic Safety Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program)
- Fund an Illinois SFST/DRE Coordinator to improve the overall coordination of law enforcement SFST training and continue development of an Illinois Drug Recognition Expert Program
- Fund Traffic Safety Resource Prosecutor Program in order to create a better-rounded impaired driving program incorporating all the vital components of the criminal justice system
- Via SFST/DRE Program, encourage more officers to keep up-to-date with their SFST training to foster new generation of DUI officers
- Through SFST/DRE Coordinator and TSRP, assess and fulfill law enforcement and prosecutorial training needs and challenges
- Expand DUI search warrant efforts
- Support Illinois' Impaired Driving Task Force
- Working directly with Impaired Driving Task Force, implement and maintain Impaired Driving Strategic Plan
- Develop comprehensive media plan encompassing ALL safety programs including earned, paid and social media with consideration of additional demographics
- Promote "Drive Sober or Get Pulled Over" and "Click It or Ticket" in all earned media materials and media buys during major impaired driving crackdown periods
- Restore paid media efforts for seat belt enforcement
- Integration of nighttime seat belt law enforcement message into the impaired driving paid messaging to better support the two-tiered grant (alcohol and belts) enforcement
- More innovative use of social media, particularly in the area of promoting enforcement efforts
- Impaired Driving Program re-assessment

## **Impaired Driving Project Tasks**

**Project Number: 18-13-02 (M6OT) (405d)**

**Project Title: Operation Straight Identification (SOS Police)**

**SHSP Emphasis: Impaired Driver, Younger Driver**

### **Project Description**

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

**Budget: \$33,200**

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**Project Number: 18-13-03 (M6OT) (405d)**  
**Project Title: Breath Analysis (ISP)**  
**SHSP Emphasis: Impaired Driver**

**Project Description**

This task provides funds for the Illinois State Police (ISP) to purchase breath-testing instruments to train local law enforcement officers as breath analysis operators. These trained operators will further the enforcement of alcohol-related offenses occurring upon roadways. Refer to addendum 6 for list of equipment.

**Budget: \$277,800**

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**Project Number: 18-13-05 (M6OT) (405d)**  
**Project Title: Impaired Driving Assessment (BSPE)**  
**SHSP Emphasis: Impaired Driver**

**Project Description**

This task provides funds for the Bureau of Safety Programs and Engineering to conduct an Impaired Driving Assessment in Illinois. An assessment is a technical assistance tool that NHTSA offers states to allow subject matter experts to review specific highway safety programs. NHTSA will serve as a facilitator by assembling a team of subject matter experts who have demonstrated expertise in the development and implementation of the impaired driving program.

**Budget: \$20,000**

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**Project Number: 18-13-13 (M6OT) (405d)**  
**Project Title: Judicial Training (AOIC)**  
**SHSP Emphasis: Impaired Driver**

**Project Description**

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

**Budget: \$70,000**

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**Project Number: 18-13-14 (M6OT) (405d)**  
**Project Title: Paid Media (IDOT)**  
**SHSP Emphasis: Impaired, Speeding/Aggressive, Older Driver, Young, Distracted/Fatigued/Drowsy Drivers**

**Project Description**  
 This task provides funds for paid media in support of the Holiday Season Mobilization, Fourth of July Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2018. This task also helps support the media buyer for these three campaigns.

**Budget: \$2,000,000**

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**Project Number: 18-13-15 (M6OT) (405d)**  
**Project Title: BASSET (ILCC)**  
**SHSP Emphasis: Impaired Driver, Young Driver**

**Project Description**  
 This task provides funds for the Illinois Liquor Control Commission to conduct Beverage Alcohol Sellers and Servers Education and Training (BASSET) educational programs. This program provides information and training to the alcohol beverage industry on how to comply with the Liquor Control Act, how to sell and serve alcoholic beverages responsibly.

**Budget: \$37,000**

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**Impaired Driving: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-13-02	Operation Straight ID (SOS)	\$ 33,200	405d
18-13-03	Breath Analysis (ISP)	\$ 277,800	405d
18-13-05	Impaired Driving Assessment (BSPE)	\$ 20,000	405d
18-13-13	Judicial Training (AOIC)	\$ 70,000	405d
18-13-14	Paid Media (IDOT)	\$ 2,000,000	405d
18-13-15	BASSET (ILCC)	\$ 37,000	405d
<b>405d Total</b>		<b>\$ 2,438,000</b>	
<b>Total</b>		<b>\$ 2,438,000</b>	

# **MATCH TASKS**

## **Match Task Overview**

The state matching amounts are calculated as a percentage of the total (federal and state) program costs. Under FAST-Act the federal share of the costs of activities or programs funding using amounts from grants awarded may not exceed 80 percent, unless a special matching write-off is used.

## **Match Project Tasks**

**Project Number: 18-02-09 (State Funds) (402 Match)**

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

### **Project Description**

This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. A total of five injury prevention projects will be funded in FY 2018; see Addendum 3 for a list of individual projects. Illinois will not seek federal reimbursement for this task during FY 2018.

**Budget: \$883,550**

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**Project Number: 18-04-03 (State Funds) (402 Match)**

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

### **Project Description**

This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 65,215 hours of regular traffic patrol will be conducted in FY 2018.

**Budget: \$3,008,367**

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**Project Number: 18-13-09 (State Funds) (405d Impaired Driving Match)**  
**Project Title: Probation Services (AOIC)**

**Project Description**  
 The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 11,102 DUI defendants supervised by Illinois probation departments in 2016, at an average cost per case of \$1,762 per DUI Offender and \$4,405 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2016 was \$23,111,273. For this program IDOT only needs a state match of \$1,972,483.

**Budget: \$1,972,483**

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**Project Number: 18-18-08 (State Funds) (405c Data Match)**  
**Project Title: State Police Traffic Services (ISP)**

**Project Description**  
 This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 42,607 hours of regular traffic patrol will be conducted in FY 2018.

**Budget: \$1,965,460**

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**Project Number: 18-19-03 (State Funds) (405b Occupant Protection Match)**  
**Project Title: State Police Traffic Services (ISP)**

**Project Description**  
 This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 14,230 hours of regular traffic patrol will be conducted in FY 2018.

**Budget: \$656,429**

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**Match Tasks: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-02-09	State Match (Local)	\$ 883,550	State Match
18-04-03	ISP Match	\$ 3,008,367	State Match
18-13-09	Probation Services (Match)	\$ 1,972,483	State Match
18-18-08	ISP Match	\$ 1,965,460	State Match
18-19-03	ISP Match	\$ 656,429	State Match
<b>Total Match Funds</b>		<b>\$ 8,486,289</b>	

# MOTORCYCLE SAFETY PROGRAM AREA

## Problem Statement

In 2015, there were 144 fatal crashes involving motorcycles that occurred on Illinois public roadways (up 24% from 2014), resulting in the deaths of 147 motorcycle operators and passengers (up 25% from 2014). The 144 fatal crashes involving motorcycles accounted for 16 percent of all fatal motor vehicle crashes occurring on Illinois public roadways in 2015. Other significant factors include:

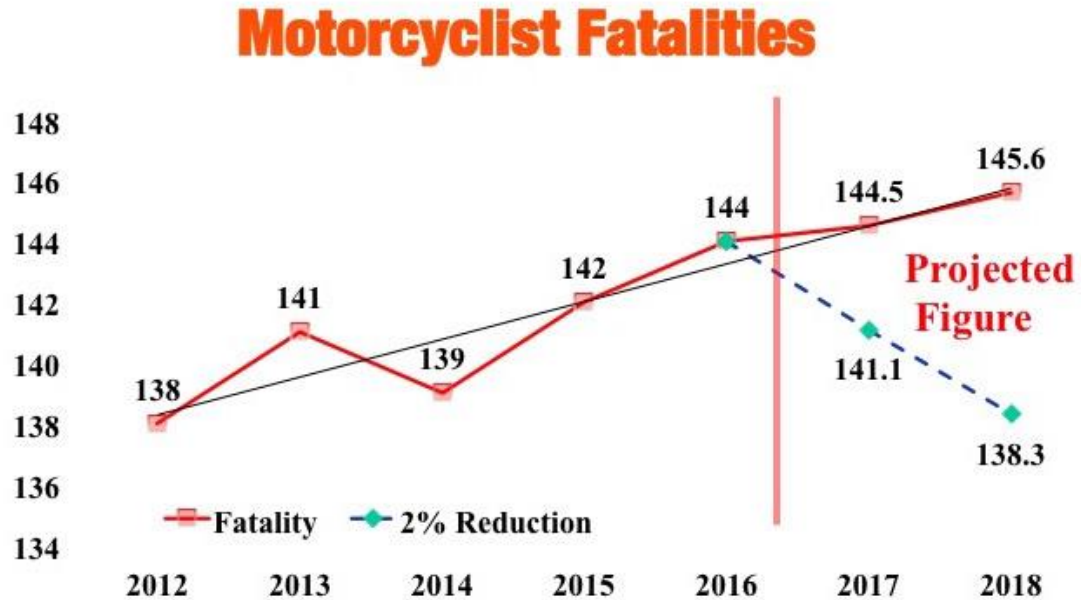
- The 147 motorcyclists killed accounted for almost 15 percent of all motor vehicle fatalities that occurred in 2015. In comparison, motorcycle registrations comprise 4 percent of all motor vehicle registrations.
- In 2015, 38 percent of motorcyclists killed were in the 30-49 age group.
- Of the 147 motorcyclists killed in 2015, 71 percent were not wearing a helmet.
- Of the 147 motorcyclist killed, 136 were operators (132 male and four female); and 11 were passengers (all female).
- Males age 21-34 and 35-64 have the highest percentage of motorcycle A-injuries and fatalities. Since males typically ride motorcycles more frequently than females and coupled with the fact that Illinois does not have a helmet law, it is understandable that males are going to have a higher percentage of A-injuries and fatalities. (Refer to Table 2)

**Table 2: Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use (2011-2015)**

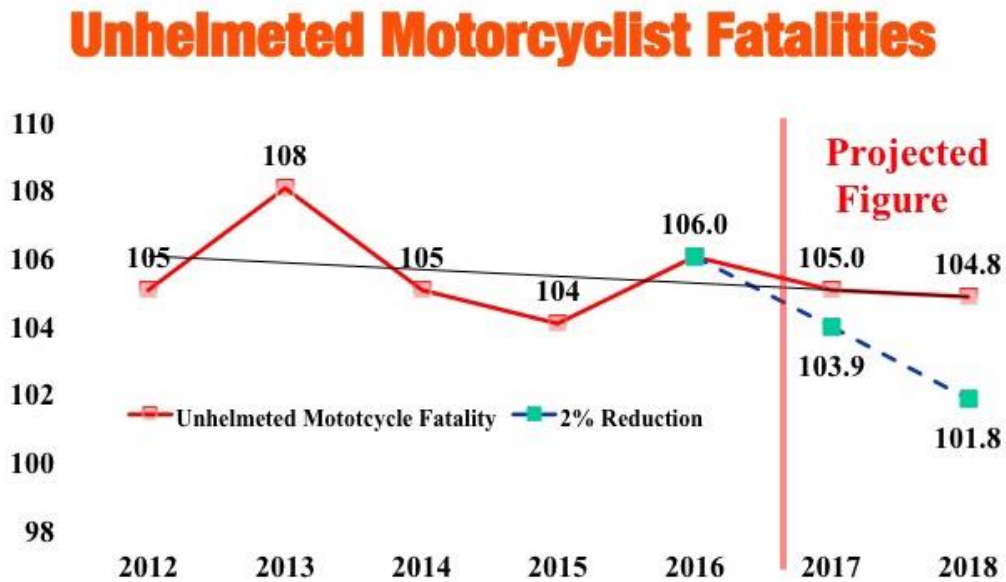
Gender	Age Group	Total A-Injuries & Fatalities	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	903	5	3	60.0%	0.6%
	9 to 15	1,316	23	6	26.1%	1.7%
	16 to 20	4,194	243	112	46.1%	5.8%
	21 to 34	10,616	1,452	509	35.1%	13.7%
	35 to 64	14,908	2,764	727	26.3%	18.5%
	65+	3,385	284	106	37.3%	8.4%
Female	0 to 8	791	5	2	40.0%	0.6%
	9 to 15	1,286	6	2	33.3%	0.5%
	16 to 20	4,085	58	14	24.1%	1.4%
	21 to 34	8,570	274	82	29.9%	3.2%
	35 to 64	11,689	590	165	28.0%	5.0%
	65+	3,379	32	21	65.6%	0.9%
<b>Total</b>		65,122	5,736	1,749	30.5%	8.8%

## Program Goals

**Goal:** To reduce the statewide motorcycle fatalities from 144 (2012-2016 average) to 138.3 by December 31, 2018.



**Goal:** To reduce the number of unhelmeted motorcycle fatalities from 106 (2012-2016 average) to 101.8 by December 31, 2018.





## **Motorcycle Safety Program Overview**

Illinois continues to work on expanding the number of training courses and provide public information and education materials for motorist to start seeing motorcyclist on the roadways.

### **Illinois Motorcycle Winter Conference**

In FY 2018, IDOT will hold its seventh annual Illinois Motorcycle Winter Conference. The conference will bring together the university staff members from the three motorcycle training centers to discuss the Cycle Rider Safety Training Program (CRSTP) and administration of the program.

### **Motorcycle Helmet Survey**

A motorcycle helmet usage survey was conducted in May and June 2017, helmet usage rates will not be known until August 2017. In June 2016 a motorcycle helmet observational survey was conducted. A total of 1,442 motorcycle operators and passengers of motorcycles were observed. Of those, 41.1 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on Interstate highways at 45.6 percent. Helmet use on U.S./Illinois highways was at 36.0 percent, while helmet use on residential roads was at 38.3 percent. The helmet usage rate was 44.9 percent on the weekdays and 38.4 percent on weekends.

## **Motorcycle Safety Program Strategies**

- Increase training opportunities for beginning motorcycle riders in Illinois through BSPE's Cycle Rider Training Program.
- Continue to implement a public information and education campaign for motorcycle awareness.

## **Motorcycle Safety Project Tasks**

**Project Number:** 18-22-01 (405f MC)  
**Project Title:** CRSTP Training (IDOT)  
**SHSP Emphasis:** Motorcycle

### **Project Description**

This task identifies funding for IDOT to provide resources to Illinois' three regional training centers: Harper College, University of Illinois-Champaign, and Southern Illinois University-Carbondale. The funding will provide these three regional training centers to conduct additional Cycle Rider Safety Training Program courses to any Illinois resident.

**Budget:**                     \$200,000

**Project Number:** 18-22-02 (405f MC)  
**Project Title:** Outreach Materials (IDOT)  
**SHSP Emphasis:** Motorcycle, Impaired Driver, Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver

**Project Description**  
 This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign.

**Budget:**                     \$35,000

**Project Number:** 18-22-03 (405f MC)  
**Project Title:** Motorcycle Winter Conference (IDOT)  
**SHSP Emphasis:** Motorcycle

**Project Description**  
 This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2017.

**Budget:**                     \$10,000

**Motorcycle Safety Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-22-01	CRSTP Training	\$ 200,000	405f
18-22-02	Outreach Materials	\$ 35,000	405f
18-22-03	MC Winter Conference	\$ 10,000	405f
<b>405f Total</b>		\$ 245,000	
<b>Total All Funds</b>		\$ 245,000	

## OCCUPANT PROTECTION

### Problem Statement

- 998 persons were killed in 914 crashes in 2015.
- Drivers killed amount to 65.1 percent of all fatalities in 2015.
- Drivers injured amount to 65.0 percent of all injuries for 2015.
- Passengers represent 17.0 percent of the total number of fatalities in 2015.
- Passengers represent 26.2 percent of the total number of injuries in 2015.
- There were 313,316 crashes involving motor vehicles in Illinois in 2015.
- Crashes involving “A” injury account for 14.0 percent of the injury crashes statewide in 2015.
- There were 3,490 injuries to children age 9 and younger in motor vehicles in 2015, which accounts for 14.5 percent of all passenger injuries.
- In 2015, there were 7 fatalities to children age 9 and younger in motor vehicles.
- In 2015, there were 72 fatalities to teenagers aged 16 to 19 that were drivers and passengers.
- The observed car seat usage rate for 2015 was 91.4 percent.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 3)

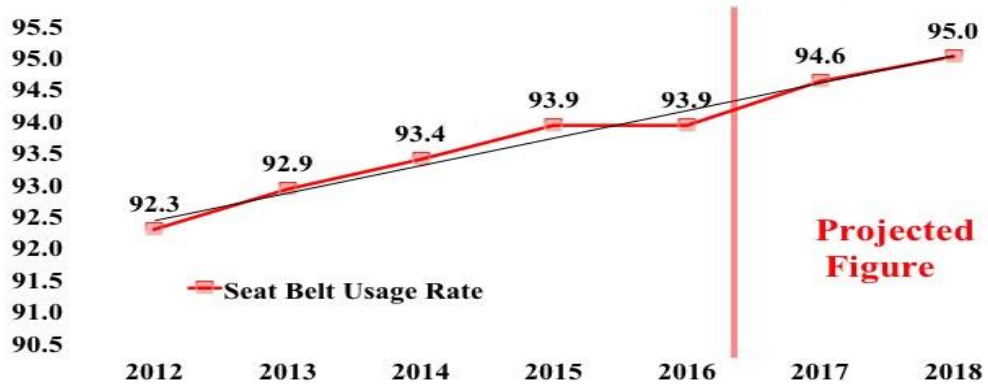
**Table 3: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group (2011-2015)**

Gender	Age Group	Total A-Injuries & Fatalities	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	903	666	544	81.7%
	9 to 15	1,316	702	534	76.1%
	16 to 20	4,194	3,333	2,236	67.1%
	21 to 34	10,616	7,721	4,845	62.8%
	35 to 64	14,908	9,255	6,843	73.9%
	65+	3,385	2,538	2,032	80.1%
Female	0 to 8	791	652	505	77.5%
	9 to 15	1,286	947	749	79.1%
	16 to 20	4,085	3,656	2,834	77.5%
	21 to 34	8,570	7,543	5,840	77.4%
	35 to 64	11,689	9,871	8,431	85.4%
	65+	3,379	3,011	2,672	88.7%
<b>Total</b>		65,122	49,895	38,065	76.3%

## Program Goals

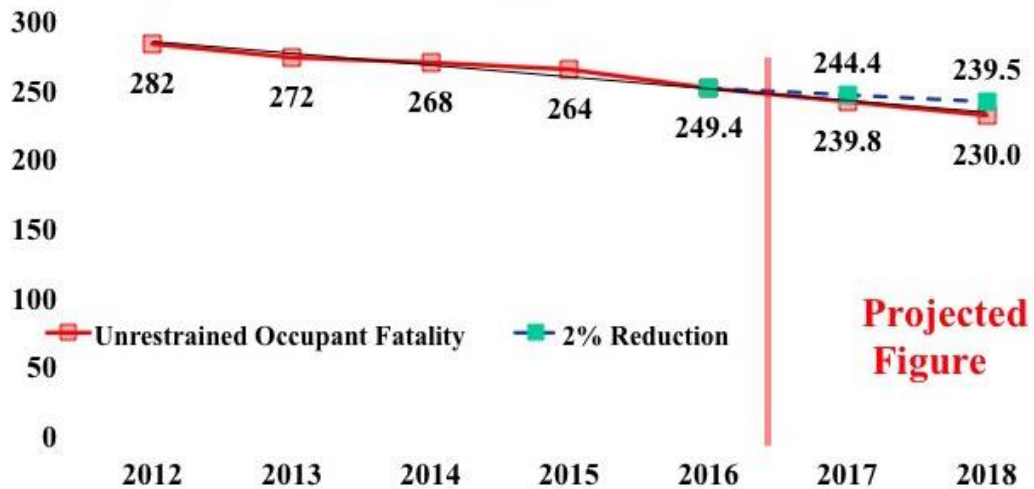
**Goal:** To increase the statewide seat belt usage rate from the 93.9 percent (2012-2016 average) to 95.0 percent by December 31, 2018.

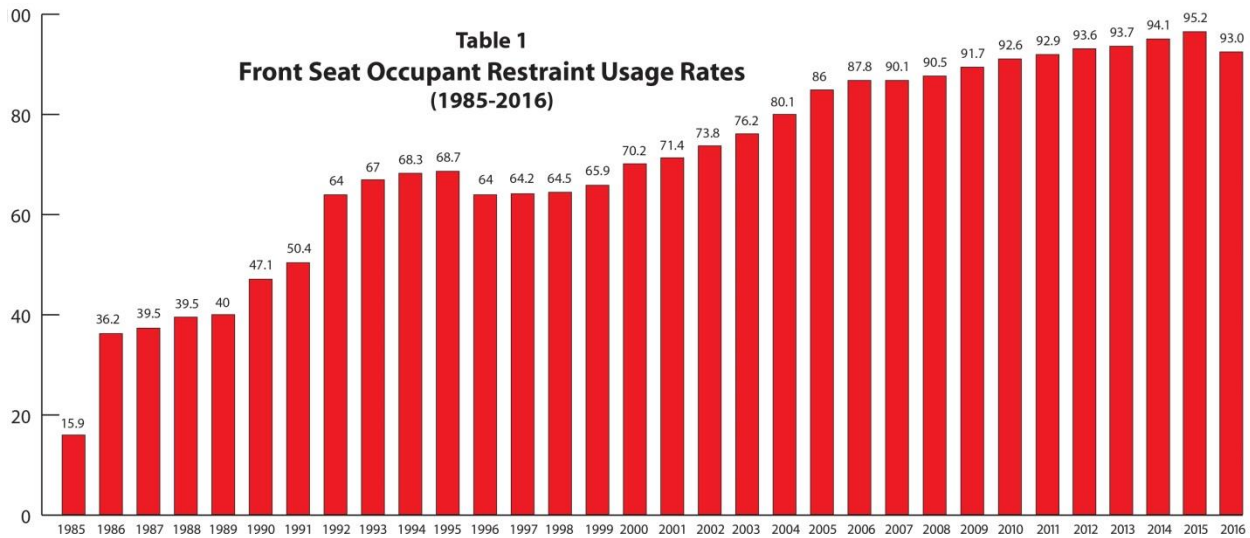
### Observed Seat Belt Use for Passenger Vehicle, Front Seat Outboard Occupants



**Goal:** To reduce the number of unrestrained passenger vehicle occupant fatalities from 249.4 (2012-2016 average) to 230 by December 31, 2018.

### Total Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions





Data Source: Annual Observational Survey

The chart above shows the occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the seat belt law came into effect in the mid-1980s, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase. After the implementation of the primary seat belt law in 2003, usage rates increased from 76.2 percent to 93.0 percent in June 2016.

## **Occupant Protection Program Overview**

IDOT is determined to reduce the number of unrestrained passenger vehicle occupant fatalities from 249.4 (2012-2016 average) to 239.5 by December 31, 2018. In FY 2018, the Occupant Protection Program will continue to contribute significantly to the achievement of the statewide goals by maintaining the Sustained Traffic Enforcement Program (STEP) grant program, supporting the Regional Traffic Safety Resource Center and injury prevention grantees, conducting paid and earned media campaigns and researching new methods of reaching motorists who choose to travel unbelted. The Seat Belt Observational Survey, conducted in June of 2016, showed a slight decrease in daytime, front seat belt usage in Illinois with a decrease from 95.2 to 93.0 percent. IDOT will continue to focus on efforts that help maintain and increase its high front seat belt use and implement new strategies to reach those who ride unrestrained in both the front seat and back seat. In FY 2018, IDOT will continue to direct resources that increase seat belt law enforcement with a focus on the counties within the 23-county model and nighttime seat belt enforcement zones. Procedures to increase and retain certified Child Passenger Safety (CPS) Technicians, as well as increase the number of certified CPS Technician Instructors and Technician Proxies will also continue. Additional and renewed efforts to increase seat belt compliance within the city of Chicago will also continue as new grantees and community partnerships develop. IDOT will be working in several areas including young (teen) drivers, back seat passengers, distracted driving, and booster seat education. IDOT will also encourage law enforcement to continue enforcing seat belt legislation, which took effect on January 1, 2012, requiring that all vehicle occupants ride restrained.

## **Click It or Ticket (CIOT)**

Illinois' overall daytime seat belt usage rate decreased by 3.2 percentage points from 95.2 percent in 2015 to 93.0 percent after the May CIOT campaign in 2016. With the day time seat belt compliance rate slightly above 95 percent, IDOT will focus on maintaining/increasing the rate among current users and seek new ways to reach the remaining 7 percent of non-users. IDOT will also develop and implement an outreach campaign designed to reach back seat passengers in an effort to increase overall compliance with the seat belt law, thusly reducing overall injuries and fatalities on Illinois roadways. IDOT plans to continue support of occupant protection mobilizations that correspond with national seat belt campaigns. The STEP program will continue with grantees required to participate in both the Memorial Day and Thanksgiving mobilizations. At least 50 percent of the patrol hours during these campaigns must be conducted between the hours of 9pm and 6am, the time when data shows the number of unbelted fatalities is the highest.

These mobilizations will be complemented with paid and earned media campaigns that strategically market increased seat belt and car seat usage to, at minimum, 85 percent of Illinois' population. IDOT will continue to utilize NHTSA's paid media during the campaigns and focus more efforts on social media marketing and online advertising in an effort to more effectively reach those who are not regular belt users - primarily 18-34 year old males, truck drivers, and minorities. IDOT seeks to continue with social media campaigns which will include belt messaging. Earned media messaging will focus on the importance of buckling up both in the front and back seat. Continued work with the Office of Communications on support in messaging, marketing and outreach will be a focus in FY 2018. The buckleupillinois.org website will receive significant updates and eventually transition into a format compatible with IDOT's main website, [idot.illinois.gov](http://idot.illinois.gov)

IDOT plans to support local law enforcement initiatives with on-line CIOT materials. The online materials will include media advisories and press releases to announce that local law enforcement activities will be held during nighttime hours. The online kit will also include brochures, posters and other printed material that can be posted in businesses, libraries and public areas to promote our safe driving messages. We will continue to provide educational guidance and materials at county and state fairs. IDOT will employ a materials coordinator to streamline and improve the dissemination of Public Information and Education (PIE) materials requested through the [buckleupillinois.org](http://buckleupillinois.org) website.

Based on the May 2016 evaluation of the CIOT campaign, it is apparent that more resources must go into increasing seat belt compliance within the city of Chicago where the seat belt usage rate is lower than the average statewide rate (87.8 percent versus 93.0 percent). The seat belt usage rate for Chicago decreased from 90.4 percent to 87.8 percent after the 2016 survey. IDOT will continue to build partnerships in the Chicago area in an effort to reverse this trend.

IDOT will also continue searching for rural partnerships to promote the importance of buckling up in rural communities. During previous campaigns some rural partnerships have included: local farm stores such as Farm and Fleet, Big R and Rural King. Local farm stores reach the rural population in Illinois. Each store initially received a letter and then a follow-up call from a member of the Traffic Safety Liaison (TSL) team. Many of the stores utilized the order form to order posters and other educational materials for their stores. Further efforts will be explored in FY 2018.

IDOT will support safe driving programs for older/senior drivers. With an increase in population of older drivers, more vehicles on the road, and more technology in vehicles it is becoming more evident that we need to educate older drivers and their families. IDOT will work with the Illinois Office of the Secretary of State, AARP and other senior networks. We will develop materials promoting safe driving for seniors.

IDOT will also work with medical and injury prevention groups to ensure they are receiving and sharing the correct information regarding seat belt use. We will utilize partnerships with hospitals to educate on best practices in Child Passenger Safety.

### **Child Passenger Safety**

IDOT will continue to focus on four key areas to increase car seat and booster seat usage (1) expansion of our public education program, (2) increase the technician base through certification training, (3) retain at least 60 percent of recertifying child passenger safety technicians, and (4) support the car seat inspection station network at state and local agencies. In an effort to meet these goals, IDOT will hold approximately 30 Skills Enhancements/Update Courses throughout the year and maintain our website with education information for parents and technical information for technicians ([www.buckleupillinois.org](http://www.buckleupillinois.org)). IDOT will conduct the annual Child Passenger Safety (CPS) Observational Survey in July 2017 in an effort to evaluate the progress of the CPS program.

IDOT will continue the Saved by the Belt program. Local law enforcement agencies and State Police recommend crash victims whose seat belts saved the recipient from serious injury or possibly death. They are awarded with a medallion and a certificate provided by the department. The information is often sent to their local media for earned media opportunities. A new brochure and updated certificate and medal will appear in 2017.

### **CPS Local Programs**

Traffic crashes are a leading cause of death for children. In Illinois, one out of four children who die in crashes is unrestrained. In 2015, 16 children, (birth through nine years) were killed and 3,913 were injured in motor vehicle crashes.

Researchers estimate that proper use of federally-approved car seats could reduce child deaths by 71 percent and injuries by 67 percent. National observational data shows car seat usage rate for children under four years old is above 90 percent while booster seat usage rates for children four - seven is approximately 20 percent. Injury and fatality data indicates that a similar pattern is true in Illinois.

During FY 2018, IDOT will provide funding to implement and evaluate a booster seat education program, in an effort to help local communities reduce death and injury rates in booster seat aged children. The main focus of the program is to raise awareness of booster seat safety and caution against graduating to an adult seat belt too soon. This program will include mini-grants to local agencies, a curriculum and resources to educate parents and community members. Proposed changes to the Child Passenger Protection Act will include suggesting language that focuses on a child's height and weight instead of age.



IDOT will also fund seven Traffic Safety Resource Centers to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage the community in outreach and education. The resource centers will continue to lead the statewide car seat education program, coordinate standardized child passenger safety technician certification courses and sponsor Click It or Ticket programming. The resource centers actively promote the national and statewide CIOT mobilizations by delivering the messages to local communities and by assisting IDOT with press events during the campaigns.

During Child Passenger Safety Week, IDOT will once again host National Seat Check Saturday events. During Seat Check Saturday 2016, Illinois lead the nation by conducting approximately 80 checkpoints with more than 400 certified child passenger safety technicians volunteering statewide. Seat Check Saturday 2017 will be co-sponsored by AAA and the Illinois Office of the Secretary of State. The participating checkpoints will receive replacement car seats, flyers and posters to support their events. Educational materials will be distributed to the general public by offering CPS Week printed materials to local libraries, schools, children's museums and the CPS technician network. IDOT anticipates that it will follow a similar format for Child Passenger Safety Week 2018.

### **Public Information and Education**

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers. IDOT will employ a Public Information & Education coordinator to update the brochure content and improve the dissemination of Public Information and Education (PIE) materials requested through the [buckleupillinois.org](http://buckleupillinois.org) website.

### **Certified CPS Technicians**

Illinois has made technician retention one of its top priorities. National data shows that the average state had a technician recertification rate of 56.3 percent in FY 2016. Illinois had a technician recertification rate of 54.4 percent.

In 2007, National Safe Kids, the certifying body for technicians, instituted a Continuing Education system wherein technicians must attend updated courses, conferences or read technical literature to recertify as a Child Passenger Safety Technician. Illinois continues to meet this task by scheduling updated courses and skills enhancement sessions throughout the state, enabling technicians to attend continuing education courses locally.

In April 2017, IDOT hosted a statewide CPS conference in Bloomington, offering the 282 technicians attending an opportunity to meet with seven of the nation's car seat manufacturers and receive all six continuing education needed to maintain certification. IDOT plans to offer these large statewide conferences every two years. In FY 2018, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement/Update sessions providing CEUs towards recertification. CEU opportunities outside of Illinois, such as those offered by Safe Kids Worldwide, will be promoted to all technicians and instructors in Illinois.

## **Occupant Protection Coordinator**

IDOT filled the Occupant Protection (OP) Coordinator position at the start of FY 2018. The OP Coordinator provides technical expertise as a specialist for IDOT in the administration of occupant protection and child passenger safety (CPS) programs. The OP Coordinator works to increase seat belt and CPS usage rates throughout the state. The OP Coordinator oversees the TSL's and works with IDOT to develop messaging, earned media activities and paid media strategies for the Occupant Protection and CPS campaigns.

## **Occupant Protection Assessment**

In August, 2010, NHTSA conducted an assessment of Illinois' occupant protection program. Many recommendations from the assessment have been utilized and more will be added to the list in FY 2018.

## **Occupant Protection Program Strategies**

- Develop a paid/earned annual media plan.
- Identify and focus on part-time seat belt users (16-34 year old males).
- Develop a plan to increase back seat belt use.
- Identify and analyze unbelted/belted crash related fatalities and "A" injuries for a three-year period in counties comprising 85 percent of the statewide population (23 target counties).
- Support occupant restraint and child passenger safety educational efforts (traffic safety partners, statewide and regional child passenger safety coordinators).
- Increase number of certified CPS Instructors and Technical Proxies.
- Utilize network of child passenger safety advocates.
- Support state and national child passenger safety observances.
- Continue to strengthen the awareness of and enforcement of the Primary Seat Belt Law through paid and earned media.
- Generate more earned media by highlighting positive community traffic safety initiatives.
- Develop and promote teen driver program (toolkit) to address needs of young and inexperienced drivers.
- Grow partnerships with public and private groups to increase outreach and impact.
- Continue funding seven Regional Traffic Safety Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.
- Promote Booster Seat Curriculum through the state of Illinois.
- Develop a plan to address the increase in Older/Senior Drivers.

## **Occupant Protection Project Tasks**

**Project Number: 18-02-02 (OP) (402)**

**Project Title: Regional Traffic Safety Resource Centers (Local)**

**SHSP Emphasis: Unrestrained Occupants**

### **Project Description**

This task provides funds for seven local agencies to be a Regional Traffic Safety Resource Center (RTSRC). The RTSRC's will concentrate on a comprehensive approach on seat belt use, teen safety belt use, child occupant protection, mobilizations, increasing seat belt use among minority and rural populations. See Addendum 3 for list of projects.

**Budget: \$1,289,827**

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**Project Number: 18-02-03 (OP) (402)**

**Project Title: Paid Media (IDOT)**

**SHSP Emphasis: Unrestrained Occupants, Motorcycle, Pedestrian, Pedalcyclists, Impaired Driver, Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver**

### **Project Description**

This task provides funds for the creative advertising agency for IDOT's paid media spots to run during the enforcement campaigns.

**Budget: \$300,000**

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**Project Number: 18-02-04 (OP) (402)**

**Project Title: Phone Surveys (Local)**

**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Motorcycle**

### **Project Description**

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

**Budget: \$86,486**

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**Project Number: 18-19-02 (M1CPS) (405b)**  
**Project Title: Keep Kids in Safe Seats (KISS) (SOS Drivers)**  
**SHSP Emphasis: Unrestrained Occupants**

**Project Description**

This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing car seat installation check locations statewide. The program will also provide continuation of a car seat component.

**Budget: \$31,000**

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**Project Number: 18-19-05 (M1CSS) (405b)**  
**Project Title: CPS Program (Local)**  
**SHSP Emphasis: Unrestrained Occupants**

**Project Description**

This task provides funds for local agencies to participate in the child passenger safety program in FY 2018.

**Budget: \$200,000**

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**Project Number: 18-19-07 (M1CSS) (405b)**  
**Project Title: CPS Seats (IDOT)**  
**SHSP Emphasis: Unrestrained Occupants**

**Project Description**

This task provides funds for IDOT to purchase Child Passenger Safety seats in FY 2018.

**Budget: \$10,000**

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**Project Number: 18-19-09 (M1TR) (405b)**  
**Project Title: CPS Re-Certification (IDOT)**  
**SHSP Emphasis: Unrestrained Occupants**

**Project Description**

This task provides funds to pay for IDOT staff Child Passenger Safety technician re-certification fees in FY 2018.

**Budget: \$500**

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**Project Number: 18-19-10 (M1CSS) (405b)**  
**Project Title: LATCH Manuals (IDOT)**  
**SHSP Emphasis: Unrestrained Occupants**

**Project Description**

This task provides funds for IDOT to purchase 100 Laver Anchors and Tethers for Children (LATCH) Manuals for IDOT's Child Passenger Safety program.

**Budget: \$3,800**

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**Project Number: 18-19-11 (M1\*PM) (405b)**  
**Project Title: Paid Media (IDOT)**  
**SHSP Emphasis: Unrestrained Occupants, Impaired Driver, Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task provides funds for IDOT to conduct a paid media campaign for the 2018 Memorial Day Click It or Ticket campaign.

**Budget: \$650,000**

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**Project Number: 18-19-12 (M1PE) (405b)**  
**Project Title: Public Information & Education Materials (IDOT)**  
**SHSP Emphasis: Unrestrained Occupants, Impaired Driver, Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task identifies funding for IDOT to purchase occupant protection banners for Illinois' Click It or Ticket campaigns.

**Budget: \$4,000**

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**Occupant Protection: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-02-02	RTSRC (Local)	\$ 1,289,827	402
18-02-03	Paid Media (IDOT)	\$ 300,000	402
18-02-04	Phone Surveys (Local)	\$ 86,486	402
18-19-02	KISS (SOS)	\$ 31,000	405b
18-19-05	CPS Program (Local)	\$ 200,000	405b
18-19-07	CPS Seats (IDOT)	\$ 10,000	405b
18-19-09	CPS Re- Certification (IDOT)	\$ 500	405b
18-19-10	LATCH Manuals	\$ 3,800	405b
18-19-11	Paid Media	\$ 650,000	405b
18-19-12	PI&E Materials	\$ 4,000	405b
<b>402 Total</b>		\$ 1,676,313	
<b>405b Total</b>		\$ 899,300	
<b>Total All Funds</b>		\$ 2,575,613	

# PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

## Problem Statement

- Crashes involving pedestrians account for 1.6 percent of the overall crashes statewide in 2015.
- Crashes involving pedalcyclists account for 1.1 percent of the overall crashes in statewide in 2015.
- In 2015, there were 150 pedestrian fatalities and of the 4,798 injured, 1,110 suffered “A” injuries statewide.
- In 2015, there were 26 pedalcyclist fatalities and of the 3,201 injured, 458 suffered “A” injuries statewide.
- In 2015, there were 46 pedestrian fatalities and of the 2,786 injured, 555 suffered “A” injuries in the city of Chicago.
- In 2015, there were 7 pedalcyclist fatalities and of the 1,662 injured, 209 suffered “A” injuries in the city of Chicago.

## Overview

Between 2011 and 2015, the groups which had the highest percentage of pedestrian-related A-injuries and fatalities were males aged 0 to 8 and males aged 9 to 15. The groups which had the second highest percentage of pedestrian-related A-injuries and fatalities were females aged 0 to 8 and females aged 9 to 15. (Refer to Table 4)

**Table 4: Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities (2011-2015)**

Gender	Age Group	Total A-Injuries & Fatalities	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	903	167	18.4%
	9 to 15	1,314	269	20.4%
	16 to 20	4,182	310	7.4%
	21 to 34	10,599	703	6.7%
	35 to 64	14,881	1,273	8.6%
	65+	3,379	316	9.4%
Female	0 to 8	788	99	12.6%
	9 to 15	1,280	191	14.9%
	16 to 20	4,069	249	6.1%
	21 to 34	8,556	510	6.0%
	35 to 64	11,666	871	7.5%
	65+	3,370	289	8.6%
<b>Total</b>		64,987	5,247	8.1%



- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. Young males typically ride bicycles more than young females. (Refer to Table 5)

**Table 5: Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2011-2015)**

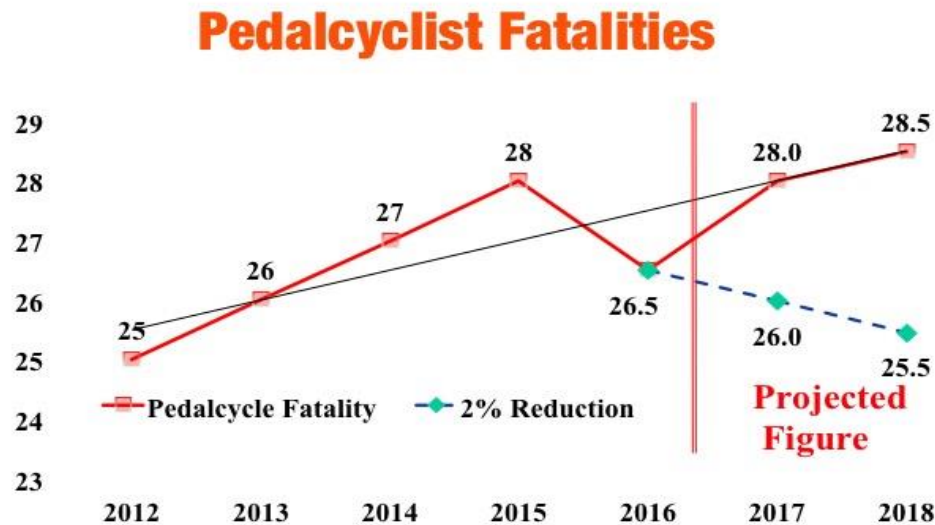
Gender	Age Group	Total A-Injuries & Fatalities	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	903	55	6.1%
	9 to 15	1,316	256	19.5%
	16 to 20	4,194	230	5.5%
	21 to 34	10,616	387	3.6%
	35 to 64	14,908	657	4.4%
	65+	3,385	94	2.8%
Female	0 to 8	791	19	2.4%
	9 to 15	1,286	69	5.4%
	16 to 20	4,085	77	1.9%
	21 to 34	8,570	150	1.8%
	35 to 64	11,689	169	1.4%
	65+	3,379	15	0.4%
<b>Total</b>		65,122	2,178	3.3%

### Program Goals

**Goal:** To reduce the number of statewide pedestrian fatalities from 137 (2012-2016 average) to 131.2 by December 31, 2018.



**Goal:** To reduce the statewide number of bicyclist and other cyclists fatalities from 26.5 (2012-2016 average) to 25.5 by December 31, 2018.



## Pedestrian and Pedalcyclist Program Overview

Under FAST Act a new section titled Non-motorized Safety Grants was established for the purpose of decreasing pedestrian and bicyclist fatalities and injuries resulting from crashes involving motor vehicles. In FY 2018 IDOT will continue to fund two projects with the Chicago Department of Transportation (CDOT) and the Chicago Police Department (CPD) along with a new project with Ride Illinois to reduce the number of crashes and fatalities among pedestrians and bicyclists in Chicago.

The CPD's Pedestrian and Bicycle Safety Enforcement initiative will continue programs to reduce the number of crashes and fatalities related to pedestrians and bicyclist. These efforts will include research, training, and creating safe behaviors through focused enforcement efforts. The CPD program will focus on pedestrian safety enforcements as well as the work of the local Police Districts on bicycle safety and education. The Pedestrian and Bicycle Safety Enforcement Initiative seeks to reduce pedestrian crashes in locations identified in the Chicago Pedestrian Crash Data Analysis. Additionally, based on the same crash data analysis, the Pedestrian Safety Enforcement initiative seeks to reduce the incidence of specific types of pedestrian crashes. Enforcement goals are twofold: the first is to increase driver and bicyclist compliance and identified traffic laws, and the second is to emphasize the presence and vulnerability of pedestrians and bicyclists everywhere. Focusing on driver behavior will reduce crashes at crosswalks and ensure that they are the safest places to cross and ensure that Chicago's bikeways are safe. To achieve these objectives, CPD will conduct over 100 enforcement events. Events will be prioritized based on the existing crash data analysis with a strong focus on pedestrian safety.

CDOT's Pedestrian and Bicycle safety initiative will focus on enforcement and proven educational strategies in response to IDOT priorities. Strategies fall under Enforcement and Creating Safe Behaviors, with additional CDOT commitment to Research and Training. CDOT will continue to use crash data analysis to identify specific areas and groups to focus on. The Ride Illinois program will focus on bicycle education at the elementary schools, driver education classes, and with law enforcement.

### Paid Media Campaign

Pedestrian fatalities represent 14% of Illinois' total traffic related fatalities and is a Priority 2 Emphasis Area (combined fatalities and serious injuries (represent 10%-25% of Illinois' fatalities) in the Illinois SHSP. Pedalcyclists are a Priority 3 (5%-10% of Illinois' fatalities). Illinois is committed to reducing pedestrian and pedalcyclist related fatalities and serious injuries statewide and has established an annual Five Year Rolling Average Target of 2% for 2017 and 2018. While the majority of the pedestrian and pedalcyclist fatalities and serious injuries are located in the City of Chicago, urbanized communities have a higher number of the pedestrian and pedalcyclist fatalities and serious injuries when compared statewide (Cook DuPage, and Will counties along represented 69% of the pedestrian fatalities and serious injuries. Our goal is to focus on larger communities such as Champaign-Urbana, Peoria, Metro-East area, etc beyond the City of Chicago. In addition, 70% of the pedestrian related fatalities are occurring during dark conditions.

In the past, Illinois/IDOT has not had a strong education and outreach component as part of its pedestrian and pedalcyclist safety efforts. With a commitment to reduce pedestrian and pedalcyclist fatalities and serious injuries by at least 2% annually, IDOT has directed state funding to create a statewide media campaign specifically for these two emphasis areas as part of a new larger full package media contract. IDOT's intent is to develop an effective data-driven statewide media campaign that will include social media, digital, radio, and tv as a minimum to improve roadway users (motorists, pedestrians, and pedalcyclists) awareness and behavior. We want to tie this to enforcement and engineering efforts as well and will work to integrate these efforts to our education campaigns. Key items of focus will include educating the public on the laws related to both pedestrians and pedalcyclists use of the road and rights of way, being a safer roadway user, the importance of being more visible at night as a vulnerable user and how to do that, safer behavior when crossing the road, improved drivers education related to vulnerable users, outreach to local agencies. We would also like to include Secretary of State with this effort.

IDOT has allocated \$1 Million at this point since it is a new program and would be utilized statewide in key focus areas (Cook County inclusive of Chicago, Collar Counties, Metro East, Champaign-Urbana, Peoria, Bloomington, Quad Cities, Rockford, and Carbondale as a minimum). We will look at data to determine the target audience, area and time of day/month/year best suited for outreach efforts. This will include developing at least two campaigns and utilize social media, digital, radio, and tv. These campaigns will be linked to enforcement efforts, in particular, with Chicago PD. We are developing an implementation plan for pedestrian safety and pedalcyclist safety that would include an education and outreach component. We will also work with outside partners on increasing outreach.

## **Pedestrian and Pedalcyclist Program Strategies**

- Fund the Chicago Department of Transportation project dealing with proper bicycle-motor vehicle interaction and pedalcycle initiatives.
- Fund the Chicago Police Department’s Chicago Pedestrian and Bicycle Safety Initiative.
- Partner with local, state and federal agencies on pedestrian and pedalcyclist safety programs.
- Develop a paid media campaign.

## **Pedestrian and Pedalcyclist Project Task**

**Project Number: 18-12-02 (405h)**  
**Project Title: Paid Media (IDOT)**  
**SHSP Emphasis: Pedestrian, Pedalcyclist**

### **Project Description**

This task provides funds for IDOT to conduct a paid media campaign for a Pedestrian/Pedalcyclists campaign.

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

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**Project Number: 18-12-02 (405h)**  
**Project Title: Bicycle/Pedestrian Safety (Local)**  
**SHSP Emphasis: Pedestrian, Pedalcyclist**

### **Project Description**

This task provides funds for the Chicago Department of Transportation (CDOT), Chicago Police Department, and Ride Illinois to conduct pedestrian/bicycle safety programs. The Chicago Bicycle Safety Initiative is aimed at reducing the number of bicycle fatalities, injuries and crashes. The Chicago Pedestrian Safety Initiative is a multi-faceted approach to improving pedestrian safety, including engineering, enforcement, education and evaluation programs. The Ride Illinois project will focus on bicycle safety education programs in elementary schools, driver education classes, and police departments.

**Budget: \$463,982**

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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-12-02	Paid Media (IDOT)	\$1,000,000	405h
18-12-02	Bicycle/Pedestrian Safety (Local)	\$ 463,982	405h
<b>405h Total</b>		<b>\$ 1,463,982</b>	
<b>Total All Funds</b>		<b>\$ 1,463,982</b>	

# **PLANNING AND ADMINISTRATION PROGRAM AREA**

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

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of Illinois' Highway Safety Plan. P&A costs include: the Governors Highway Safety Association annual fee, travel, equipment, equipment supplies, rent and utility expenses necessary to carry out the functions of Illinois' Highway Safety Office. Refer to Addendum 2 for BSPE's organizational chart.

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

**Project Number: 18-01-01 (PA)**

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

### **Project 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 annual fee, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of BSPE. This will also reimburse for salaries for the Impaired Driving Coordinator and the Occupant Protection Coordinator.

**Budget: \$200,000**

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**Project Number: 18-02-05 (402)**

**Project Title: BSPE Travel (IDOT)**

### **Project Description**

This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute, and to attend highway safety-related state and national conferences.

**Budget: \$20,000**

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**Project Number: 18-06-01 (402)**  
**Project Title: Automated Traffic Enforcement Survey (IDOT)**  
**SHSP Emphasis: Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver**

**Project Description**  
 This task provides Section 402 funds for IDOT to conduct a survey of Illinois' automated traffic enforcement systems.

**Budget: \$100,000** \_\_\_\_\_

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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-01-01	Planning & Administration (IDOT)	\$ 200,000	402
18-02-05	BSPE Travel	\$ 20,000	402
18-06-01	Automated Traffic Enforcement Survey	\$ 100,000	402
<b>402 Total</b>		\$ 320,000	
<b>Total All Funds</b>		\$ 320,000	

# **POLICE TRAFFIC SERVICES PROGRAM AREA**

## **Problem Statement**

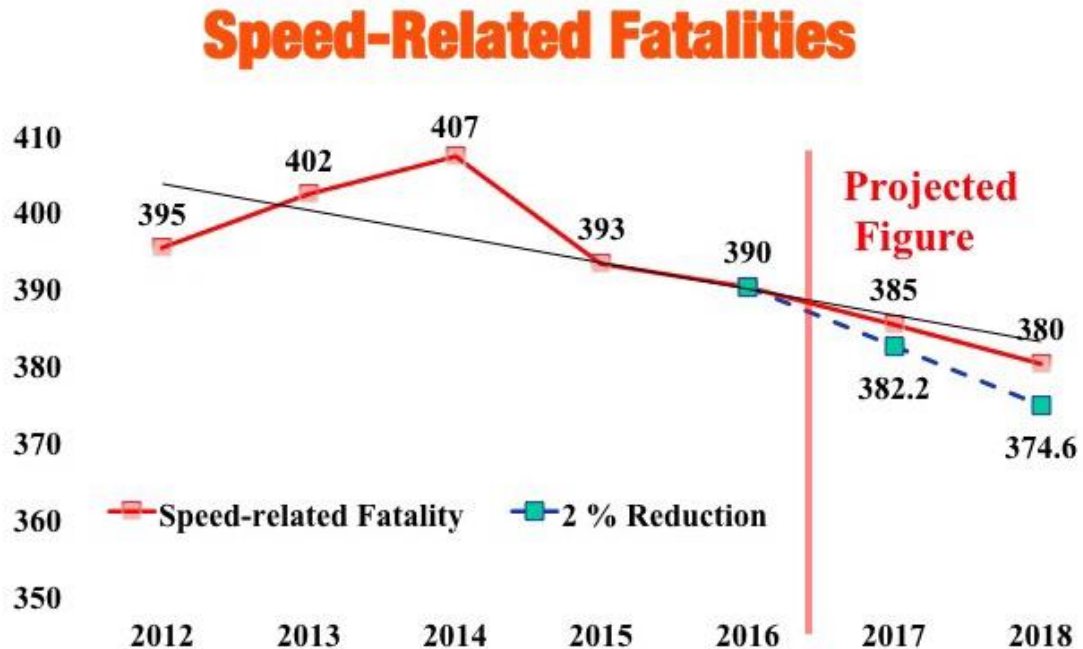
- In 2015, a total of 347 fatalities resulted from speed-related crashes, 34.8 percent of the total fatalities in Illinois.
- Crashes involving speed account for 34.2 percent of the fatal crashes and 37.0 percent of the injury crashes in 2015.
- In 2015, 280 people were killed in alcohol-related crashes, 28.1 percent of the 998 total crash fatalities.
- Males ages 21-24 had the highest DUI arrest rate.
- 86 percent of all drivers arrested for DUI are first time offenders.
- In 2015, a total of 256 fatalities occurred when drivers and passengers were not wearing a seat belt.
- The groups which had the highest percentage of A-injuries and fatalities due to speed were males aged 16 to 20, males aged 21 to 34, females aged 16 to 20, and females 21 to 34. Since males aged 16 to 34 are more prone to speed excessively, it is not surprising that this group is more prone to A-injuries and fatalities due to speed. Females aged 21 to 34 tend to speed to get their destinations more quickly. Females aged 16 to 20 are inexperienced drivers who would be more prone to be involved in car crashes due to excess speed. (Refer to Table 6)

**Table 6: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities (2011-2015)**

<b>Gender</b>	<b>Age Group</b>	<b>Total A-Injuries &amp; Fatalities</b>	<b>Speed-Related A-Injuries &amp; Fatalities</b>	<b>% of Speed-Related A-Injuries &amp; Fatalities</b>
Male	0 to 8	903	273	30.2%
	9 to 15	1,316	357	27.1%
	16 to 20	4,194	1,587	37.8%
	21 to 34	10,616	3,831	36.1%
	35 to 64	14,908	4,766	32.0%
	65+	3,385	872	25.8%
Female	0 to 8	791	247	31.2%
	9 to 15	1,286	421	32.7%
	16 to 20	4,085	1,464	35.8%
	21 to 34	8,570	2,956	34.5%
	35 to 64	11,689	3,926	33.6%
	65+	3,379	886	26.2%
<b>Total</b>		65,122	21,586	33.1%

## Program Goal

**Goal:** To reduce the statewide speed-related fatalities from 390 (2012-2016 average) to 374.6 by December 31, 2018.



## Police Traffic Services Program Overview

IDOT will continue to direct significant resources toward enforcement of occupant protection, distracted driving, and impaired driving laws in Illinois. IDOT will focus on eight mobilizations throughout the year with increased focus during the national Click It or Ticket and the Labor Day Drive Sober or Get Pulled Over campaigns. Each mobilization will increase seat belt usage among identified populations that have lower seat belt usage rates and reduce impaired driving. Please refer to Addendum 4 for IDOT's Evidence Based Enforcement Plan for FY 2018.

## Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP), Drive Smart and mini-mobilization enforcement projects.
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 17–27, 2017 and May 18–29, 2018).
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sSTEP), and the Occupant Restraint Enforcement Project (OREP).



- Continue to conduct high-visibility and late-night enforcement campaigns.
- Continue full scale, impaired driving mobilization enforcement efforts utilizing local and state law enforcement agencies during the Fourth of July and Labor Day holidays. Full scale mobilization efforts include paid media and earned media supporting the enforcement. Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Sustained Traffic Enforcement Program (STEP).
- To continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July).
- Continue to provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) 14 mobile training units.
- Conduct a Distracted Driving enforcement campaign.

## **Police Traffic Services Project Tasks**

**Project Number: 18-02-08 (OP) (402)**

**Project Title: Evaluation (Local)**

**SHSP Emphasis: Unrestrained Occupants, Impaired Driver**

### **Project Description**

This task provides funds to contract for the services to assist IDOT staff with program evaluation, fund one Traffic Safety Resource Prosecutor, fund one Research Data Analyst, and fund two Law Enforcement Liaisons for Illinois. Develop an in-depth analysis of motor vehicle related fatalities and injuries in Illinois using several crash related databases; link crash data to other health care databases through the Crash Outcome Data Evaluation Systems (CODES); assist in evaluating each highway safety project with an enforcement component; design and conduct annual observational seat belt and child safety surveys.

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**Budget: \$659,067**

**Project Number: 18-03-04 (AL) (402)**

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

**SHSP Emphasis: Unrestrained Occupants, Impaired Driver, Older Driver, Young Driver**

### **Project Description**

This task provides funds to contract for the services of five full-time individuals and one full Office Manager responsible for the continuation of the Law Enforcement Liaison program in Illinois. The goal of the program is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the impaired driving issue while incorporating other traffic safety issues such as speeding and DUI.

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**Budget: \$653,718**

**Project Number: 18-04-01 (PT) (402)**

**Project Title: Police Traffic Training**

**SHSP Emphasis: Unrestrained Occupants, Older Driver, Young Driver, Pedestrian, Pedalcyclists, Distracted/Fatigued/Drowsy Driver**

### **Project Description**

This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates the specialized police training activities. The training is most often delivered through ILETSB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. In addition, training will be targeted in IDOT's 23 county breakdown.

In FY 2018, the following NHTSA approved courses will be offered on a statewide basis:

- Advance Crash reconstruction – Utilizing Human Factors Research
- Conducting a Complete Traffic Stop
- Crash Investigation I
- Crash Investigation II
- Crash Reconstruction I
- Crash Reconstruction II
- Crash Reconstruction Refresher
- Emergency Medical Dispatch
- Heavy Vehicle Crash Reconstruction
- Interviewing Techniques for the Crash Investigator
- LIDAR Speed Measurement
- LIDAR Speed Measurement Instructor
- National Child Passenger Safety Certification Training
- Pedestrian/Bicycle Vehicle Crash Reconstruction
- Rapid Medical Response
- Radar Operator Training

**Budget: \$75,000**

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**Project Number: 18-04-02 (PT) (402)**  
**Project Title: Sustained Traffic Enforcement Program (STEP) (Local)**  
**SHSP Emphasis: Unrestrained Occupants, Impaired Driver, Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task provides funds for local law enforcement agencies to increase occupant protection usage and reduce DUI through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick’s Day Campaign, Distracted Driving Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. See Addendum 3 for list of STEP projects.

**Budget: \$5,211,490**

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**Project Number: 18-04-04 (PT) (402)**  
**Project Title: Nighttime Enforcement Program (NITE) (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task provides funds for the Illinois State Police (ISP) to identify and focus on specific times of 9:00pm to 6:00am when alcohol-related fatalities and safety belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes. Officers will enforce Illinois’ primary occupant restraint laws, DUI and alcohol-related violations and other laws which contribute to the higher number of traffic deaths during late night hours.

**Budget: \$1,177,200**

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**Project Number: 18-04-05 (PT) (402)**  
**Project Title: Special Traffic Enforcement Program (sSTEP) (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy Driver**

**Project Description**

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

**Budget: \$928,100**

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**Project Number: 18-04-06 (PT) (402)**  
**Project Title: Vision Zero (Local)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task provides funds for the Chicago Police Department to conduct a Vision Zero campaign. This campaign will create safe behaviors through focused enforcement efforts. Specific enforcement efforts will include Distracted Driving (cell phone/texting) and speed enforcement missions focusing on areas with prior fatalities and serious personal injury crashes.

**Budget: \$213,096**

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**Project Number: 18-04-07 (PT) (402)**  
**Project Title: Traffic Safety Challenge (Local)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy Driver**

**Project Description**

This task provides funds for Illinois Association of Chiefs of Police to conduct the Traffic Safety Challenge. The Traffic Safety Challenge helps local law enforcement agencies identify highway safety issues and plan strategies.

**Budget: \$36,056**

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**Project Number: 18-04-09 (PT) (402)**  
**Project Title: Motorcycle Patrol Unit Project (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

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

**Budget: \$81,500**

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**Project Number: 18-13-01 (M6OT) (405d)**  
**Project Title: Driving Under the Influence-Enforcement (DUIE) (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

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

**Budget: \$1,202,600**

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**Project Number: 18-13-04 (M6OT) (405d)**  
**Project Title: Mini Mobilization Projects (Local)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

This task provides funds for local law enforcement agencies to conduct enforcement details during the 2017 Holiday Season Campaign, July 4<sup>th</sup> and Labor Day mobilizations. At this time there are no agencies signed up; however, advertising for the mini-mobilization projects will occur in November 2017.

**Budget: \$200,000**

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**Project Number: 18-13-06 (M6OT) (405d)**  
**Project Title: Alcohol Police Traffic Training (ILETSB)**  
**SHSP Emphasis: Impaired Driver, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

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

In FY 2018, the following NHTSA approved courses will be offered on a statewide basis:

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

**Budget: \$330,300**

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**Project Number: 18-13-11 (M6OT) (405d)**  
**Project Title: Alcohol Countermeasures Enforcement (ACE) (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

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

**Budget: \$1,061,800**

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**Project Number: 18-13-12 (M6OT) (405d)**  
**Project Title: Local Alcohol Project (LAP) (Local)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

This task provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement countermeasure activities and six non-enforcement projects. These non-enforcement projects will include task forces, enforcement, public information and education, prevention/youth efforts, DUI Courts and a new No-Refusal program. See addendum 3 for list of LAP projects.

**Budget: \$1,508,244**

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**Project Number: 18-19-01 (M1HVE) (405b)**  
**Project Title: Occupant Restraint Enforcement Project (OREP) (ISP)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

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

**Budget: \$1,060,500**

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**Project Number: 18-19-04 (M1HVE) (405b)**  
**Project Title: Memorial Day Mini Mobilization Projects (Local)**  
**SHSP Emphasis: Impaired Driver, Unrestrained Occupants, Speeding/Aggressive  
Older Driver, Young Driver, Motorcycle, Distracted/Fatigued/Drowsy  
Driver**

**Project Description**

This task provides funds for local law enforcement agencies to conduct enforcement details during the 2018 Click It or Ticket Memorial Day Campaign. At this time there are no agencies signed up; however, advertising for the mini-mobilization projects will occur in November 2018.

**Budget: \$150,000**

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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-02-08	Evaluation (Local)	\$ 659,067	402
18-03-04	LEL (Local)	\$ 653,718	402
18-04-01	Police Traffic Training (ILETSB)	\$ 75,000	402
18-04-02	STEP (Local)	\$ 5,211,490	402
18-04-04	NITE Patrol (ISP)	\$ 1,177,200	402
18-04-05	STEP (ISP)	\$ 928,100	402
18-04-06	Vision Zero (Local)	\$ 213,096	402
18-04-07	Traffic Safety Challenge (Local)	\$ 36,056	402
18-04-09	MC Patrol Unit (ISP)	\$ 81,500	402
18-13-01	DUIE (ISP)	\$ 1,202,600	405d
18-13-04	Impaired Driving Mini Mobilization's (Local)	\$ 200,000	405d
18-13-06	Alcohol-PTT (ILETSB)	\$ 330,300	405d
18-13-11	ACE (ISP)	\$ 1,061,800	405d
18-13-12	LAP (Local)	\$ 1,508,244	405d
18-19-01	OREP (ISP)	\$ 1,060,500	405b
18-19-04	Memorial Day Mini Mobilization (Local)	\$ 150,000	405b
<b>402 Total</b>		\$ 9,035,227	
<b>405d Total</b>		\$ 4,302,944	
<b>405b Total</b>		\$ 1,210,500	
<b>Total All Funds</b>		\$14,548,671	



## TEEN INITIATIVE PROGRAM AREA

### Problem Statement

- Teen fatalities accounted for 5.0 percent of the total fatalities in 2015.
- The two groups which are over-represented with regards to A-injuries and fatalities are males aged 16 to 20 and females aged 16 to 20. Thus, young drivers are the most over-represented group. Young drivers are inexperienced and tend to get into more vehicle crashes than the rest of the population. This in turn leads to higher incidence of A-injuries and fatalities for young drivers. (Refer to Table 7)

**Table 7: A-Injury & Fatality Proportion to Population Proportion  
(2011-2015)**

Gender	Age Group	Total A-Injuries & Fatalities	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 to 8	903	775,560	0.01	0.06	0.23
	9 to 15	1,316	632,068	0.02	0.05	0.41
	16 to 20	4,194	472,021	0.06	0.04	1.75
	21 to 34	10,616	1,245,878	0.16	0.10	1.68
	35 to 64	14,908	2,489,833	0.23	0.19	1.18
	65+	3,385	676,916	0.05	0.05	0.99
Female	0 to 8	791	744,539	0.01	0.06	0.21
	9 to 15	1,286	605,616	0.02	0.05	0.42
	16 to 20	4,085	446,331	0.06	0.03	1.80
	21 to 34	8,570	1,229,430	0.13	0.10	1.37
	35 to 64	11,689	2,580,143	0.18	0.20	0.89
	65+	3,379	932,297	0.05	0.07	0.71
<b>Total</b>		65,122	<b>12,830,632</b>			

## Program Goal

**Goal:** To reduce the total number of young drivers involved in fatal crashes (under 21) from 128 (2012-2016 average) to 122.9 by December 31, 2018.

## Young Drivers Involved in Fatal Crashes (Under 21)



## Teen Initiative Overview

### Technical Assessment of Illinois' Driver Education Program

On April 14-17, 2015 NHTSA facilitated the Driver Education Program Assessment of Illinois. The purpose of the assessment was to assist in the review of the driver's education program in the state of Illinois, identify the program's strengths and accomplishments, identify weak areas and offer suggestions for improvement and program enhancement. The assessment team had six priority recommendations. The most important was to establish a formal and ongoing Advisory Board that provides input to both the Illinois State Board of Education and the Illinois Office of the Secretary of State regarding driver's education programs. Illinois has formed an Advisory Board and will continue to work on priority recommendations from this Assessment and serve as a resource in developing Illinois' highway safety plan.

### Underage Prevention Program

IDOT will continue to fund a project with Prevention First in FY 2018. This project will provide training, technical assistance and outreach to Students Against Destructive Decisions (SADD) chapters statewide.

The SADD coordinator will provide opportunities for chapters to network and share promising and proven strategies to encourage youth to make effective decisions regarding high risk behaviors including alcohol, tobacco and other drug use. The coordinator will encourage chapters to engage in teen traffic safety events, programs and projects.

The Southern Illinois University School of Medicine (SIU) project's goal is to reduce traffic-related injuries and fatalities in Illinois through injury prevention awareness, education and community partnerships.

ThinkFirst educational prevention programs are presented to schools and community groups and focus on occupant protection, including seat belt use and child passenger safety and the risks of driving impaired or distracted. Preventing injury in young drivers has always been a priority for SIU which focuses in central and southern Illinois. Utilizing anatomical models, Power Point presentations and CD's, SIU will present the ThinkFirst for Teens program to high school students. Additionally crash re-enactments and Road to Reality events will also be conducted. The SIU School of Medicine chapter also assists the Southern Illinois chapter in Carbondale at Neuro Restorative rehabilitation center with the teen program. ThinkFirst works with the Victim Impact Panels for DUI offenders in central Illinois.

The Alliance Against Intoxicated Motorists (AAIM) will print Dangerous Driving Decisions (3D) informational pamphlets as part of an educational tool kit. This is an educational piece appropriate for driver education classes, health classes, states attorneys' offices, the Office of the Illinois Secretary of State Hearing Offices and the general public.

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

- Youth Drinking and Driving Prevention Presentation – a presentation designed for classroom utilizes the Fatal Vision goggles demonstration, participants simulate what it is like to be impaired by alcohol or other drugs.
- Illinois Graduated Driver Licensing Program – a program that discusses the three-tiered Illinois driver licensing program, Zero Tolerance and DUI laws.
- DUI Victim Wall – a display of pictures and testimonials from victims and their families on the deadly effects of drinking and driving.

SOS will also print and develop the Parent-Teen Handbook. Based on this handbook SOS will create the best possible educational opportunities for a teenager to learn safe driving techniques and habits. To achieve this, the 50 hours of practice driving with an adult in various driving conditions is critical. The Parent-Teen Driving Guide provides a suggested lesson plan that parents can use to ensure their teen driver is prepared for the responsibility of operating a motor vehicle on Illinois' roadways.

## Teen Initiative Strategies

- Deliver BSPE's highway safety messages to the 16-20 year old age group.
- Continue to promote traffic safety themes focusing on young males age 16-20.
- Print the Parent-Teen Handbook.
- Implement priority recommendations from the Driver Education Assessment.

## Teen Program Project Task

**Project Number:** 18-05-01 (TSP) (402)  
**Project Title:** Parent-Teen Handbook (SOS)  
**SHSP Emphasis:** Young Driver

### **Project Description**

This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide. The driving guide is provided to parents of teen drivers at the time of their initial Instruction Permit.

**Budget:**                     \$90,000

### **Teen Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-05-01	Parent-Teen Handbook (Local)	\$ 90,000	402
<b>402 Total</b>		\$ 90,000	
<b>Total All Funds</b>		\$ 90,000	

# **TRAFFIC RECORDS PROGRAM AREA**

## **Traffic Records Overview**

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

In FY 2016, NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements, using the State Traffic Records Assessment Program (STRAP), an online data management system, State respondents enter their answers and supporting documentation to questions they have been assigned. The assessors then reviewed this information and made their initial determinations. There were two additional rounds of this question-and-answer process to ensure the information was accurate and understood by the assessors. At the conclusion of the third round, assessors made their final determinations and recommendations before they produced a final report. The final report-out was held on June 14, 2016.

NHTSA assembled a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). The purpose was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the counter-measures applied in attempts to reduce or eliminate those problems and to evaluate those efforts for their effectiveness.

Since 2011, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

## **Crash Data**

- Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System (IRIS) application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor, improving data updates.
- IDOT has developed an automated process to provide electronic large truck- related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof.
- Illinois has successfully partnered with 10 approved third party vendors to assist local agencies in collecting their XML crash data to be submitted to IDOT.

- In FY 2018 IDOT will continue to implement the Safety Portal initiative. This is a comprehensive and collaborative environment for anyone involved with safety improvement measures on Illinois roadways. This environment will bring together data, knowledge, training and tools which will assist IDOT, Bureau of Safety Programs & Engineering, Bureau of Local Roads and Streets, District personnel, county engineers, federal, state and local law enforcement agencies to provide better analysis of crash information to achieve improvements in safety. The Safety Portal Phase 2 project is being evaluated by the Department's IT Steering Committee. Once the project is approved, the Department will be able to move forward in enhancing the current system.

### **EMS Data**

- Illinois revised its EMS data collection system to one that is NEMSIS compliant and that will allow agencies to submit data electronically via software provided by the state or by their own third-party vendor. This revision will allow the Illinois Department of Public Health (IDPH) to begin receiving data from all agencies across the state for the first time in several years. This effort will allow Illinois to fill a significant void and make tremendous improvements in the timeliness, completeness, accuracy and uniformity of the state's EMS data.
- Loyola University Medical Center's Emergency Medical Services for Children (EMSC), under a grant through IDOT, has made available an online query system for safety analysis including mortality, hospital discharge, crash and trauma registry data. The query capabilities are constrained and only limited data are available; however, these tools suffice to give easy access to summary data and reduce the burden on IDPH analytic staff and IDOT staff. For more information and access to the online data refer to IDPH website at <http://app.idph.state.il.us/emsrpt/>.

### **Roadway Data**

- IDOT has demonstrated notable progress in the roadway component of the traffic records system since the 2011 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor, improving data updates and accessibility to statewide roadway information.

### **Driver and Vehicle Data**

- The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced by the use of facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security On-line Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance as well.
- Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file. However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver's license number.

- The SOS Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.
- In FY 2018, IDOT will continue to fund the Data Warehouse project with the Illinois Office of the Secretary of State (SOS). SOS maintains information systems to support both Drivers License and Vehicle Services. The databases contain information on approximately 8.7 million drivers and 11 million registered vehicles in Illinois. The goal is to provide highly accessible, intuitive, points of access to SOS Drivers and Vehicles joined data.
- IDOT will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State (SOS). This project assists SOS in handling the increased volume of “suspension review” cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver’s license suspensions.

### **Statewide Injury Surveillance System (SWISS) Records**

- Illinois has an injury surveillance system consisting of multiple datasets collected or managed under the direction of the Illinois Department of Public Health (IDPH). These data sets include:
  - Pre-hospital EMS data
  - Emergency Department data
  - Hospital Discharge data
  - Trauma Registry data
  - Vital Statistics data
  - Head and Spinal Cord Registry data
- Since the 2011 assessment, the state has made significant improvements in the type, quality and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the state’s hospitals.

### **Data Integration**

- Illinois has made significant progress toward linking the crash data to hospital discharge data. Since 2006, Illinois has been a Crash Outcome Data Evaluation System (CODES) state. The CODES project has developed to link datasets for hospital discharge and crash data for the years 2002, 2003, 2005-2011. There is no current unique identifier between crash and hospital discharge data; consequently, linked datasets have been developed using probabilistic methods based on CODES2000 software. Several reports have been generated based on the linked data. With the inclusion of emergency department data in 2009 and the recent requirement of E-Codes in hospital discharge and emergency department datasets, the CODES program has improved linked crash and health care data.

- Analysts at IDOT, along with other partners, have produced a multitude of reports that focus on traffic safety program areas. CODES data have been used to support legislative activities, especially in the area of occupant restraint. For more information on the CODES application refer to IDOT website at:  
<http://www.idot.illinois.gov/transportation-system/safety/evaluations>

## **Traffic Records Assessment Major Recommendations**

### **Crash**

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Vehicle**

- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Driver**

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Roadway**

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Citation / Adjudication**

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.



## **EMS / Injury Surveillance**

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## **Data Use and Integration**

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## **Traffic Records Program Strategies**

- Continue to implement the Traffic Records Assessment recommendations.
- Continue to implement Crash Information System (CIS).
- Continue to promote the use of 3<sup>rd</sup> party vendors.
- Continue to fund the Illinois Department of Public Health's program and the Office of the Secretary of State's Imaging Enhancement and Data Warehouse projects.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC).
- Continue to have the TRCC meet on a quarterly basis.
- Fund a full-time Traffic Records Coordinator.
- Solicit the cooperation of TRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning System/Geographic Information System (GPS/GIS) user group to explore using interactive websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.
- Provide a forum for review and comment of traffic records issues within the state of Illinois regarding the Illinois Traffic Records Strategic Plan.
- Review traffic-related data systems and discuss suggested changes to data systems before they are implemented.
- Review the perspectives of organizations in the state that are involved in the administration, collection and use of highway safety data.
- Review and evaluate new technologies to keep the highway safety data systems up-to-date.
- Continue with the Crash Outcomes Data Reporting System (CODES) project.
- Authorize each agency to access selected data from other agencies' data files for the purpose of the data linkage project.
- Improve lines of communication between the Bureau of Safety Programs and Engineering and the Bureau of Data Collection.

## **Traffic Records Project Tasks**

**Project Number:** 18-18-01 (M3DA) (405c)  
**Project Title:** Traffic Records Coordinator (BSPE)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

### **Project Description**

This task provides funds for a Traffic Records Coordinator to oversee the implementation of the 405c Data program and the Illinois Traffic Records Coordinating Committee. This full-time position will implement the recommendations as laid out in the Traffic Records Assessment and Strategic Plan.

**Budget:** \$120,000

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**Project Number:** 18-18-04 (M3DA) (405c)  
**Project Title:** Traffic Information Officer (Local)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

### **Project Description**

This task provides funds for Illinois Association of Chiefs of Police to hire a Traffic Information Officer (TIO) to analyze crash data to identify high crash location areas and disseminate this data to state and local law enforcement officials for focused patrol efforts. The TIO will assist in developing strategies to more accurately analyze data in an effort to provide guidance for directed traffic enforcement.

**Budget:** \$126,728

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**Project Number:** 18-18-05 (M3DA) (405c)  
**Project Title:** Crash Reporting (Local)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

### **Project Description**

This task provides funds for local law enforcement agencies to purchase lap top computers to submit crash reports electronically to IDOT. The agencies eligible must submit electronically through a no-cost vendor.

**Budget:** \$1,200,000

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**Project Number:** 18-18-07 (M3DA) (405c)  
**Project Title:** CODES (BSPE)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

**Project Description**

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

**Budget:** \$130,000

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**Project Number:** 18-18-10 (M3DA) (405c)  
**Project Title:** FARS Analyst (BSPE)  
**SHSP Emphasis:** SHSP Emphasis: Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

**Project Description**

This task provides funds for the IDOT to assist in funding a Fatality Analysis Reporting System (FARS) supervisor and two FARS analysts. The analyst will maintain the FARS database which includes details on all fatal crashes in Illinois.

**Budget:** \$75,000

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**Project Number:** 18-18-12 (M3DA) (405c)  
**Project Title:** Imaging Enhancement (SOS)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad

**Project Description**

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

**Budget:** \$30,500

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**Project Title:** Data Analysis (Local)  
**Project Number:** 18-18-13 (M3DA) (405c)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy driver, Highway-Railroad Grade Crossings

**Project Description**

This task provides funds to Loyola University to support the state level capacity to conduct Crash Injury Surveillance in Illinois.

**Budget:** \$147,941

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**Project Number:** 18-18-14 (M3DA) (405c)  
**Project Title:** State to State Verification System (SOS)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

**Project Description**

This task provides funds to the Illinois Office of the Secretary of State to provide highly accessible, intuitive, points of access to SOS Driver Services and Vehicle Services joined data. SOS will develop a series of business area data marts that will ultimately integrate into an enterprise data warehouse.

**Budget:** \$915,500

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**Project Number:** 18-23-01 (1906)  
**Project Title:** Racial Profiling Statistical Study (IDOT)  
**SHSP Emphasis:** Roadway Departure, Impaired Driver, Unrestrained Occupants, Intersection Related, Speeding/Aggressive Driver, Older Driver, Young Driver, Motorcycle, Heavy Vehicle, Pedestrian, Pedalcyclist, Work Zone, Distracted/Fatigued/Drowsy Driver, Highway-Railroad Grade Crossings

**Project Description**  
 This task provides funds for an outside vendor to conduct analysis to detect “statistically significant aberrations” in the traffic stop statistical data provided by law enforcement agencies to IDOT pursuant to the IVC, 625 ILCS 5/11-212 Traffic Stop Statistical Study.

**Budget:**           \$130,000          

**Traffic Records Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-18-01	408 Coordinator (BSPE)	\$ 120,000	405c
18-18-04	Traffic Information Officer (Local)	\$ 126,728	405c
18-18-05	Crash Reporting (Local)	\$1,200,000	405c
18-18-07	CODES (BSPE)	\$ 130,000	405c
18-18-10	FARS Analyst (BSPE)	\$ 75,000	405c
18-18-12	Imaging Enhancement (SOS)	\$ 30,500	405c
18-18-13	Data Analysis (Local)	\$ 147,941	405c
18-18-14	State to State verification System (SOS)	\$ 915,500	405c
18-23-01	Racial Profiling RFP (IDOT)	\$ 130,000	1906
<b>405c TR Total</b>		<b>\$ 2,745,669</b>	
<b>1906 Total</b>		<b>\$ 130,000</b>	
<b>Total All Funds</b>		<b>\$ 2,875,669</b>	

# DISTRACTED DRIVING PROGRAM AREA

## Problem Statement

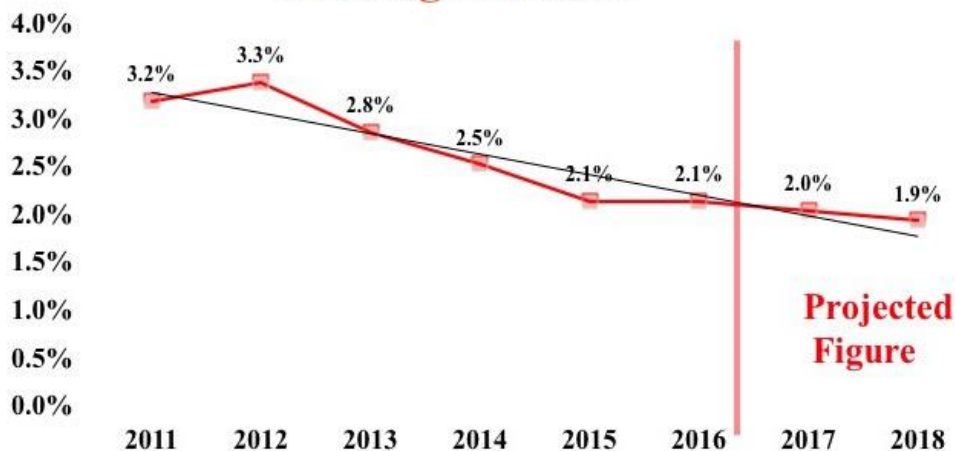
Distracted driving is any activity that could divert attention from the primary task of driving. There are three main types of distractions; Visual, Manual, and Cognitive. Visual is taking your eyes off the road, Manual is taking your hands off the wheel, and Cognitive is taking your mind off the road. Distractions include, but are not limited to, electronic gadgets, radio, eating, drinking, reading, grooming, and interacting with passengers. Cellphone use affects how drivers scan and process information from the roadway. The cognitive distractions associated with cellphone use can lead to inattentive blindness in which drivers fail to comprehend or process information from objects in the road even if they are looking right at them.

- There were a total of 313, 533 motor vehicle crashes in 2015. Over 4% of the total crashes were involved in distracted driving.
- There were 998 fatalities and 91,718 motor vehicle related injuries in 2015. About 2.1 percent and 5.5 percent of these fatalities and injuries were involved in distracted driving crashes.
- 19 percent of all people involved in distracted driving fatalities, were involved in cell phone use or texting.
- 12.4 percent of all people involved in distracted driving injuries, were involved in cell phone use or texting.
- Based on the 2017 observational survey of driver electronic device use in Illinois, 8.7 % of all the drivers used electronic device while they were driving. Females had higher usage rate than males (11.7% for females versus 6.6 percent for males).

## Program Goals

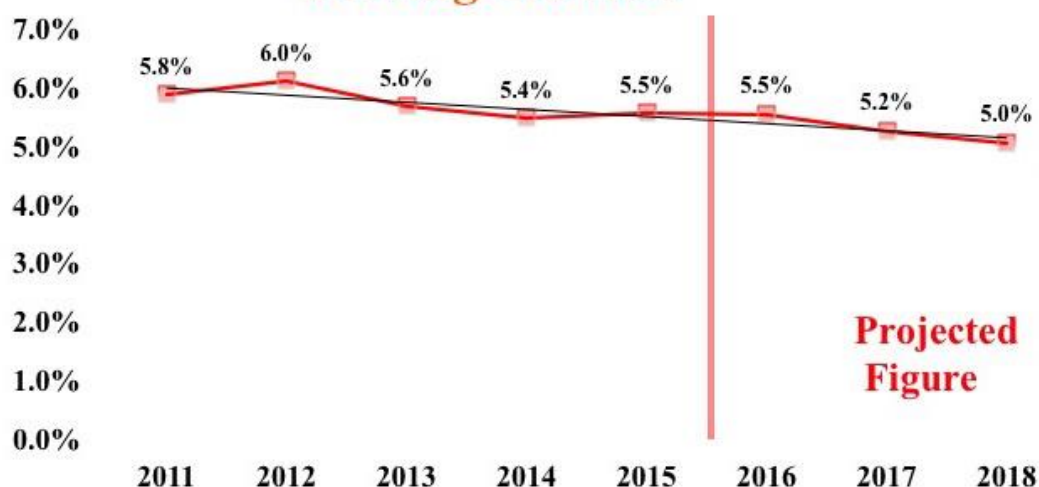
Goal: To reduce percent fatalities involved in distracted driving related crashes from 2.1% in 2015 to 1.9% in 2018.

### **Total Fatalities Involved in Distracted Driving Crashes**



Goal: To reduce the total number of injuries involved in distracted driving related crashes from 5.5% in 2015 to 4.8% in 2018.

## Total Injuries Involved in Distracted Driving Crashes



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### Distracted Driving Program Overview

For many years, Illinois' law enforcement grantees, through STEP, LAP, and mini-mobilization grants, have issued both texting and phone use citations under the Illinois Vehicle Code. In FY 2015, distracted driving citations were actually inserted into the performance measures of IDOT's STEP grants. While enforcement of distracted driving laws is a particularly challenging undertaking for law enforcement, as laws have been strengthened, both the Illinois State Police and local Illinois law enforcement (police and sheriffs) has steadily increased the number of distracted driving citations written. Law enforcement continues to pursue more innovative ways in which to enforce these laws. Within the FY 2018 HSP, Illinois intends to assist with the deterrent effect of its strong phone use laws by funding both enforcement and paid media efforts.

### Illinois Distracted Driving Mobilization

During April, National Distracted Driving Month, IDOT will administer a two-week, high-visibility, distracted driving statewide crackdown featuring the Illinois State Police and various local law enforcement agencies. Following the models set forth with Click It or Ticket Mobilization, the crackdown will feature hire back enforcement allowing stepped up enforcement of state distracted driving laws (in addition to other traffic laws) combined with a comprehensive statewide paid media effort exclusive to distracted driving.

### **Additional Efforts**

IDOT will also look for ways to further integrate distracted driving enforcement and possibly paid media efforts into its other holiday highway safety campaigns or other times throughout the year.

### **Distracted Driving Program Strategies**

- Plan and administer Distracted Driving Mobilization during April 2018.
- Develop, through media consultant, new and innovative distracted driving paid media campaign to be utilized during April mobilization.
- Continue to encourage local and state law enforcement to enforce Illinois Distracted Driving laws.
- Continue to implement a public information and education campaign for distracted driving awareness through both youth and adult avenues.

### **Distracted Driving Project Tasks**

**Project Number:** 18-11-01 (FESDDLE) (405e)  
**Project Title:** Distracted Driving Enforcement (Local)  
**SHSP Emphasis:** Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver

#### **Project Description**

This task provides funds for local law enforcement agencies to conduct enforcement details during the April 2018 Distracted Driving Awareness Month mobilization and during August/September 2018.

**Budget:**                     \$500,000

**Project Number:** 18-11-02 (FESDDLE) (405e)  
**Project Title:** Paid Media (IDOT)  
**SHSP Emphasis:** Speeding/Aggressive Driver, Older Driver, Young Driver, Distracted/Fatigued/Drowsy Driver

#### **Project Description**

This task provides Section 405e funds for IDOT to conduct a paid media campaign for the Distracted Driving enforcement campaigns in April, August and September 2018.

**Budget:**                     \$500,000

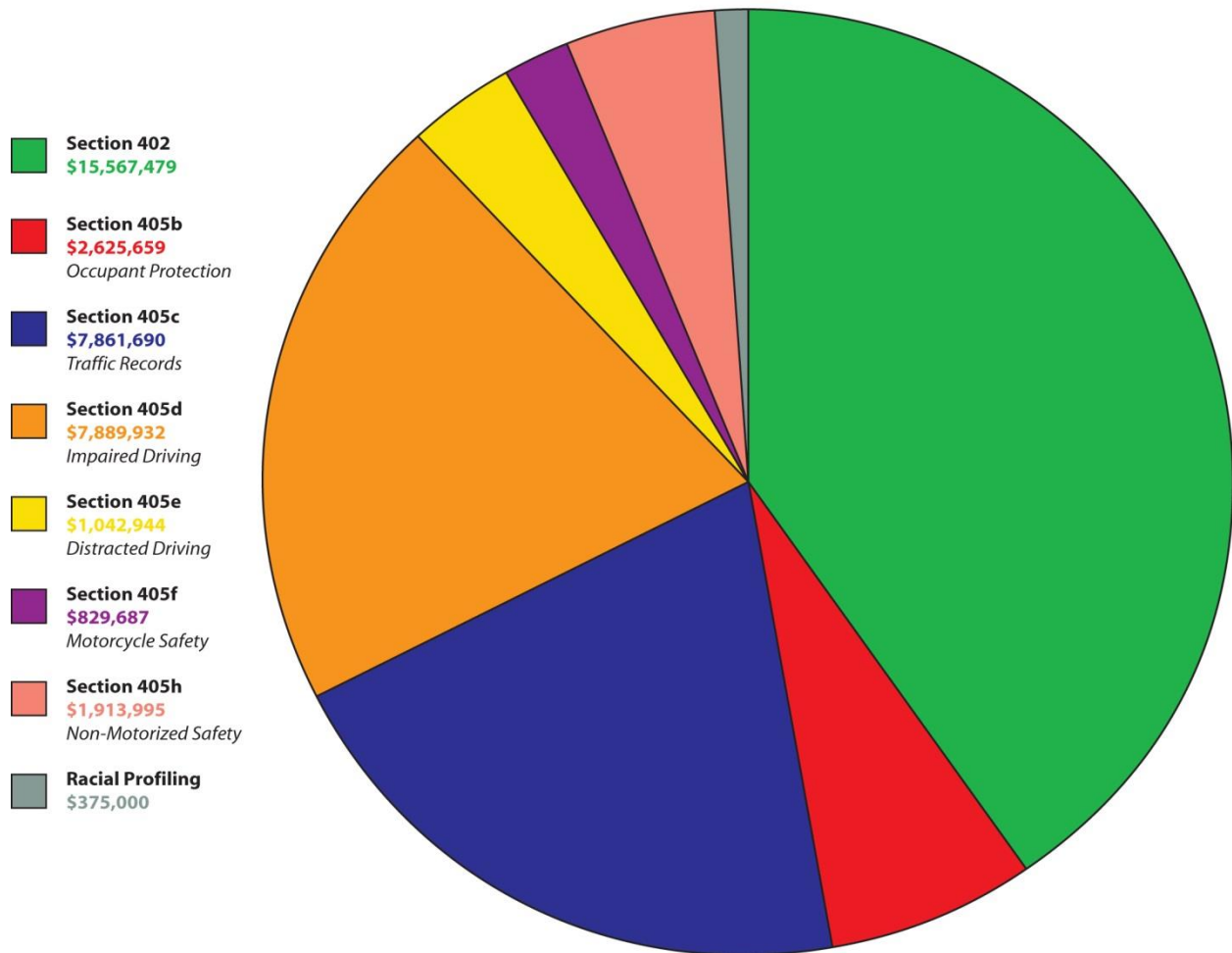


**Distracted Driving Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
18-11-01	Distracted Driving Enforcement (Local)	\$ 500,000	405e
18-11-02	Paid Media (IDOT)	\$ 500,000	405e
<b>405e Total</b>		<b>\$ 1,000,000</b>	
<b>Total All Funds</b>		<b>\$ 1,000,000</b>	

# Funding Levels

## FY 2018 Estimated Federal Funds



On December 4, 2015, the President of the United States signed into law P.L. 114-94, the Fixing America's Surface Transportation Act (FAST Act). This is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. The FAST Act maintains the current grant programs (occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, State graduated driver licensing) as well as two new grants (non-motorized safety and racial profiling) and changes the criteria affecting the transfer for Federal aid highway funds under the repeat offender alcohol program. The estimated funding levels for the FY 2018 HSP are based on Illinois' FY 2009 Section 402 distribution. Refer to Addendum 1 for the Highway Safety Plan Cost Summary.

**Estimated Federal Funding Available**

<b>Section</b>	<b>New Allocation</b>	<b>Reprogrammed Funds</b>	<b>Total</b>
<b>402</b>	\$ 9,167,479	\$ 6,400,000	\$ 15,567,479
<b>405b Occupant Protection</b>	\$ 1,425,659	\$ 1,200,000	\$ 2,625,659
<b>405c Data</b>	\$ 1,561,690	\$ 6,300,000	\$ 7,861,690
<b>405d Impaired Driving</b>	\$ 5,589,932	\$ 2,300,000	\$ 7,889,932
<b>405e Distracted Driving</b>	\$ 521,472	\$ 521,472	\$ 1,042,944
<b>405f Motorcycle Safety</b>	\$ 171,687	\$ 658,000	\$ 829,687
<b>405h Non-Motorized Safety</b>	\$ 1,128,995	\$ 803,000	\$ 1,931,995
<b>Racial Profiling</b>	\$ 375,000	\$ 0	\$ 375,000
<b>Total</b>	<b>\$ 19,941,914</b>	<b>\$ 18,182,472</b>	<b>\$ 38,124,386</b>

### **Maintenance of Effort (MOE)**

FAST Act mandates maintenance of effort in states receiving Section 405 funding for occupant protection, traffic safety information systems and impaired driving countermeasures. The requirement specifies that states maintain aggregate levels of expenditures for all state and local sources at or above the average level of expenditures in FY 2014 and 2015. The Illinois Department of Transportation, Bureau of Safety Programs and Engineering, is the designated state agency to receive the national Highway Traffic Safety Administration Section 405 federal funding and is required to submit certification regarding Maintenance of Effort under 23 CFR 13 Part 1300, Uniform Procedures for State Highway Safety Grant Programs. IDOT is the lead state agency responsible for maintaining its aggregate expenditures for occupant protection programs, impaired driving programs, and traffic safety information system improvement programs above the average level of such expenditures in fiscal years 2014 and 2015. Illinois has identified potential initiatives for MOE in FY 2018 and will provide supporting documentation to NHTSA Region 5 when requested.

# ***Mobilizations***

## **Memorial Day 2018 National Enforcement Mobilization**

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

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

### **Earned Media**

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement, and continues throughout the entire campaign. An earned media event, like a media release, typically is used to announce an ensuing enforcement program. In addition to the coverage generated by IDOT news conferences, IDOT law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

### **Paid Media**

The CIOT model includes both earned and paid media. Seat belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually last two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on the selected 23-counties where about 85 percent of population resides, 87.3 percent of total crashes occur, 87.4 percent of the injury crashes, 78.4 percent of the A-injury crashes and 68.7 percent of the fatal crashes in 2015. A map of the 23-counties is available on page 11.

In FY 2018, IDOT will utilize \$4.15 million in Section 402, 405b Occupant Protection, 405d Impaired Driving, and 405e Distracted Driving federal highway safety funds on paid advertising for the CIOT, impaired driving, and distracted driving campaigns. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

A new creative agency will design campaigns respectively to existing efforts identifying and focusing on the at-risk population, ages 18-34. IDOT will continue to follow NHTSA's lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime will be approved by NHTSA prior to the beginning of the campaigns. IDOT will also work with NHTSA on coordinating the national buy in Illinois along with IDOT's paid media buy to make the paid media buy more efficient. Through extensive evaluation, IDOT has shown its paid media efforts are successful at delivering a specific message to a particular demographic of the Illinois driving population. IDOT will use the following types of media to deliver its messages: television (45 percent), radio (25 percent) and alternative media such as Facebook, Twitter, You Tube and in-theatre (30 percent).

IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes four, paid media periods in FY 2018—Holiday Season, Memorial Day (national mobilization), Fourth of July (state mobilization), Labor Day (national mobilization), and Distracted Driving (state mobilization) campaigns.

### **Paid Media Events**

The media campaign includes both paid and earned media activities. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2018:

#### **1. Holiday Season – December 18, 2017–January 2, 2018**

- Media Markets: Chicago, Springfield-Champaign, Quad Cities, Paducah-Cape Girardeau, MO-Harrisburg, Peoria, Quincy, Rockford, and St. Louis.
- Paid Media: Television (45 percent), radio (25 percent) and alternative media (30 percent).
- Earned Media: An estimated four media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting both seat belt and impaired driving enforcement including roadside safety checks, occupant protection enforcement zones, saturation and roving patrols.
- Focus: Males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over/Click It or Ticket*
- Goal: Reduce number of fatalities and serious injuries resulting from impaired driving crashes and from the failure to use seat belts.

## **2. Memorial Day, CIOT National Mobilization May 18–29, 2018**

- Media Markets: Chicago, Springfield-Champaign, Quad Cities, Paducah-Cape Girardeau, MO-Harrisburg, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (45 percent), radio (25 percent) and alternative media (30 percent).
- Earned Media: An estimated four media events will be planned in each media market with a satellite uplink for other media markets to pick up the story. Occupant Protection Coordinator will plan earned media events throughout the month.
- Enforcement: Local and state law enforcement agencies will be conducting both seat belt and impaired driving enforcement including roadside safety checks, occupant protection enforcement zones, saturation and roving patrols.
- Focus: Males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over/Click It or Ticket*
- Goal: Reduce number of fatalities and serious injuries resulting from impaired driving crashes and from the failure to use seat belts.

## **3. Fourth of July – June 25–July 8, 2018**

- Media Markets: Chicago, Springfield-Champaign, Quad Cities, Paducah-Cape Girardeau, MO-Harrisburg, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (45 percent), radio (25 percent) and alternative media (30 percent).
- Earned Media: An estimated three media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
- Enforcement: Local and state law enforcement agencies will be conducting both seat belt and impaired driving enforcement including roadside safety checks, occupant protection enforcement zones, saturation and roving patrols.
- Focus: Males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over/Click It or Ticket*
- Goal: Reduce number of fatalities and serious injuries resulting from impaired driving crashes and from the failure to use seat belts.

## **4. Labor Day National Impaired Driving Campaign – August 20–September 4, 2018**

- Media Markets: Chicago, Springfield-Champaign, Quad Cities, Paducah-Cape Girardeau, MO-Harrisburg, Peoria, Quincy, Rockford and St. Louis.
- Paid Media: Television (45 percent), radio (25 percent) and alternative media (30 percent).
- Earned Media: An estimated five media events will be planned in each media market. LELs will assist on planning media events throughout the two week national campaign.
- Enforcement: Local and state law enforcement agencies will be conducting both seat belt and impaired driving enforcement including roadside safety checks, occupant protection enforcement zones, saturation and roving patrols.
- Focus: Males 18–34 years of age.
- Message: *Drive Sober or Get Pulled Over/Click It or Ticket*
- Goal: Reduce number of fatalities and serious injuries resulting from impaired driving crashes and from the failure to use seat belts.

## Mobilization Enforcement

CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on seat belt violations is carried out statewide. IDOT will provide funding for local law enforcement agencies to conduct seat belt enforcement zones, saturation patrols and seat belt roadside checks. In addition, the Illinois State Police conduct seat belt enforcement through their regular patrols and by funded programs from IDOT. Whatever enforcement tactics are used, keeping traffic enforcement visibly present for the entire enforcement period is a central component of CIOT.

## Evaluation Plan

CIOT programs are evaluated in a number of ways: observed seat belt use and motorists' attitudes and knowledge of police activity are tracked through driver facility survey and telephone surveys. Data are collected week-by-week; before, during and at the height of the enforcement effort and just after the conclusion of special enforcement and media activities. Evaluation methods are explained in more detail in the Evaluation of Highway Safety Programs and Projects section. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit. The following table shows the evaluation activities for the 2018 Click It or Ticket mobilization:

<b>Proposed Evaluation Activities During the May 2018 Mobilization</b>				
<b>Survey Type</b>	<b>CIOT Pre-Surveys</b>	<b>CIOT Paid Media</b>	<b>CIOT Enforcement</b>	<b>CIOT Post Surveys</b>
<b>Seat Belt Observational</b>	April 17-May 1, 2018 N= 50 sites	May 18-29, 2018	May 18-29, 2018	June 1-12, 2018 N=285 sites
<b>Telephone</b>	April 17-May 1, 2018 N=500/600			May 31-June 10, 2018 N=500/600



## **Proposed Activities for the Labor Day 2018 National Enforcement Crackdown Mobilization**

An impaired driving crackdown is a comprehensive campaign featuring a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the highly-visible enforcement of impaired driving violations and increases awareness that those driving impaired will be arrested. All FY 2018 impaired driving crackdown enforcement periods will continue to include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. A nighttime seat belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; and 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

### **Earned Media**

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. For the FY 2018 National Enforcement Crackdown, IDOT proposes 4-6 media events statewide that will occur the week of the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, IDOT will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the IDOT news conferences, IDOT law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

## Paid Media

The impaired driving crackdowns also include paid media in addition to earned media. Paid media allows maximum reach and frequency of impaired driving enforcement messages during campaigns insuring direct exposure to the intended audience of 21-34 year old males. Paid messages are focused on enforcement and remind motorists to not drink and drive and it alerts them also that doing so will result in arrest.

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2018, IDOT will utilize targeted, paid social media to further increase exposure to anti-impaired driving messages.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on the selected 23-counties in which approximately 85 percent of the state's population resides and in which account for 87.3 percent of the total crashes, 87.4 percent of the injury crashes, 78.4 percent of the A-injury crashes and 68.7 percent of the fatal crashes in 2015. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is \$650,000.

## Evaluation Plan

The Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, IDOT will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, IDOT will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available. The following table shows the evaluation activities for the 2018 Labor Day Enforcement Crackdown:

<b>Proposed Evaluation Activities During the Labor Day 2018 Mobilization</b>				
<b>Survey Type</b>	<b>Alcohol Pre-Surveys</b>	<b>Paid Media</b>	<b>Enforcement</b>	<b>Post Surveys</b>
<b>Telephone</b>	July 17- 31, 2018 N=500/600	August 20- September 4, 2018	August 20- September 4, 2018	September 10-14, 2018 N=500/600

# ***Evaluation of Highway Safety Programs and Projects***

Highway crash statistics indicate the annual number and rate of motor vehicle-related fatalities have begun to increase over the past few years in Illinois and nationally. Due to an increase in annual vehicle miles of travel, lower gas prices, and the economy is doing better, more people are driving, which gives an indication that more a more focused approach to Illinois' highway safety programs are needed to reverse the increase in fatalities and injuries.

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

## **Proposed Evaluation Methodology**

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

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

The table below represents enforcement activities conducted by IDOT projects from FY 2006 to FY 2016. Based on the GHSA's set of performance measures, these results reflect IDOT's enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

<b>Total Enforcement Activities by Citation Type (2006-2016)</b>						
<b>Year</b>	<b>Hours</b>	<b>Total Citations</b>	<b>Citation Type</b>			
			<b>Total Alcohol/Drug Related Citations</b>	<b>Total Occupant Restraint Citations</b>	<b>Total Speeding Citations</b>	<b>Other Citations</b>
<b>2006</b>	<b>140,079.0</b>	<b>208,646</b> 100.0%	<b>8,488</b> 4.1%	<b>105,948</b> 50.8%	<b>39,666</b> 19.0%	<b>54,544</b> 26.1%
<b>2007</b>	<b>209,285.7</b>	<b>308,032</b> 100.0%	<b>9,114</b> 3.0%	<b>109,914</b> 35.7%	<b>110,238</b> 35.8%	<b>78,766</b> 25.6%
<b>2008</b>	<b>194,760.5</b>	<b>293,401</b> 100.0%	<b>9,208</b> 3.1%	<b>113,374</b> 38.7%	<b>102,609</b> 35.0%	<b>67,910</b> 23.1%
<b>2009</b>	<b>175,219.0</b>	<b>289,496</b> 100.0%	<b>13,282</b> 4.6%	<b>104,279</b> 36.0%	<b>100,167</b> 34.6%	<b>71,768</b> 24.8%
<b>2010</b>	<b>170,173.3</b>	<b>201,898</b> 100.0%	<b>9,579</b> 4.7%	<b>74,345</b> 36.8%	<b>41,851</b> 20.7%	<b>76,123</b> 37.7%
<b>2011</b>	<b>158,415.0</b>	<b>166,537</b> 100.0%	<b>7,995</b> 4.8%	<b>64,217</b> 38.6%	<b>25,912</b> 15.6%	<b>68,413</b> 41.1%
<b>2012</b>	<b>141,946.8</b>	<b>150,197</b> 100.0%	<b>7,712</b> 4.8%	<b>64,217</b> 38.6%	<b>24,458</b> 16.3%	<b>68,413</b> 41.1%
<b>2013</b>	<b>106,966.0</b>	<b>117,288</b> 100.0%	<b>5,119</b> 4.4%	<b>44,080</b> 37.6%	<b>20,550</b> 17.5%	<b>47,539</b> 40.5%
<b>2014</b>	<b>117,462.7</b>	<b>131,258</b> 100.0%	<b>5,190</b> 4.0%	<b>51,117</b> 38.9%	<b>19,910</b> 15.2%	<b>55,041</b> 41.9%
<b>2015</b>	<b>122,427.3</b>	<b>138,633</b> 100.0%	<b>5,098</b> 3.7%	<b>47,724</b> 34.4%	<b>24,508</b> 17.7%	<b>61,303</b> 44.2%
<b>2016</b>	<b>98,687.5</b>	<b>112,911</b> 100.0%	<b>4,286</b> 3.8%	<b>36,602</b> 32.4%	<b>22,143</b> 20.5%	<b>48,880</b> 43.3%

The table below and on the following page reflects survey results for IDOT's seat belt, alcohol and speed-related performance measures.

**Performance Measures on Seat Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2010-2016)**

<b>Seat Belt</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
When driving, how do you wear your seat belt (composite of shoulder & lap)? <b>(Percent Always)</b>	91%	94%	94.1%	96.3%	95.2%	95.9%	93.7%
Suppose you didn't wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time? <b>(Percent Very Likely)</b>	45%	46.7%	43%	45.6%	37.0%	45.7%	42.3%
When was the last time you did not wear seat belt when driving? <b>(Percent more than a year ago-Always Wear)</b>	80%	85%	82.3%	77.8%	88.3%	84.5%	81.9%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seatbelt violations? <b>(Percent Yes)</b>	32%	24.9%	24.9%	51.1%	15.5%	15.5%	11.7%
<b>Alcohol</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? <b>(Percent Yes)</b>	69.3%	NA	59.9%	62.7%	65.4%	61.2%	50.4%
If you drove after having too much to drink to drive safely, how likely do you think you are to being stopped by a police officer? Would you say this is: <b>(Percent Almost Certain +Very Likely)</b>	40%	NA	36.2%	44.6%	40.8%	35.1%	27.5%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? <b>(Percent More Likely)</b>	31.5%	NA	26.4%	23.8%	23.4%	25.9%	23.1%
<b>Percent</b> of responders who had alcoholic beverages in the last 30 days.	53.4%	NA	52.8%	45.9%	NA	45.9%	49.4%
Of those ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? <b>(Percent Yes)</b>	24.7%	NA	23.0%	24.7%	NA	21.6%	17.7%

<b>Speed</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? <b>(Percent Very Likely)</b>	31.4%	NA	32.9%	25.6%	26.1%	33.6%	33.9%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35? <b>(Percent Most of the Time)</b>	14.2%	NA	13.3%	10.2%	14.4%	12.7%	17.9%
On interstate or toll-way with a speed limit of 65 mph (or 70 mph), how often do you drive faster than 70 (or 75 mph)? <b>(Percent Most of the Time)</b>	21.3%	NA	15.4%	17.1%	10.2%	17.6%	12.9%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? <b>(Percent Yes)</b>	38.6%	NA	29.6%	34.4%	32.6%	28.2%	27.5%

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Illinois Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, 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, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 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.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

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



- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (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 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) and 49 CFR part 21;
- **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 Federal aid recipients, sub-recipients 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** (prevents 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); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**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:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o 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 –
  - o Abide by the terms of the statement.
  - o 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
  - 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 Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
**(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 Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

**BUY AMERICA ACT**  
**(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 only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved by the Secretary of Transportation.

**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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**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 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 Highway Safety Plan 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. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. 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 for the benefit 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 for the benefit 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.)
5. 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))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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:
  - 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 –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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

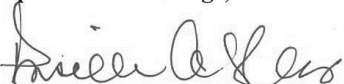
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**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

6/27/17  
\_\_\_\_\_  
Date

**Priscilla A. Tobias, P.E.**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

## **Addendum 1**

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

State: Illinois

**2018-HSP-1**  
 For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2018-18-01-00		\$ .00	\$ .00	\$ .00	\$120,000.00	\$120,000.00	\$ .00
	M3DA-2018-18-04-00		\$ .00	\$ .00	\$ .00	\$126,728.00	\$126,728.00	\$ .00
	M3DA-2018-18-07-00		\$ .00	\$ .00	\$ .00	\$130,000.00	\$130,000.00	\$ .00
	M3DA-2018-18-08-00		\$ .00	\$1,965,460.00	\$ .00	\$ .00	\$ .00	\$ .00
	M3DA-2018-18-10-00		\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
	M3DA-2018-18-12-00		\$ .00	\$ .00	\$ .00	\$30,500.00	\$30,500.00	\$ .00
	M3DA-2018-18-13-00		\$ .00	\$ .00	\$ .00	\$147,941.00	\$147,941.00	\$ .00
	M3DA-2018-18-14-00		\$ .00	\$ .00	\$ .00	\$915,500.00	\$915,500.00	\$ .00
	<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$1,965,460.00</b>	<b>\$ .00</b>	<b>\$1,545,669.00</b>	<b>\$1,545,669.00</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$1,965,460.00</b>	<b>\$ .00</b>	<b>\$1,545,669.00</b>	<b>\$1,545,669.00</b>	<b>\$ .00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Training</b>								
	M9MT-2018-22-03-00		\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	<b>405f Motorcyclist Training Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$ .00</b>
<b>405f Motorcyclist Awareness</b>								
	M9MA-2018-22-02-00		\$ .00	\$ .00	\$ .00	\$35,000.00	\$35,000.00	\$ .00
	<b>405f Motorcyclist Awareness Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$35,000.00</b>	<b>\$35,000.00</b>	<b>\$ .00</b>
	<b>MAP 21 405f Motorcycle Programs Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$45,000.00</b>	<b>\$45,000.00</b>	<b>\$ .00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2018-01-01-00		\$ .00	\$ .00	\$ .00	\$200,000.00	\$200,000.00	\$ .00

U.S. Department of Transportation National Highway Traffic Safety Administration  
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<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>
<i>Alcohol</i>								
	AL-2018-03-04-00		\$ .00	\$ .00	\$ .00	\$653,718.00	\$653,718.00	\$ .00
<b>Alcohol Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$653,718.00</b>	<b>\$653,718.00</b>	<b>\$ .00</b>
<i>Occupant Protection</i>								
	OP-2018-02-02-00		\$ .00	\$ .00	\$ .00	\$1,289,827.00	\$1,289,827.00	\$ .00
	OP-2018-02-03-00		\$ .00	\$ .00	\$ .00	\$300,000.00	\$300,000.00	\$ .00
	OP-2018-02-04-00		\$ .00	\$ .00	\$ .00	\$86,486.00	\$86,486.00	\$ .00
	OP-2018-02-05-00		\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	OP-2018-02-08-00		\$ .00	\$ .00	\$ .00	\$659,067.00	\$659,067.00	\$ .00
	OP-2018-02-09-00		\$ .00	\$883,550.00	\$ .00	\$ .00	\$ .00	\$ .00
<b>Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$883,550.00</b>	<b>\$ .00</b>	<b>\$2,355,380.00</b>	<b>\$2,355,380.00</b>	<b>\$ .00</b>
<i>Police Traffic Services</i>								
	PT-2018-04-01-00		\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
	PT-2018-04-02-00		\$ .00	\$ .00	\$ .00	\$5,211,490.00	\$5,211,490.00	\$ .00
	PT-2018-04-03-00		\$ .00	\$3,008,367.00	\$ .00	\$ .00	\$ .00	\$ .00
	PT-2018-04-04-00		\$ .00	\$ .00	\$ .00	\$1,177,200.00	\$1,177,200.00	\$ .00
	PT-2018-04-05-00		\$ .00	\$ .00	\$ .00	\$928,100.00	\$928,100.00	\$ .00
	PT-2018-04-06-00		\$ .00	\$ .00	\$ .00	\$213,096.00	\$213,096.00	\$ .00
	PT-2018-04-07-00		\$ .00	\$ .00	\$ .00	\$36,056.00	\$36,056.00	\$ .00
	PT-2018-04-09-00		\$ .00	\$ .00	\$ .00	\$81,500.00	\$81,500.00	\$ .00
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$3,008,367.00</b>	<b>\$ .00</b>	<b>\$7,722,442.00</b>	<b>\$7,722,442.00</b>	<b>\$ .00</b>
<i>Teen Safety Program</i>								
	TSP-2018-05-01-00		\$ .00	\$ .00	\$ .00	\$90,000.00	\$90,000.00	\$ .00

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

State: Illinois

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	<b>Teen Safety Program Total</b>		\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	\$0.00
	<b>Automated Traffic Enforcement Systems Survey</b>							
	FATESS-2018-06-01-00		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	<b>Automated Traffic Enforcement Systems Survey Total</b>		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	<b>FAST Act NHTSA 402 Total</b>		\$0.00	\$3,891,917.00	\$0.00	\$11,121,540.00	\$11,121,540.00	\$0.00
	<b>FAST Act 1906 Prohibit Racial Profiling</b>							
	<b>1906 Evaluating Results</b>							
	F1906ER-2018-23-01-00		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	<b>1906 Evaluating Results Total</b>		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	<b>FAST Act 1906 Prohibit Racial Profiling Total</b>		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	<b>FAST Act 405b OP High</b>							
	<b>405b High HVE</b>							
	M1HVE-2018-19-01-00		\$0.00	\$0.00	\$0.00	\$1,060,500.00	\$1,060,500.00	\$0.00
	M1HVE-2018-19-03-00		\$0.00	\$656,429.00	\$0.00	\$0.00	\$0.00	\$0.00
	M1HVE-2018-19-04-00		\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	<b>405b High HVE Total</b>		\$0.00	\$656,429.00	\$0.00	\$1,210,500.00	\$1,210,500.00	\$0.00
	<b>405b High Training</b>							
	M1TR-2018-19-09-00		\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
	<b>405b High Training Total</b>		\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
	<b>405b High Public Education</b>							
	M1PE-2018-19-12-00		\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$0.00
	<b>405b High Public Education Total</b>		\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$0.00
	<b>405b High Community CPS Services</b>							
	M1CPS-2018-19-02-00		\$0.00	\$0.00	\$0.00	\$31,000.00	\$31,000.00	\$0.00

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	<b>405b High Community CPS Services</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$31,000.00</b>	<b>\$31,000.00</b>	<b>\$0.00</b>
		<b>Total</b>						
	<b>405b High CSS Purchase/Distribution</b>							
		M1CSS-2018-19-05-00	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
		M1CSS-2018-19-07-00	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
		M1CSS-2018-19-10-00	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$0.00
		<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$213,800.00</b>	<b>\$213,800.00</b>	<b>\$0.00</b>
	<b>405b High Paid Advertising</b>							
		M1*PM-2018-19-11-00	\$0.00	\$0.00	\$0.00	\$650,000.00	\$650,000.00	\$0.00
		<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$650,000.00</b>	<b>\$650,000.00</b>	<b>\$0.00</b>
	<b>FAST Act 405b OP High Total</b>		<b>\$0.00</b>	<b>\$656,429.00</b>	<b>\$0.00</b>	<b>\$2,109,800.00</b>	<b>\$2,109,800.00</b>	<b>\$0.00</b>
	<b>FAST Act 405d Impaired Driving Low</b>							
		<b>405d Low Other Based on Problem ID</b>						
		M6OT-2018-13-01-00	\$0.00	\$0.00	\$0.00	\$1,202,600.00	\$1,202,600.00	\$0.00
		M6OT-2018-13-02-00	\$0.00	\$0.00	\$0.00	\$33,200.00	\$33,200.00	\$0.00
		M6OT-2018-13-03-00	\$0.00	\$0.00	\$0.00	\$277,800.00	\$277,800.00	\$0.00
		M6OT-2018-13-04-00	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
		M6OT-2018-13-05-00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
		M6OT-2018-13-06-00	\$0.00	\$0.00	\$0.00	\$330,300.00	\$330,300.00	\$0.00
		M6OT-2018-13-09-00	\$0.00	\$1,972,483.00	\$0.00	\$0.00	\$0.00	\$0.00
		M6OT-2018-13-11-00	\$0.00	\$0.00	\$0.00	\$1,061,800.00	\$1,061,800.00	\$0.00
		M6OT-2018-13-12-00	\$0.00	\$0.00	\$0.00	\$1,508,244.00	\$1,508,244.00	\$0.00
		M6OT-2018-13-13-00	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
		M6OT-2018-13-14-00	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$2,000,000.00	\$0.00
		M6OT-2018-13-15-00	\$0.00	\$0.00	\$0.00	\$37,000.00	\$37,000.00	\$0.00



U.S. Department of Transportation National Highway Traffic Safety Administration

State: Illinois

**Highway Safety Plan Cost Summary**

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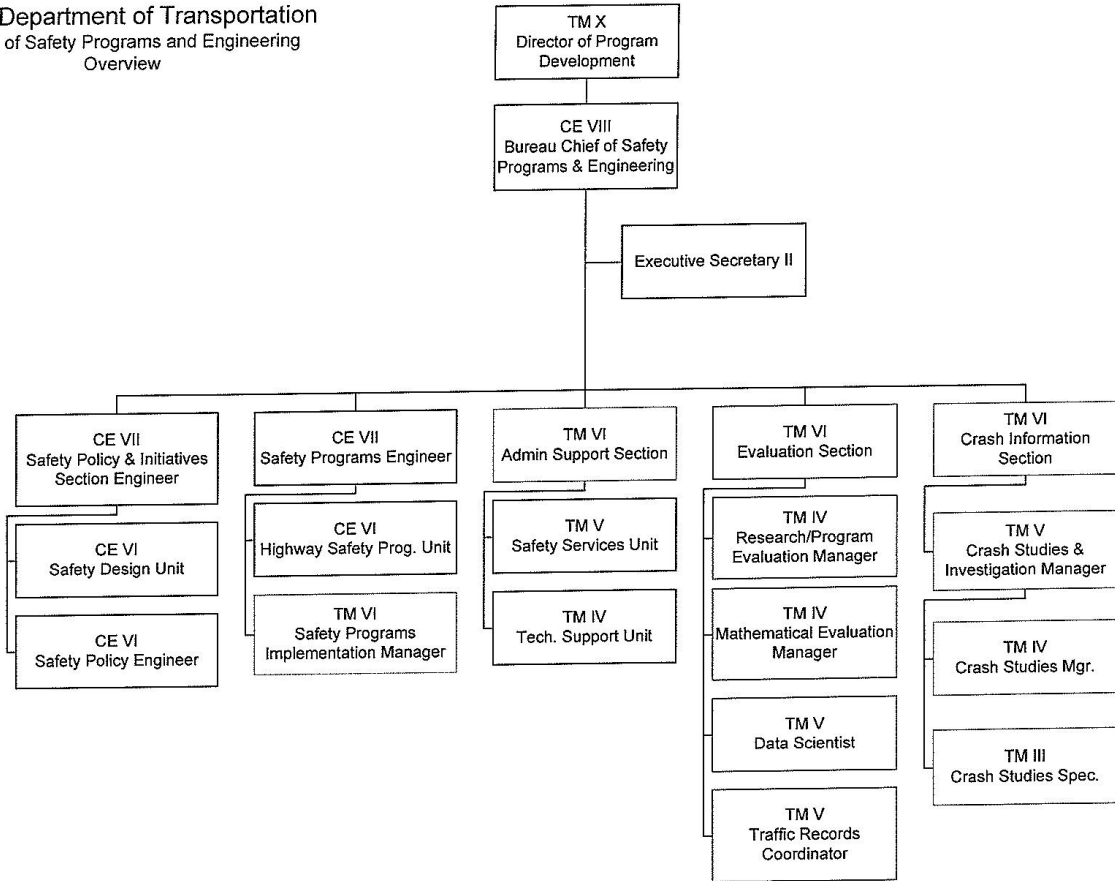
Report Date: 06/27/2017

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	405d Low Other Based on Problem ID		\$ .00	\$ 1,972,483.00	\$ .00	\$ 6,740,944.00	\$ 6,740,944.00	\$ .00
		Total						
	<i>FAST Act 405d Impaired Driving Low</i>		\$ .00	\$ 1,972,483.00	\$ .00	\$ 6,740,944.00	\$ 6,740,944.00	\$ .00
		Total						
	<i>FAST Act 405e Special Distracted Driving</i>							
	<i>405e DD Law Enforcement</i>							
		FESDDLE-2018-11-01-00	\$ .00	\$ .00	\$ .00	\$ 500,000.00	\$ 500,000.00	\$ .00
		405e DD Law Enforcement Total	\$ .00	\$ .00	\$ .00	\$ 500,000.00	\$ 500,000.00	\$ .00
	<i>405e Distracted Driving</i>							
		FESX-2018-11-02-00	\$ .00	\$ .00	\$ .00	\$ 500,000.00	\$ 500,000.00	\$ .00
		405e Distracted Driving Total	\$ .00	\$ .00	\$ .00	\$ 500,000.00	\$ 500,000.00	\$ .00
		<i>FAST Act 405e Special Distracted Driving Total</i>	\$ .00	\$ .00	\$ .00	\$ 1,000,000.00	\$ 1,000,000.00	\$ .00
	<i>FAST Act 405h Nonmotorized Safety</i>							
	<i>405h Public Education</i>							
		FHPE-2018-12-01-00	\$ .00	\$ .00	\$ .00	\$ 1,000,000.00	\$ 1,000,000.00	\$ .00
		FHPE-2018-12-02-00	\$ .00	\$ .00	\$ .00	\$ 463,982.00	\$ 463,982.00	\$ .00
		405h Public Education Total	\$ .00	\$ .00	\$ .00	\$ 1,463,982.00	\$ 1,463,982.00	\$ .00
		<i>FAST Act 405h Nonmotorized Safety Total</i>	\$ .00	\$ .00	\$ .00	\$ 1,463,982.00	\$ 1,463,982.00	\$ .00
		<i>NHTSA Total</i>	\$ .00	\$ 8,486,289.00	\$ .00	\$ 24,156,935.00	\$ 24,156,935.00	\$ .00
		Total	\$ .00	\$ 8,486,289.00	\$ .00	\$ 24,156,935.00	\$ 24,156,935.00	\$ .00

## **Addendum 2**

Illinois Department of Transportation  
 Bureau of Safety Programs and Engineering  
 Overview



## **Addendum 3**

**LOCAL AGENCY PROJECTS FFY18**

<b>RTSRC GRANTS</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
Child Care Resources & Referral Network	OP-18-0186	18-02-02	\$ 295,076.39	\$ 254,781.03
Copley Memorial Hospital	OP-18-0154	18-02-02	\$ 132,996.00	\$ 131,244.26
Illinois Association of Chiefs of Police Foundation	OP-18-0129	18-02-02	\$ 274,414.18	\$ 296,630.99
Rincon Family Services	OP-18-0174	18-02-02	\$ 249,238.34	\$ 238,660.97
Saint Francis Medical Center	OP-18-0147	18-02-02	\$ 204,043.00	\$ 193,984.56
Southern Illinois University	OP-18-0064	18-02-02	\$ 144,310.00	\$ 174,613.96
<b>Total</b>			\$ 1,300,077.91	\$ 1,289,915.77

<b>PHONE SURVEY GRANT</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
University of Illinois Springfield (Phone Survey)	OP-18-0150	18-02-04	\$ 86,485.07	\$ 86,485.07
<b>Total</b>			\$ 86,485.07	\$ 86,485.07

<b>ALCOHOL/EVALUATION GRANT</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
University of Illinois Springfield	OP-18-0136	18-02-08	\$ 649,066.13	\$ 659,066.13
<b>Total</b>			\$ 1,308,132.26	\$ 659,066.13

<b>CHILD PASSENGER SAFETY GRANTS</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
Adams, County of	OP-18-0162	18-19-05	\$ 12,690.00	\$ 7,670.00
Ann & Robert H. Lurie Children's Hospital	OP-18-0148	18-19-05	\$ 40,718.00	\$ 14,770.00
Cartersville, City of	OP-18-0073	18-19-05	\$ 7,660.00	\$ 3,960.00
Central DuPage Hospital (CPS)	OP-18-0192	18-19-05	\$ 20,372.40	\$ 17,870.00
Child Care Resources & Referral Network	OP-18-0185	18-19-05	\$ 49,886.00	\$ 28,200.00
Clay County Health Department	OP-18-0196	18-19-05	\$ 14,000.00	\$ 5,595.50
Copley Memorial Hospital	OP-18-0158	18-19-05	\$ 20,675.00	\$ 18,516.00
Edgar, County of (Board of Health)	OP-18-0105	18-19-05	\$ 13,831.02	\$ 4,245.00
Freeport, City of	OP-18-0115	18-19-05	\$ 24,847.29	\$ 3,320.00
Glendale Heights, Village of	OP-18-0180	18-19-05	\$ 3,463.00	\$ 1,900.00
Herscher, Village of	OP-18-0126	18-19-05	\$ 5,260.00	\$ 3,905.00
ILACPF - CPS	OP-18-0133	18-19-05	\$ 26,041.40	\$ 25,610.00
Jane Adams Community Health Center (FHN Family Counseling CPS)	OP-18-0131	18-19-05	\$ 14,678.00	\$ 5,632.00
Macoupin, County of (Health Dept)	OP-18-0123	18-19-05	\$ 5,570.00	\$ 3,495.00
Perry County	OP-18-0177	18-19-05	\$ 13,175.00	\$ 5,875.00
Rincon Family Services	OP-18-0173	18-19-05	\$ 20,170.00	\$ 21,155.00
Southern Illinois University	OP-18-0193	18-19-05	\$ 6,956.10	\$ 6,956.10
Swedish American Hospital	OP-18-0194	18-19-05	\$ 15,000.00	\$ 7,770.00
Tazewell, County of	OP-18-0197	18-19-05	\$ 7,150.00	\$ 6,244.60
Whiteside, County of (Health Dept. CPS)	OP-18-0077	18-19-05	\$ 13,425.00	\$ 7,310.00
<b>Total</b>			\$ 190,241.81	\$ 121,933.70

<b>INJURY PREVENTION GRANTS</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
Ann & Robert H. Lurie Children's Hospital	OP-18-0156	18-02-09	\$ 110,532.00	\$ 105,101.70
Central DuPage Hospital (Think First)	OP-18-0191	18-02-09	\$ 263,375.08	\$ 257,825.08
Prevention First	OP-18-0167	18-02-09	\$ 139,477.27	\$ 72,860.63
Saint Francis Medical Center	OP-18-0160	18-02-09	\$ 47,859.55	\$ 56,505.05
Southern Illinois University (Springfield)	OP-18-0199	18-02-09	\$ 324,316.15	\$ 326,358.74
<b>Total</b>			\$ 885,560.05	\$ 818,651.20

Chicago, City of (Police Department)	OP-18-0168	18-04-06	\$ 213,096.00	\$ 213,096.00
<b>Total</b>			\$ 213,096.00	\$ 213,096.00

ILACPF - TRAFFIC SAFETY CHALLENGE	OP-18-0098	18-04-07	\$ 39,355.14	\$ 36,055.14
<b>Total</b>			\$ 39,355.14	\$ 36,055.14

<b>GRAND TOTAL FOR ALL INJURY PREVENTION</b>			\$ 1,138,011.19	\$ 1,067,802.34
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<b>LEL GRANT</b>	<b>PROJECT NUMBER</b>	<b>TASK CODE</b>	<b>REQUESTED AMOUNT</b>	<b>APPROVED AMOUNT</b>
ILACPF - LEL	OP-18-0130	18-03-04	\$ 653,717.24	\$ 653,717.24
<b>Total</b>			\$ 653,717.24	\$ 653,717.24

STEP GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Addison, Village of	AP-18-0099	18-04-02	\$ 35,750.00	\$ 35,750.00
Algonquin, Village of	AP-18-0082	18-04-02	\$ 22,702.20	\$ 22,702.20
Arlington Heights, Village of	OP-18-0023	18-04-02	\$ 53,584.56	\$ 53,584.56
Bartlett, Village of	AP-18-0008	18-04-02	\$ 20,320.00	\$ 20,320.00
Bartonville, Village of	AP-18-0067	18-04-02	\$ 10,716.00	\$ 10,716.00
Bellwood, Village of	OP-18-0094	18-04-02	\$ 24,262.32	\$ 24,262.32
Belvidere, City of	AP-18-0068	18-04-02	\$ 29,760.00	\$ 29,760.00
Berwyn, City of	AP-18-0037	18-04-02	\$ 95,722.00	\$ 86,866.00
Boone, County of	OP-18-0151	18-04-02	\$ 24,480.00	\$ 24,480.00
Bourbonnais, Village of	AP-18-0062	18-04-02	\$ 11,233.35	\$ 11,233.35
Buffalo Grove, Village of	OP-18-0003	18-04-02	\$ 38,910.18	\$ 38,910.18
Cahokia, Village of	AP-18-0038	18-04-02	\$ 25,818.24	\$ 25,818.24
Calumet City, City of	AP-18-0079	18-04-02	\$ 213,460.00	\$ 185,380.00
Carol Stream, Village of	AP-18-0006	18-04-02	\$ 103,738.05	\$ 103,738.05
Cartersville, City of	OP-18-0091	18-04-02	\$ 2,294.64	\$ 2,294.64
Champaign, City of	OP-18-0083	18-04-02	\$ 9,789.68	\$ 9,789.68
Chatham, Village of	OP-18-0075	18-04-02	\$ 18,831.60	\$ 18,831.60
Cherry Valley, Village of	AP-18-0090	18-04-02	\$ 16,284.00	\$ 16,284.00
Chicago Heights, City of	AP-18-0001	18-04-02	\$ 69,112.80	\$ 69,112.80
Chicago Ridge, Village of	AP-18-0183	18-04-02	\$ 26,291.20	\$ 26,291.20
Chicago, City of (Police Department)	OP-18-0172	18-04-02	\$ 335,680.00	\$ 335,680.00
Cicero, Town of	AP-18-0087	18-04-02	\$ 24,417.90	\$ 20,285.64
Clarendon Hills, Village of	AP-18-0112	18-04-02	\$ 17,859.60	\$ 17,859.60
Collinsville, City of	OP-18-0036	18-04-02	\$ 47,788.00	\$ 47,788.00
Columbia, City of	AP-18-0031	18-04-02	\$ 15,228.80	\$ 15,228.80
Cook, County of	OP-18-0069	18-04-02	\$ 105,734.16	\$ 105,734.16
Countryside, City of	OP-18-0017	18-04-02	\$ 24,057.04	\$ 24,057.04
Crystal Lake, City of	OP-18-0063	18-04-02	\$ 23,256.84	\$ 23,256.84
Decatur, City of	AP-18-0120	18-04-02	\$ 70,566.00	\$ 70,566.00
DeKalb, City of	AP-18-0093	18-04-02	\$ 41,664.00	\$ 33,728.00
DeKalb, County of	AP-18-0117	18-04-02	\$ 32,984.00	\$ 32,984.00
East Hazel Crest, Village of	OP-18-0102	18-04-02	\$ 5,490.00	\$ 5,490.00
East Peoria, City of	AP-18-0095	18-04-02	\$ 28,436.16	\$ 28,436.16
Edwardsville, City of	AP-18-0046	18-04-02	\$ 17,472.00	\$ 17,472.00
Elgin, City of	AP-18-0044	18-04-02	\$ 94,323.00	\$ 94,323.00
Elk Grove Village, Village of	OP-18-0018	18-04-02	\$ 81,530.60	\$ 81,530.60
Elmhurst, City of	AP-18-0104	18-04-02	\$ 81,544.24	\$ 81,544.24
Evanston, City of	OP-18-0007	18-04-02	\$ 55,510.00	\$ 55,510.00
Forest Park, Village of	OP-18-0118	18-04-02	\$ 18,548.28	\$ 18,548.28
Franklin Park, Village of	OP-18-0089	18-04-02	\$ 19,872.00	\$ 19,872.00
Freeport, City of	AP-18-0013	18-04-02	\$ 10,734.80	\$ 10,734.80
Galesburg, City of	AP-18-0002	18-04-02	\$ 16,730.88	\$ 16,730.88
Glendale Heights, Village of	AP-18-0060	18-04-02	\$ 15,006.60	\$ 15,006.60
Grandview, Village of	AP-18-0085	18-04-02	\$ 5,130.00	\$ 5,130.00
Grundy, County of	AP-18-0143	18-04-02	\$ 28,044.00	\$ 28,044.00
Gurnee, Village of	AP-18-0100	18-04-02	\$ 24,414.72	\$ 24,414.72
Hanover Park, Village of	AP-18-0016	18-04-02	\$ 30,386.16	\$ 30,386.16
Hebron, Village of	AP-18-0201	18-04-02	\$ 6,440.00	\$ 6,440.00
Hillside, Village of	AP-18-0026	18-04-02	\$ 62,881.28	\$ 62,881.28
Hinsdale, Village of	AP-18-0029	18-04-02	\$ 24,016.00	\$ 21,356.00
Homewood, Village of	OP-18-0092	18-04-02	\$ 24,064.00	\$ 24,064.00
Island Lake, Village of	AP-18-0187	18-04-02	\$ 23,516.80	\$ 23,516.80
Jerome, Village of	OP-18-0179	18-04-02	\$ 20,170.08	\$ 20,170.08
Jo Daviess, County of	OP-18-0052	18-04-02	\$ 40,149.75	\$ 40,149.75
Joliet, City of	AP-18-0043	18-04-02	\$ 145,136.82	\$ 119,139.82
Kane, County of	AP-18-0171	18-04-02	\$ 39,260.00	\$ 30,160.00
Kankakee, City of	OP-18-0028	18-04-02	\$ 23,940.00	\$ 23,940.00
Kildeer, Village of	AP-18-0122	18-04-02	\$ 3,972.48	\$ 3,972.48
Lake Bluff, Village of	AP-18-0116	18-04-02	\$ 5,611.70	\$ 5,611.70
Lake in the Hills, Village of	AP-18-0097	18-04-02	\$ 21,488.00	\$ 21,488.00
Lake Zurich, Village of	AP-18-0042	18-04-02	\$ 31,008.00	\$ 31,008.00
Lake, County of	AP-18-0071	18-04-02	\$ 113,013.20	\$ 113,013.20
Lakemoor, Village of	OP-18-0080	18-04-02	\$ 4,993.92	\$ 4,993.92

LaSalle, City of	AP-18-0055	18-04-02	\$	16,055.00	\$	16,055.00
Leland Grove, City of	OP-18-0004	18-04-02	\$	23,556.00	\$	23,556.00
Libertyville, Village of	OP-18-0146	18-04-02	\$	12,224.79	\$	12,224.79
Lincolnshire, Village of	AP-18-0074	18-04-02	\$	21,384.00	\$	21,384.00
Lincolnwood, Village of	OP-18-0108	18-04-02	\$	4,420.00	\$	4,420.00
Lisle, Village of	AP-18-0024	18-04-02	\$	22,473.00	\$	22,473.00
Lockport, City of	OP-18-0034	18-04-02	\$	25,840.00	\$	25,840.00
Lombard, Village of	OP-18-0012	18-04-02	\$	77,648.19	\$	77,648.19
Loves Park, City of	AP-18-0050	18-04-02	\$	14,467.68	\$	14,467.68
Macomb, City of	AP-18-0032	18-04-02	\$	12,128.82	\$	12,128.82
Maryville, Village of	AP-18-0119	18-04-02	\$	7,876.44	\$	7,876.44
Matteson, Village of	OP-18-0138	18-04-02	\$	16,080.00	\$	16,080.00
Mattoon, City of	AP-18-0056	18-04-02	\$	10,836.00	\$	10,836.00
Maywood, Village of	OP-18-0103	18-04-02	\$	25,423.20	\$	21,186.00
McCullom Lake, Village of	OP-18-0127	18-04-02	\$	20,288.00	\$	11,264.00
McHenry, City of	OP-18-0072	18-04-02	\$	25,712.13	\$	25,712.13
McHenry, County of	AP-18-0057	18-04-02	\$	47,407.68	\$	47,407.68
Mercer, County of	AP-18-0040	18-04-02	\$	14,400.00	\$	14,400.00
Midlothian, Village of	OP-18-0045	18-04-02	\$	55,765.80	\$	55,765.80
Moline, City of	OP-18-0182	18-04-02	\$	12,870.00	\$	12,870.00
Monmouth, City of (Western Illinois Task Force)	OP-18-0184	18-04-02	\$	18,908.64	\$	18,908.64
Montgomery, Village of	AP-18-0161	18-04-02	\$	18,240.00	\$	18,240.00
Morton, Village of	AP-18-0041	18-04-02	\$	24,516.00	\$	24,516.00
Naperville, City of	AP-18-0088	18-04-02	\$	72,939.12	\$	72,939.12
North Pekin, Village of	AP-18-0005	18-04-02	\$	24,105.60	\$	23,587.20
North Riverside, Village of	AP-18-0109	18-04-02	\$	38,574.20	\$	34,978.30
Oak Brook, Village of	AP-18-0081	18-04-02	\$	13,863.52	\$	13,863.52
Oak Lawn, Village of	OP-18-0113	18-04-02	\$	46,528.50	\$	46,528.50
Oak Park, Village of	AP-18-0135	18-04-02	\$	68,735.27	\$	68,735.27
Olympia Fields, Village of	OP-18-0141	18-04-02	\$	20,800.00	\$	20,800.00
Orland Park, Village of	OP-18-0134	18-04-02	\$	67,277.80	\$	67,277.80
Oswego, Village of	OP-18-0111	18-04-02	\$	18,895.68	\$	18,895.68
Palatine, Village of	AP-18-0030	18-04-02	\$	58,520.00	\$	58,520.00
Palos Heights, City of	OP-18-0106	18-04-02	\$	21,064.78	\$	21,064.78
Park City, City of	OP-18-0176	18-04-02	\$	24,514.56	\$	24,514.56
Peoria, City of	OP-18-0096	18-04-02	\$	23,296.00	\$	23,296.00
Peoria, County of	OP-18-0157	18-04-02	\$	16,426.24	\$	16,426.24
Perry, County of	AP-18-0022	18-04-02	\$	13,818.00	\$	10,293.00
Peru, City of	AP-18-0035	18-04-02	\$	15,950.00	\$	15,950.00
Plainfield, Village of	OP-18-0014	18-04-02	\$	22,500.00	\$	22,500.00
Prairie Grove, Village of	AP-18-0165	18-04-02	\$	13,020.00	\$	13,020.00
Prospect Heights, City of	OP-18-0101	18-04-02	\$	13,440.00	\$	13,440.00
Quincy, City of	OP-18-0027	18-04-02	\$	35,316.00	\$	35,316.00
River Forest, Village of	AP-18-0076	18-04-02	\$	19,787.64	\$	19,787.64
River Grove, Village of	AP-18-0058	18-04-02	\$	93,451.00	\$	76,501.00
Riverdale, Village of	OP-18-0142	18-04-02	\$	22,978.56	\$	22,978.56
Riverside, Village of	AP-18-0061	18-04-02	\$	28,928.90	\$	28,928.90
Robinson, City of	OP-18-0019	18-04-02	\$	9,413.52	\$	9,413.52
Rock Island, City of	AP-18-0020	18-04-02	\$	59,148.00	\$	59,148.00
Rock Island, County of	AP-18-0114	18-04-02	\$	9,860.00	\$	9,860.00
Rockford, City of	OP-18-0188	18-04-02	\$	32,419.20	\$	32,419.20
Rolling Meadows, City of	OP-18-0155	18-04-02	\$	18,240.00	\$	18,240.00
Romeoville, Village of	OP-18-0132	18-04-02	\$	21,900.00	\$	21,900.00
Roscoe, Village of	AP-18-0145	18-04-02	\$	12,017.70	\$	12,017.70
Roselle, Village of	AP-18-0124	18-04-02	\$	30,492.00	\$	30,492.00
Round Lake Park, Village of	OP-18-0110	18-04-02	\$	22,215.60	\$	22,215.60
Schaumburg, Village of	OP-18-0033	18-04-02	\$	50,004.56	\$	50,004.56
Shorewood, Village of	OP-18-0021	18-04-02	\$	63,467.52	\$	63,467.52
Silvis, City of	OP-18-0039	18-04-02	\$	15,552.00	\$	15,552.00
Sleepy Hollow, Village of	AP-18-0015	18-04-02	\$	6,216.00	\$	6,216.00
South Chicago Heights, Village of	AP-18-0125	18-04-02	\$	10,316.62	\$	10,316.62
South Elgin, Village of	OP-18-0128	18-04-02	\$	42,928.40	\$	41,413.28
Southern View, Village of	AP-18-0078	18-04-02	\$	22,464.00	\$	22,464.00
Spring Grove, Village of	OP-18-0166	18-04-02	\$	12,369.60	\$	12,369.60
Springfield, City of	AP-18-0084	18-04-02	\$	34,925.44	\$	34,925.44
St. Charles, City of	AP-18-0025	18-04-02	\$	24,171.21	\$	24,171.21
St. Clair, County of	AP-18-0051	18-04-02	\$	158,760.00	\$	158,760.00

Sterling, City of	AP-18-0163	18-04-02	\$	5,393.44	\$	5,393.44
Streamwood, Village of	OP-18-0011	18-04-02	\$	19,530.00	\$	19,530.00
Summit, Village of	AP-18-0053	18-04-02	\$	54,279.00	\$	54,279.00
Sycamore, City of	AP-18-0175	18-04-02	\$	15,610.08	\$	15,610.08
Tazewell, County of	AP-18-0065	18-04-02	\$	24,679.08	\$	24,679.08
Troy, City of	AP-18-0066	18-04-02	\$	17,248.00	\$	17,248.00
University of Illinois Urbana-Champaign	AP-18-0198	18-04-02	\$	11,667.84	\$	11,667.84
Villa Park, Village of	AP-18-0121	18-04-02	\$	44,215.20	\$	44,215.20
Wauconda, Village of	OP-18-0107	18-04-02	\$	14,014.08	\$	14,014.08
Waukegan, City of	OP-18-0159	18-04-02	\$	76,680.00	\$	76,680.00
Wheeling, Village of	OP-18-0010	18-04-02	\$	68,256.00	\$	68,256.00
Will, County of	AP-18-0164	18-04-02	\$	47,326.72	\$	44,835.84
Williamson, County of	AP-18-0047	18-04-02	\$	45,100.00	\$	45,100.00
Winnebago, County of	AP-18-0048	18-04-02	\$	50,585.60	\$	50,585.60
Winnebago, Village of	OP-18-0049	18-04-02	\$	7,989.63	\$	7,989.63
Winthrop Harbor, Village of	AP-18-0149	18-04-02	\$	24,401.20	\$	24,401.20
Wonder Lake, Village of	AP-18-0195	18-04-02	\$	6,440.00	\$	6,440.00
Wood Dale, City of	AP-18-0152	18-04-02	\$	43,008.00	\$	43,008.00
Woodridge, Village of	OP-18-0054	18-04-02	\$	19,826.08	\$	19,826.08
Woodstock, City of	OP-18-0181	18-04-02	\$	35,792.64	\$	35,792.64
<b>Total</b>			\$	5,327,309.33	\$	5,198,691.57

LAP GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Alliance Against Intoxicated Motorists	AP-18-0189	18-13-12	\$ 267,266.00	\$ 217,833.00
Carol Stream, Village of	AP-18-0009	18-13-12	\$ 24,343.36	\$ 24,324.00
Chicago, City of (Police Department)	AP-18-0170	18-13-12	\$ 503,735.00	\$ 503,735.00
Macon, County of (State's Attorney)	AP-18-0070	18-13-12	\$ 102,888.31	\$ 64,176.00
Mothers Against Drunk Driving	AP-18-0190	18-13-12	\$ 305,913.00	\$ 305,913.00
Peoria, County of (Court Administration)	AP-18-0140	18-13-12	\$ 370,067.22	\$ 369,862.22
River Grove, Village of	AP-18-0059	18-13-12	\$ 22,400.00	\$ 22,400.00
<b>Total</b>			\$ 1,596,612.89	\$ 1,508,243.22

BIKE/PED GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Chicago, City of (Dept. of Transportation)	PB-18-0137	18-12-02	\$ 300,000.00	\$ 300,000.00
Chicago, City of (Police Department)	PB-18-0169	18-12-02	\$ 108,758.75	\$ 108,758.93
League of Illinois Bicyclists	PB-18-0139	18-12-02	\$ 55,222.33	\$ 55,222.33
<b>Total</b>			\$ 463,981.08	\$ 463,981.26

TRAFFIC RECORDS GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Illinois Association of Chiefs of Police Foundation	TR-18-0200	18-18-04	\$ 126,727.30	
Loyola University of Chicago	TR-18-0153	18-18-05	\$ 147,941.00	
<b>Total</b>			\$ 274,668.30	



## **Addendum 4**

**Illinois Department of Transportation's**

**FY 2018 Evidence-Based Enforcement Plan**

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## **Overview**

The Illinois Department of Transportation (IDOT) is the State's Highway Safety Office for Illinois. IDOT has the responsibility of administering highway safety funds provided by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). Illinois has been granted highway safety funds to develop and implement comprehensive highway safety programs. One such program area is enforcement of highway safety laws in Illinois.

Annually IDOT provides enforcement agencies throughout Illinois with highway safety funding for enforcement activities. These highway safety-funded local, county and state law enforcement agencies are required to focus their enforcement efforts on occupant protection and impaired driving violations and other traffic-related violations.

## **Goals**

1. To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 295 (2012-2016 average) to 283.3 by December 31, 2018.
2. To increase the statewide seat belt usage rate from 91.6 percent (2012-2016 average) to 95.0 percent by December 31, 2018.
3. To reduce the number of unrestrained passenger vehicle occupant fatalities from 249.4 (2012-2016 average) to 239.5 by December 31, 2018.
4. To reduce the statewide speed-related fatalities from 390 (2012-2016 average) to 374.6 by December 31, 2018.

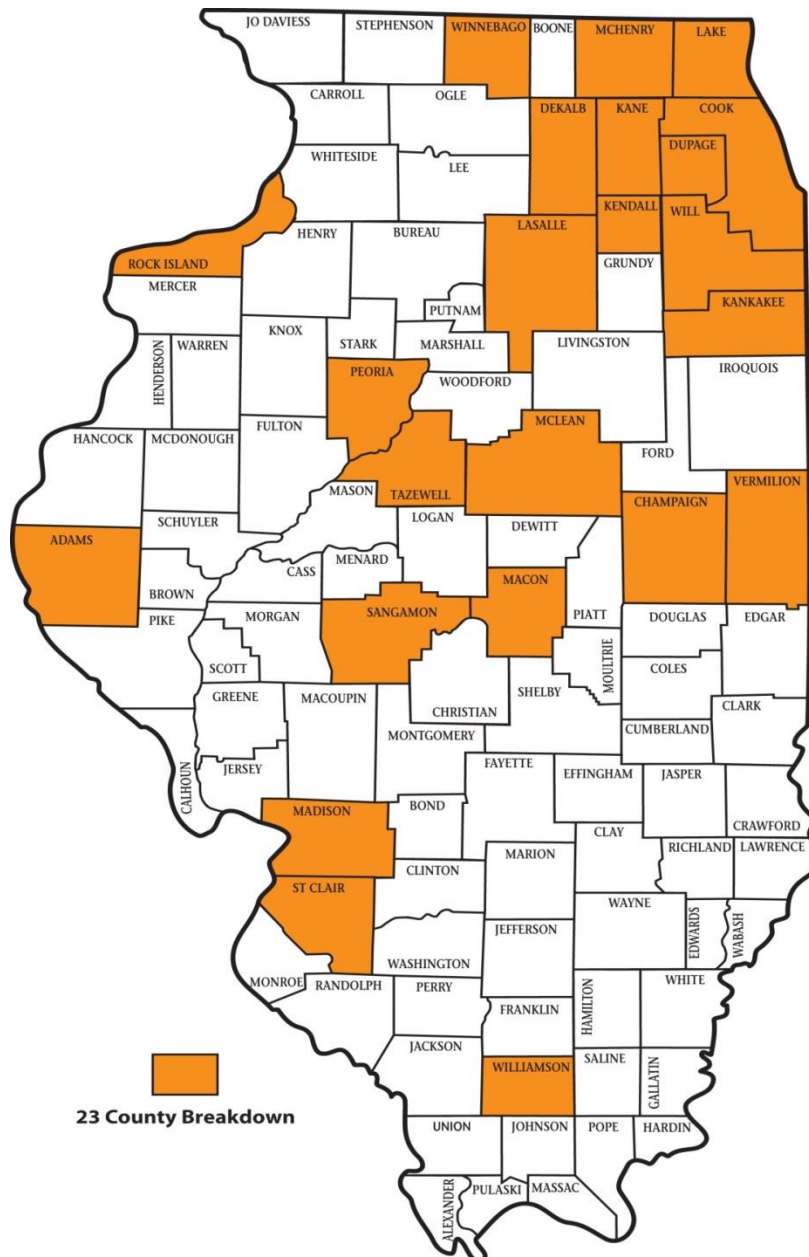
## **Problem Statement**

### **Illinois Overview**

- 998 persons were fatally injured in crashes in 2015.
- There were 91,675 persons injured in motor vehicle crashes in 2015 of these 12,844 persons had "A" type injuries occurring from these crashes.
- There were 650 drivers fatally injured in motor vehicle crashes in 2015.
- There were 914 fatal crashes in 2015, 27.9 percent of these crashes involved alcohol.
- There were 188 passengers of a motor vehicle killed in 2014.
- Crashes involving speed account for 32.2 percent of the overall crashes, 34.2 percent of the fatal crashes, and 37.0 percent of the injury crashes in 2015.  
(Source: 2015 Illinois Crash Facts and Statistics)

## Problem Identification

Illinois continues to use the 23-county model to enhance the existing problem identification process. Under this model, Illinois annually selects the top 23 counties where 85 percent of the population resided. These 23 counties account for 87.3 percent of the total crashes, 87.4 percent of the injury crashes, 78.4 percent of the A-injury crashes and 68.7 percent of the fatal crashes in 2015. In FY 2018 IDOT will focus our enforcement projects in these 23 counties for our enhanced enforcement campaigns and maximum reduction in fatalities and injuries.



IDOT, BSPE has developed heat maps and summary crash data for local and state grantees. This information allows local and state grantees to develop and conduct enforcement activities based on five years of crash data (2011-2015). The enforcement grantees will use these heat maps and summary tables as screening tools to target high crash locations and develop data-driven patrol plans during the major traffic safety campaigns. The heat maps and summary tables are self-explanatory and include five years of available fatal and injury crash data (2011-2015) by road type and crash type (speeding/aggressive driver, alcohol impaired driver, motorcycle crash, unrestrained occupants, and other crashes). All five crash type symbols are individually shown on these maps. The summary tables include general motor vehicle related crash statistics, disaggregated by time of day (Daytime/nighttime) and location (incorporated/unincorporated). The general crash related statistics include:

- Total Fatal crashes
- Total Injury Crashes
- Total Fatalities
- Total Injuries
- Total Speeding/Aggressive Driver Fatalities and Injuries
- Total Occupant Fatalities and Injuries
- Total Unrestrained Occupant Fatalities and Injuries
- Pedestrian and Pedalcycle Fatalities and Injuries
- Total Motorcycle Fatalities and Injuries

Attached are two examples of heat maps and summary tables for Henderson County and the city of Monmouth within the Warren County. The first example is a county level map that includes only county map and summary table. The second example includes both city level and county level maps and summary tables for the city of Monmouth and Warren County.

IDOT believes in monitoring and oversight of the law enforcement projects. The Grant Administrators conduct quarterly on-site monitor visits along with continuous follow-up and adjustment to the law enforcement projects. Some examples of the adjustments to the projects include: reduction or increase in patrol plan, increase or decrease in funding, change in local agency project director. The LELs meet with law enforcement agencies to review project performance, financial issues, organizational structure and ways to improve their projects in their communities.

We remain flexible, current, and proactive in their targeting of grant-funded enforcement. LELs review this heat map and summary tables with grantees and offer assistance as needed. An initial orientation meeting may be held before the effective date of the grant agreement and is considered an on-site meeting for documentation purposes. Orientation meetings should be documented on the BSPE 26 form for local project agreements or BSPE 26-A form for the state agency project agreements. After the first quarter, on-site meetings may be held quarterly or as otherwise determined and documented by the LEL Supervisor. Projects evidencing any significant problems might need on-site monitoring more frequently. Some local projects, by their nature, may not lend themselves to multiple on-site visits and should be treated accordingly. Projects with sporadic activity, like the STEP grants, may require only quarterly visits. This should be documented on the first on-site visit form.

## Enforcement

IDOT believes the most effective tool in reducing impaired driving injuries and fatalities is high-visibility increased enforcement. Increased enforcement maximizes the likelihood of detecting, arresting and convicting impaired drivers. Increased enforcement is one of the greatest deterrents to DUI. IDOT encourages, via available grant funds and law enforcement liaison interaction, local, county and state agencies to establish strong policies regarding DUI enforcement, using innovative techniques and available technology to increase apprehension and the public's perception of the risk of apprehension.

Enforcement of impaired driving laws will concentrate in Illinois' 23 county breakdown and other counties where IDOT determines a need. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. The highway safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety.

### Impaired Driving Enforcement Programs

IDOT has four types of impaired driving grant programs for which local law enforcement agencies can apply. Each type of enforcement project requires the local law enforcement agency to conduct enforcement activity at least four times during the national impaired driving campaign and at least four additional times during the project year. Listed below are the four types of enforcement programs for local law enforcement agencies:

1. Local Alcohol Program (LAP) – contains four primary emphasis areas which are designed to address the complexity of Illinois' alcohol traffic safety problems, incorporate multiple approaches to these problems, and ensure that public private entities work in cooperation to address these problems. These emphasis areas are local DUI task force, sustained high-visibility increased enforcement, public information and education and education/community outreach/prevention and prosecution/adjudication.
2. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.
3. Mini-Mobilization Projects – conduct enforcement details during the Holiday Season campaign, Independence Day and Labor Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or have a STEP project.

4. Enforcement Local Alcohol Project (eLAP) – gives local law enforcement agencies the opportunity to conduct more Roadside Safety Checks (Sobriety Checkpoints) details during the year at times outside of the traditional holiday campaigns.

#### Impaired Driving Enforcement Periods

December 18, 2017 – January 2, 2018: Christmas/New Year's Campaign

February 2 - 5, 2018: Super Bowl

March 16 - 19, 2018: St. Patrick's Day Campaign

June 25 – July 8, 2018: Independence Day Campaign

August 20 – September 4, 2018: Labor Day Campaign

#### Impaired Driving Enforcement Techniques

The following enforcement techniques will be utilized by local, county, university and state law enforcement agencies:

##### A. Saturation Patrol Operations:

Saturation patrol operations will occur either totally within one county or within an area containing parts of adjoining counties. These patrols will not be limited to designated routes, but will allow movement of the officers on all roadways within the assigned patrol area. Officers will concentrate their activities on secondary and rural roadways in efforts to apprehend minors committing DUI and other alcohol-related violations.

##### B. Overt Operations for Youth Parties:

Complaints about youth parties in progress will be investigated. All laws, regarding illegal consumption/possession by a minor and/or contributing to the delinquency of a minor, will be enforced. The complaint(s) must be well documented and must provide information sufficient to warrant a response. But authority to respond and final approval of the size of the patrol force will rest with the appropriate law enforcement official.

##### C. Covert Operations - Package Liquor Checks:

Covert enforcement details involve two or three officers (unless otherwise approved) performing surveillance while an authorized minor (selected in cooperation with the appropriate state's attorney) attempts to purchase an alcoholic beverage. Unless otherwise necessary, all covert checks will be completed with no arrests taking place. Documentation of illegal sales of alcohol will be completed and forwarded to the appropriate state's attorney.



#### D. Mobilization Enforcement

The mobilization enforcement patrols are designed for the annual state and national campaigns (Halloween, Holiday Season, Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day and Labor Day) concentrating on roadside safety checks, roving patrols and saturation patrols.

#### E. Sustained DUI Enforcement

This enforcement strategy allows for a substantial increase in enforcement efforts currently in effect. This enforcement should supplement regular traffic enforcement efforts currently in effect. There must be a sufficient number of officers on the police force to allow for at least 35 hours of patrol per week.

#### F. Flexible Roadside Safety Checks

Flexible checkpoints or "Phantom check points" creates the appearance of law enforcement conducting high-visibility roadside safety checkpoint when in reality no check point exists. This tactic only requires two officers who set up signs and turn on overhead safety lights; however no zone is ever actually made operational. It is intended to create the illusion of a RSC. This tactic will only be employed within ten miles of a real RSC. Phantom RSC's have the flexibility to move to more than one location in a short span of time further creating in the public's mind the omnipresence of check points and increasing the belief that if you drive impaired detection is likely.

#### Occupant Protection Enforcement Programs

IDOT has two types of programs for local law enforcement agencies to apply for regarding occupant protection issues. In addition to regularly scheduled patrols all grantees are required to participate in state and national Click It or Ticket (CIOT) mobilizations. Listed below are the two types of enforcement programs for local law enforcement agencies:

1. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.
2. Mini-Mobilization Projects – conduct enforcement details during the Thanksgiving campaign and Memorial Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or have a STEP project.

IDOT will also fund occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State, Department of Police will

provide traffic enforcement on interstate, U.S. and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings.

In FY 2018 IDOT will fund the following occupant protection state agency enforcement projects:

1. Special Traffic Enforcement Project (sSTEP) – this project provides funds for the Illinois State Police (ISP) to conduct two waves of enforcement to reduce traffic-related fatalities and crashes. Enforcement will concentrate on aggressive driving (speeding, following too closely, and improper lane usage), occupant restraint violations and other traffic violations.
2. Occupant Restraint Enforcement Project (OREP) – this project provides funds for the Illinois State Police to identify and target specific areas within selected ISP districts for enforcement action of low safety belt usage. Patrols for the targeted area will focus on specific times of days and areas where there is low occupant restraint compliance.
3. Nighttime Enforcement Project (NITE) - this project provides funds for the Illinois State Police to identify and focus on the specific times of 9:00pm to 6:00am when alcohol-related fatalities are highest and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.
4. Drive Smart - this project provides funds for the Illinois Office of the Secretary of State's Department of Police to continue to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. Its intent is to apprehend traffic law violators committing common traffic offenses with particular emphasis being placed on speed, occupant protection and impaired driving. Patrols will be conducted during IDOT's six enforcement campaigns: Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, Independence Day and Labor Day campaigns.

#### Occupant Protection Enforcement Periods

November 15-27, 2017: Thanksgiving campaign

May 18-29, 2018: Memorial Day campaign

#### Occupant Protection Enforcement Techniques

The following enforcement techniques will be utilized by local, county, university and state law enforcement agencies:

##### A. Saturation Patrol Operations:

Saturation patrol operations will occur either totally within one county or within an area containing parts of adjoining counties. These patrols will not be limited to designated routes, but will allow movement of the officers on all roadways within the assigned patrol area. Officers will concentrate their activities on secondary and rural roadways in efforts to apprehend people not wearing their safety belt or speeding.

## B. Mobilization Enforcement

The mobilization enforcement patrols are designed for the annual state and national campaigns concentrating on occupant restraint violations through conduct of occupant protection enforcement zones (OPEZ), roving patrols and saturation patrols.

## C. Seat Belt Enforcement Zone

This hire-back enforcement activity is through increased highly visible enforcement of occupant restraint laws during designated national and state mobilization periods.

## D. Sustained Enforcement

This enforcement strategy allows for a substantial increase in enforcement efforts currently in effect. This enforcement should supplement regular traffic enforcement efforts currently in effect. There must be a sufficient number of officers on the police force to allow for at least 35 hours of patrol per week.

## **Training**

IDOT will provide federal highway safety funds the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. The ILETSB has 14 mobile team units (MTU's) to provide in-service law enforcement training to area law enforcement officers. The MTU's provide training opportunities that are available, accessible and affordable to local law enforcement officers.

The state of Illinois has shown a distinct need for highway safety training as documented by IDOT's 23 county breakdown by alcohol fatalities. Law enforcement training programs will be targeted through MTU's or selected local police department grants representing officers whose jurisdictions include communities and/or officers representing departments in need of training as identified in IDOT's 23 county breakdown. All IDOT funded local law enforcement impaired driving projects will be receiving a refresher Standard Field Sobriety Testing (SFST) training during FY 2018.

The ILETSB will offer the following NHTSA approved impaired driving training courses in FY 2018:

- ARIDE: Advanced Roadside Impaired Driving Enforcement
- Drug Recognition Expert Pre-School (IACP/NHTSA) and Drug Recognition Expert School (IACP/NHTSA)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- DUI Detection and Standardized Field Sobriety Testing (24 hours)
- Principles and Techniques of Training in Standardized Field Sobriety Testing – The SFST Instructor Training School (40 hours)

- DUI Detection and Standardized Field Sobriety Testing One-Day Refresher Course (8 hours)
- Underage Drinking Course – Conducting Alcohol and Tobacco Compliance Checks

The ILETSB will offer the following NHTSA approved occupant protection and general enforcement highway safety training courses in FY 2018:

Formal Named Courses:

- National Child Passenger Safety Certification Training
- Traffic Occupant Protection Strategies (TOPS)
- Conducting a Complete Traffic Stop

Crash Reconstruction Courses (Northwestern or IPTM) – course names may vary:

- Crash Investigation I
- Crash Investigation II
- Crash Reconstruction I
- Crash Reconstruction II
- Vehicle Dynamics
- Advanced Crash Reconstruction – Utilizing Human Factors Research
- Heavy Vehicle Crash Reconstruction
- Pedestrian/Bicycle Vehicle Crash Reconstruction
- Crash Reconstruction Refresher
- Interviewing Techniques for the Crash Investigator

Topic Areas (instructors use their own curriculum):

- LIDAR Speed Measurement
- LIDAR Speed Measurement Instructor
- Radar Operator Training
- Radar Operator Instructor
- VASCAR Speed Measurement
- Distracted Driving

Miscellaneous:

- Emergency Medical Dispatch
- Rapid Medical Response

### **Illinois Office of the Secretary of State, Department of Police**

In FY 2018 the Office of the Secretary of State, Department of Police (SOS Police) will conduct the Operation Straight ID (OPSID) project. The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. The OPSID class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold.

The emphasis of these classes is to teach the students of these particular establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

### **Illinois State Police**

The Alcohol and Substance Testing Section conducts Breath Analysis Operator training classes annually for local law enforcement officers. The Technicians also instruct courses for ISP cadets. A high number of practice tests are conducted on all training instruments. All evidential and preliminary breath testing instruments approved for use in Illinois must be used during these classes. Additionally, the students must demonstrate proficiency on these instruments in order to successfully complete the course. These training instruments are also used for State's Attorney and Probation Officer training seminars. This training equipment will train additional law enforcement officers as Breath Analysis Operators.

### **Law Enforcement Liaisons**

IDOT's Law Enforcement Liaisons (LELs) responsibility is to assist IDOT with local law enforcement grants. The State's LELs work with local, county, and state law enforcement agencies to encourage participation in State and national mobilizations and campaigns. LELs encourage law enforcement agencies to conduct routine enforcement patrols to address particular program areas, as well as high visibility enforcement operations, educational programs, and earned media events. The LELs meet with local law enforcement agency personnel to inform them about the enforcement programs and mobilization activities offered by IDOT. The LELs also discuss with local law enforcement the occupant protection, impaired driving, speed, and distracted driving messages that IDOT is promoting through paid media campaigns.

The LELs coordinate DUI-related training for local law enforcement agencies through the Illinois State Police Academy, the Illinois Law Enforcement Training and Standards Board's mobile training units (MTU's) and state or national conferences. The LELs also organize media events for the annual national and state impaired driving mobilizations.

### **Earned Media**

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program.

In FY 2018 for the Holiday Season, Memorial Day, Independence Day and National Enforcement Crackdown, IDOT will conduct media events statewide when the media is most likely to give coverage to the effort. At the kickoff of each campaign period, and two weeks prior to the announced kickoff, IDOT will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the IDOT press conferences, IDOT law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a

considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a highway safety message into the social networks of Illinois' motorists.

### **Paid Media**

The impaired driving and occupant protection enforcement campaigns also include paid media in addition to earned media. Paid media allows maximum reach and frequency of enforcement messages during campaigns ensuring direct exposure to the intended audience of 21-34 year old males. Paid messages are focused on enforcement and remind motorists to not drink and drive and wearing their seat belt which also alerts them that not doing so will result in arrest.

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2018, IDOT will utilize targeted, paid social media to further increase exposure to anti-impaired driving and seat belt messages.

The main focus of the impaired driving and occupant protection programs, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 70 percent of alcohol-related fatalities occurred.

### **Evaluation Plan**

The Click It or Ticket and Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, IDOT will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, IDOT will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available.

### **Project Evaluation**

Project evaluation is an ongoing process conducted throughout the grant agreement period. There are two types of projects: 1. those that have enforcement and educational components and 2. those that have only an educational component. For the enforcement projects, IDOT has set specific and measurable performance standards (e.g., # of citations per hour of patrol). All grantees must submit enforcement data to DTS after each campaign is completed. IDOT collects the data, processes and analyzes it to determine whether the grantee met their performance standards.

Both monthly and evaluation reports of these projects will assist the LELs, project and program coordinators to monitor their enforcement projects. The annual evaluation of these projects can be used as a tool to determine whether:

- To continue with the project activities as they are
- To modify the activities to improve performance

- To cancel the activities for lack of progress or poor performance
- To review performance objectives for possible modifications

All local STEP enforcement projects submit a TS 205 form, STEP Mobilization Data Collection sheet, after each campaign enforcement period. This form must be either e-mail or fax within two weeks of completing the enforcement activities to IDOT's Evaluation Unit.

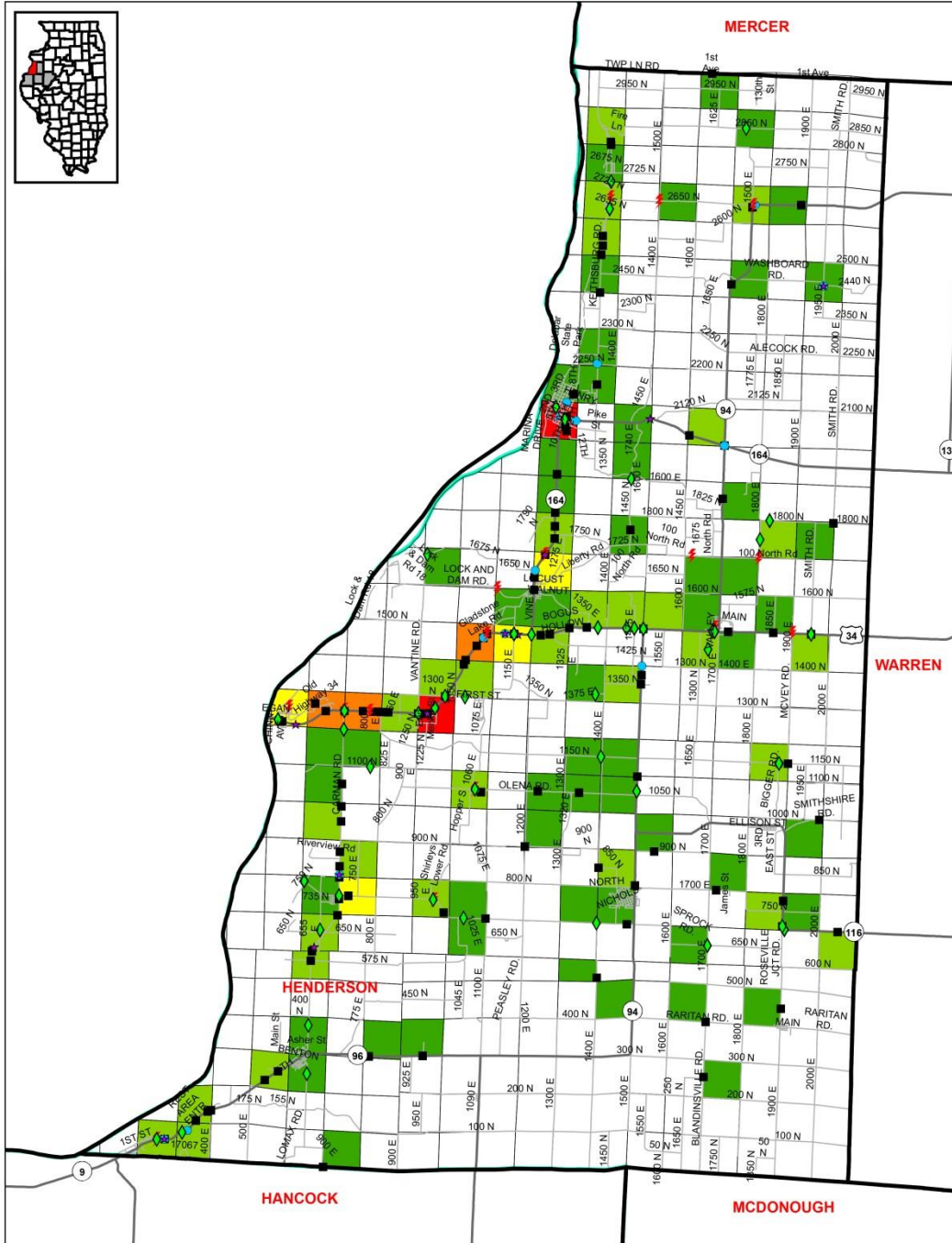
### Project Monitoring

IDOT believes in monitoring and oversight of the law enforcement projects. The Grant Administrator's conduct quarterly on-site monitor visits along with continuous follow-up and adjustment to the law enforcement projects. Some examples of the adjustments to the projects include: reduction or increase in patrol plan, increase or decrease in funding, change in local agency project director. The LEL's meet with law enforcement agencies to review project performance, financial issues, organizational structure and ways to improve their projects in their communities. An initial orientation meeting may be held before the effective date of the grant agreement and is considered an on-site meeting for documentation purposes. Orientation meetings should be documented on the BSPE 26 form for local project agreements or BSPE 26-A form for the state agency project agreements. After the first quarter, on-site meetings may be held quarterly or as otherwise determined and documented by the LEL Supervisor. Projects evidencing any significant problems might need on-site monitoring more frequently. Some local projects, by their nature, may not lend themselves to multiple on-site visits and should be treated accordingly. Projects with sporadic activity, like the STEP grants, may require only quarterly visits. This should be documented on the first on-site visit form.

***FY 2018 Enforcement Campaign Dates***

<b><i>Campaign</i></b>	<b><i>Paid Advertising Campaign</i></b>	<b><i>Potential Kickoff Press Release Dates</i></b>	<b><i>Enforcement</i></b>	<b><i>Post Enforcement Media Release</i></b>	<b><i>Grant Data Collection Form Due</i></b>
Halloween	No	October 23-30, 2017	<b>October 27-November 1 (6 a.m.), 2017</b>	November 1-3, 2017	November 15, 2017
Thanksgiving	Yes	November 15-20, 2017	<b>November 17-27 (6 a.m.), 2017</b>	November 28-December 1, 2017	December 11, 2017
Holiday	Yes	December 18-21, 2017	<b>December 18, 2017-January 2 (6 a.m.), 2018</b>	January 2-5, 2018	January 15, 2018
Super Bowl	No	December 31-February 2, 2018	<b>February 2-5 (6 a.m.), 2018</b>	February 5-7, 2018	February 19, 2018
St. Patrick's Day	No	March 12-16, 2018	<b>March 16-19 (6 a.m.), 2018</b>	March 19-21, 2018	April 2, 2018
Memorial Day	Yes	May 14-24, 2018	<b>May 18-29 (6 a.m.), 2018</b>	May 29-June 1, 2018	June 11, 2018
Independence Day	Yes	June 25-July 2, 2018	<b>June 25-July 8, 2018</b>	July 9-11, 2018	July 23, 2018
Labor Day Holiday	Yes	August 20-30, 2018	<b>August 20 – September 4 (6 a.m.), 2018</b>	September 4-6, 2018	September 17, 2018
Additional Impaired Driving and/or Occupant Protection Patrols (Optional)	No	Submit to LEL in advance for approval	<b>Submit to LEL in advance for approval</b>	Submit to LEL in advance for approval	Within 14 days of completion of enforcement

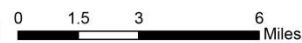




**Fatal and Injury Crashes Per Square**

- |       |                              |
|-------|------------------------------|
| 0     | ◆ Speeding/Aggressive Driver |
| 1 - 2 | ★ Alcohol Impaired Driver    |
| 3 - 4 | ⚡ Motorcycle Crash           |
| 5 - 5 | ● Unrestrained Occupant(s)   |
| 6 - 7 | ■ Other Crash                |
| 8 - 9 | ▭ County Boundary            |

**Henderson County  
ISP District 14  
KABC Crashes Per Section Square  
(All routes included)  
Analysis Period: 2011 to 2015**



Disclaimer: Results of the analyses are based on data that was received from the Illinois Department of Transportation. Crash data represents years 2011 to 2015 and was obtained from the state police and other enforcement agencies. Crash data for year 2011 to 2012 was received from IDOT on November 26, 2013, crash data for 2013 was received from IDOT on December 4, 2014, crash data for 2014 was received from IDOT on December 16, 2015, and crash data for 2015 was received from IDOT on April 4, 2017. The data was used "as is" for analysis purposes and should be interpreted accordingly. Date: 7/18/2017

Henderson County - ISP District 14  
 General Motor Vehicle Related Crash Statistics  
 KABCO crashes from 2011 to 2015 (all routes included)

	Daytime (6:00AM-5:59PM)			Nighttime (6:00PM-5:59AM)			Daytime and Nighttime		
	Total	Incorporated	Unincorporated	Total	Incorporated	Unincorporated	Total	Incorporated	Unincorporated
Total Crashes	444	64	380	628	59	569	1,072	123	949
Total Fatal Crashes	5	0	5	3	0	3	8	0	8
Total Injury Crashes	104	14	90	88	10	78	192	24	168
Total Fatalities	6	0	6	4	0	4	10	0	10
Total Injuries	156	21	135	125	17	108	281	38	243
Total Alcohol Related Fatalities and Injuries <sup>1</sup>	7	0	7	16	6	10	23	6	17
Total Speeding/Aggressive Driver Fatalities and Injuries <sup>2</sup>	60	7	53	18	0	18	78	7	71
Total Occupants Fatalities and Injuries <sup>3</sup>	241	33	208	164	28	136	405	61	344
Total Unrestrained Occupant Fatalities and Injuries <sup>4</sup>	12	2	10	13	4	9	25	6	19
Pedestrian and Pedalcyclist Fatalities and Injuries	0	0	0	1	0	1	1	0	1
Total Motorcycle Fatalities and Injuries <sup>5</sup>	8	2	6	13	3	10	21	5	16

Notes

1. Alcohol related crashes involve at least one driver who was reported to have a Blood Alcohol Content of greater than 0.00.
2. Speeding/aggressive driver crashes involve at least one driver who was exceeding authorized speed limit, exceeding safe speed for conditions, failing to reduce speed to avoid crash, or operating vehicle in an erratic, reckless, careless, negligent, or aggressive manner.
3. Occupants excludes motorcycle drivers and passengers.
4. Unrestrained injuries involve a driver or passenger who was injured in a passenger vehicle and had no safety equipment present, safety belt not used, child restraint used improperly, or child restraint not used. Passenger vehicles consist of passenger cars, pickup trucks, vans/mini-vans, and sport utility vehicles. Vehicle occupants are both drivers and passengers.
5. Motorcycles are defined as any motorcycle (over 150cc) or any motor driven cycle.

K: Fatal - A traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.

A: Incapacitating injury - Any injury, other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries and abdominal injuries.

B: Non-incapacitating injury - Any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.

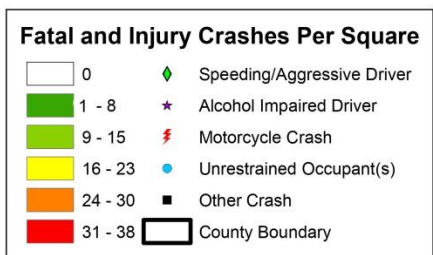
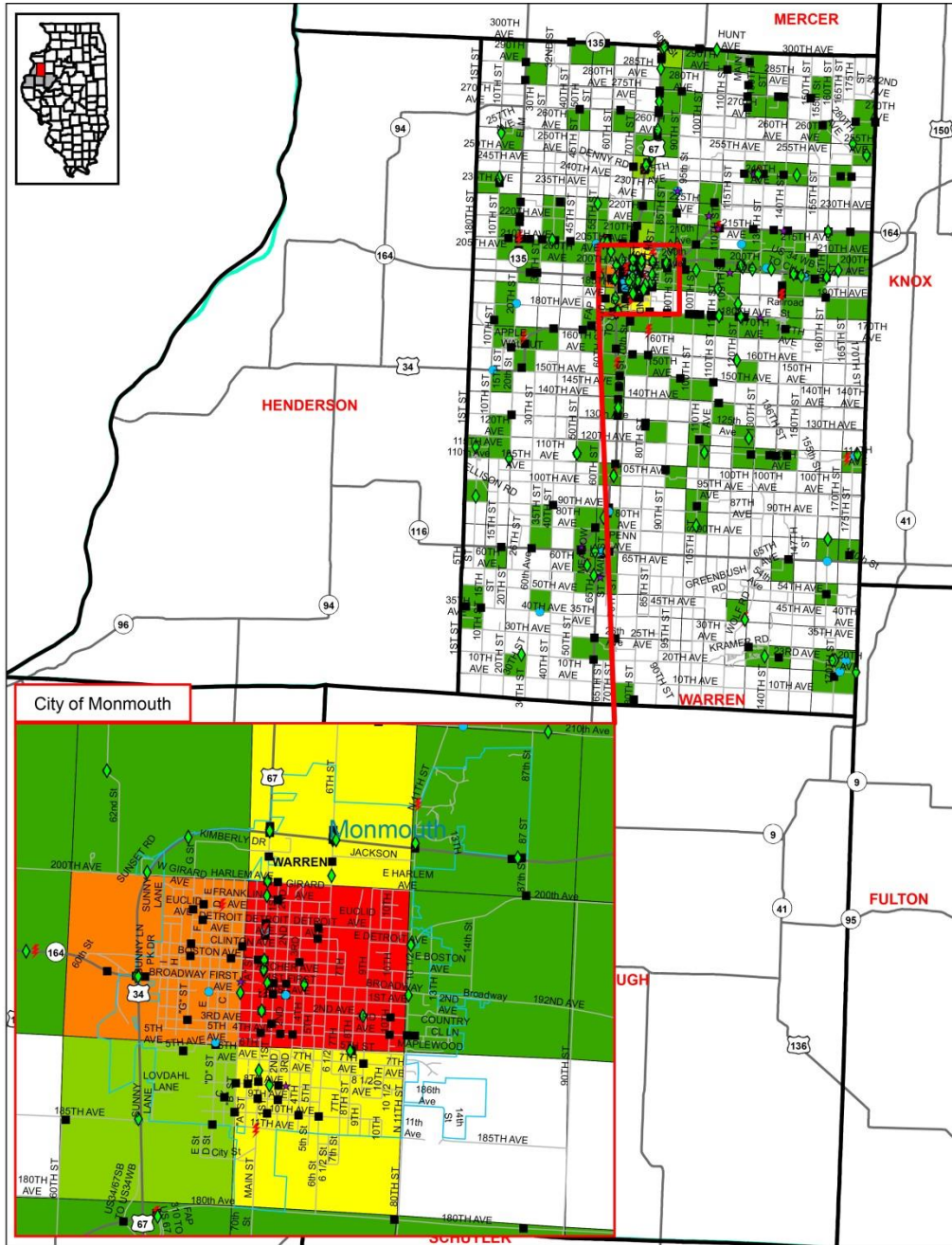
C: Reported, not evident - Any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea.

O: Property damage only.

Disclaimer:

Results of the analyses are based on data that was received from the Illinois Department of Transportation. Crash data represents years 2011 to 2015 and was obtained from the state police and other enforcement agencies. Crash data for year 2011 to 2012 was received from IDOT on November 26, 2013, crash data for 2013 was received from IDOT on December 4, 2014, crash data for 2014 was received from IDOT on December 16, 2015, and crash data for 2015 was received from IDOT on April 4, 2017. The data was used "as is" for analysis purposes and should be interpreted accordingly.

Draft - 7/19/2017



**Warren County and City of Monmouth  
ISP District 14  
KABC Crashes Per Section Square  
(All routes included)  
Analysis Period: 2011 to 2015**

ch2m | Illinois Department of Transportation

0 2.75 5.5 11 Miles

Disclaimer: Results of the analyses are based on data that was received from the state police and other enforcement agencies. Crash data represents years 2011 to 2015 and was obtained from the state police and other enforcement agencies. Crash data for year 2011 to 2012 was received from IDOT on November 28, 2013, crash data for 2013 was received from IDOT on December 4, 2014, crash data for 2014 was received from IDOT on December 16, 2015, and crash data for 2015 was received from IDOT on April 4, 2017. The data was used "as is" for analysis purposes and should be interpreted accordingly. Date: 7/18/2017

Warren County - ISP District 14  
General Motor Vehicle Related Crash Statistics  
KABCO crashes from 2011 to 2015 (all routes included)

	Daytime (6:00AM-5:59PM)			Nighttime (6:00PM-5:59AM)			Daytime and Nighttime		
	Total	Incorporated	Unincorporated	Total	Incorporated	Unincorporated	Total	Incorporated	Unincorporated
Total Crashes	1,059	448	611	811	143	668	1,870	591	1,279
Total Fatal Crashes	7	1	6	5	0	5	12	1	11
Total Injury Crashes	240	89	151	149	26	123	389	115	274
Total Fatalities	7	1	6	5	0	5	12	1	11
Total Injuries	340	125	215	180	30	150	520	155	365
Total Alcohol Related Fatalities and Injuries <sup>1</sup>	4	0	4	13	3	10	17	3	14
Total Speeding/Aggressive Driver Fatalities and Injuries <sup>2</sup>	82	28	54	39	9	30	121	37	84
Total Occupants Fatalities and Injuries <sup>3</sup>	577	249	328	265	59	206	842	308	534
Total Unrestrained Occupant Fatalities and Injuries <sup>4</sup>	21	10	11	21	1	20	42	11	31
Pedestrian and Pedalcyclist Fatalities and Injuries	15	12	3	9	8	1	24	20	4
Total Motorcycle Fatalities and Injuries <sup>5</sup>	24	10	14	8	0	8	32	10	22

City of Monmouth, Warren County - ISP District 14  
General Motor Vehicle Related Crash Statistics  
KABCO crashes from 2011 to 2015 (all routes included)

	Daytime (6:00AM-5:59PM)	Nighttime (6:00PM-5:59AM)	Daytime and Nighttime
	Total Crashes	427	132
Total Fatal Crashes	1	0	1
Total Injury Crashes	83	24	107
Total Fatalities	1	0	1
Total Injuries	119	28	147
Total Alcohol Related Fatalities and Injuries <sup>1</sup>	0	3	3
Total Speeding/Aggressive Driver Fatalities and Injuries <sup>2</sup>	28	8	36
Total Occupants Fatalities and Injuries <sup>3</sup>	192	101	293
Total Unrestrained Occupant Fatalities and Injuries <sup>4</sup>	6	6	12
Pedestrian and Pedalcyclist Fatalities and Injuries	10	4	14
Total Motorcycle Fatalities and Injuries <sup>5</sup>	6	4	10

Notes

1. Alcohol related crashes involve at least one driver who was reported to have a Blood Alcohol Content of greater than 0.00.
2. Speeding/aggressive driver crashes involve at least one driver who was exceeding authorized speed limit, exceeding safe speed for conditions, failing to reduce speed to avoid crash, or operating vehicle in an erratic, reckless, careless, negligent, or aggressive manner.
3. Occupants excludes motorcycle drivers and passengers.
4. Unrestrained injuries involve a driver or passenger who was injured in a passenger vehicle and had no safety equipment present, safety belt not used, child restraint used improperly, or child restraint not used. Passenger vehicles consist of passenger cars, pickup trucks, vans/mini-vans, and sport utility vehicles. Vehicle occupants are both drivers and passengers.
5. Motorcycles are defined as any motorcycle (over 150cc) or any motor driven cycle.

K: Fatal - A traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.

A: Incapacitating injury - Any injury, other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries and abdominal injuries.

B: Non-incapacitating injury - Any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.

C: Reported, not evident - Any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea.

O: Property damage only.

Disclaimer:

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Draft - 7/19/2017



## **Addendum 5**

## **Highway Safety Core Performance Measures**

In order to establish 2016-2018 targets for the core traffic safety performance measures in Illinois, five-year rolling averages were generated using the 2007-2016 FARS (<https://cdan.nhtsa.gov/SASStoredProcess/guest>), crash data (Safety Data Mart, IDOT), and annual safety belt survey data (<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2016%20safety%20belt%20one%20sheet-jun2016.pdf>). The following steps were used to set 2016-2018 targets:

1. Calculated the rolling averages using the 2007-2016 FARS, crash data, and observational survey data. The rolling averages for 2011-2016 are:

2011	2012	2013	2014	2015	2016
2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016

For example, the rolling average of total fatalities for 2015 is 957 based on the average of actual fatalities for 2012-2016 990.2

2. The following methodologies were used to develop targets for 2017 and 2018:
  - a. Ordinary Least Squares (OLS) method was used to set targets for 2017-2018. This is a common methodology (also known as Regression Model) that is often used to project future fatality numbers and rates. Most spreadsheet software offers a “Linear Trend” function, which projects what the fatalities would be in the future if the trend were to continue.
  - b. Since the results of the least square models show an increase in 2017 and 2018, we made a judgment call of simple 2-percent annual reduction applied to the baseline of 2012-2016 rolling average figures . The recommended 2% annual reduction
  - c. If the result of OLS model shows at least 2 percent reduction annually for 2017 and 2018, then we kept those projected figures.
  - d. If the result of OLS model shows an increase or a reduction less than 2 percent annually for 2017 and 2018, we used projected figures based on 2 percent annual reduction from the baseline figure (2012-2016 rolling average).

The following performance measures were generated using the rolling averages of last five years of available data (2012-2016). Table 1 shows core highway safety performance measures based on rolling average using 2012-2016 FARS and survey data. The table includes the following:

- List of Core Measures
- Five Years of Rolling Average
- Ordinary Least Square Projection for 2017-2018 (**Option 1**)
- A Judgement Call of 2% Annual Reduction as compared to 2012-2016 Baseline Data Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher (**Option2**)

- Final Projection Option—the final option was chosen if the result of OLS model showed an increase or a reduction less than 2 percent annually for 2017 and 2018, we used projected figures of 2% annual reduction from the baseline figure (2012-2016 rolling average). Results of OLS projected measures show that only four measures, namely Total Serious Injuries, Total Serious Injury Rate, Unrestrained Passenger Vehicle Occupant Fatalities, and Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher had greater than 2% reductions. Below are actual percent reductions among these four measures:

**Actual Percent Reductions of Four Measures based on the OLS Models**

<b>Core Measures</b>	<b>2017</b>	<b>2018</b>
Total Serious Injuries	2.31	2.36
Total Serious Injury Rate	2.04	2.08
Unrestrained Passenger Vehicle Occupant Fatalities	3.85	4.09
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher	2.37	2.08

## **Addendum 6**



## FFY18 Equipment Requested

Grantee Name	Project Title	PN 1	PN 2	PN 3	Equipment	Quantity	Cost Per Unit	Total Per Item
Addison, Village of	STEP	AP	18	0099	Mobile Safety Barriers	2	\$475.00	\$950.00
Addison, Village of	STEP	AP	18	0099	PBT	2	\$600.00	\$1,200.00
Berwyn, City of	STEP	AP	18	0037	PBT	2	\$449.00	\$898.00
Carol Stream, Village of	LAP	AP	18	0009	Penlights, SFSTS Cards			\$500.00
Central DuPage Hospital (Think First)	IP	OP	18	0191	Chromebooks	2	\$200.00	\$400.00
Child Care Resources & Referral Network	RTSRC	OP	18	0186	Laptop	2	\$800.00	\$1,600.00
Child Care Resources & Referral Network	RTSRC	OP	18	0186	Seat Belt System Kit	1	\$400.00	\$400.00
Child Care Resources & Referral Network	RTSRC	OP	18	0186	CPS Training Dolls	2	\$350.00	\$700.00
Copley Memorial Hospital	RTSRC	OP	18	0154	Tablet Computers	2	\$300.00	\$600.00
Illinois Association of Chiefs of Police	LEL	OP	18	0130	Computers	5	\$2,000.00	\$10,000.00
Illinois Association of Chiefs of Police	LEL	OP	18	0130	Printers	5	\$350.00	\$1,750.00
Illinois Association of Chiefs of Police	RTSRC	OP	18	0129	Laptop	2	\$800.00	\$1,600.00
Illinois Association of Chiefs of Police	RTSRC	OP	18	0129	Car Seat Check Signs	4	\$310.00	\$1,240.00
Illinois Association of Chiefs of Police	RTSRC	OP	18	0129	Car Seat Demonstration Seat	2	\$4,000.00	\$8,000.00
Illinois Association of Chiefs of Police	RTSRC	OP	18	0129	Printer WO/RTSRC	2	\$250.00	\$500.00
Illinois Association of Chiefs of Police	Traffic	TR	18	0200	Laptop	1	\$2,000.00	\$2,000.00
Mothers Against Drunk Driving	LAP	AP	18	0190	Laptop & Printer	1	\$4,000.00	\$4,000.00
Peoria County of (Court Administration)	LAP	AP	18	0140	Laptop	2	\$958.00	\$1,916.00
Rincon Family Services	RTSRC	OP	18	0174	Laptop	1	\$800.00	\$800.00
Saint Francis Medical Center (RTSRC)	RTSRC	OP	18	0147	Ortopedic Restraints	30	\$600.00	\$18,000.00
Saint Francis Medical Center (RTSRC)	RTSRC	OP	18	0147	Large Medical Seats	8	\$625.00	\$5,000.00
Saint Francis Medical Center (RTSRC)	RTSRC	OP	18	0147	Misc. Special Needs Car Beds	2	\$1,000.00	\$2,000.00
Williamson, County of	STEP	AP	18	0047	PBT	4	\$500.00	\$2,000.00
Williamson, County of	STEP	AP	18	0047	Portable Speed Bump	2	\$319.00	\$638.00
Williamson, County of	STEP	AP	18	0047	Portable Lights	3	\$2,355.00	\$7,065.00
Williamson, County of	STEP	AP	18	0047	Cargo Trailer	1	\$4,000.00	\$4,000.00
Williamson, County of	STEP	AP	18	0047	Generator	1	\$2,000.00	\$2,000.00

State Agency FY18 Applications	Project Task	PN 1	PN 2	PN 3	Equipment	Quantity	Cost Per Unit	Total Per Item
ISP, Motorcycle Patrol Unit	18-04-09				Helmets	30	\$425.00	\$12,750.00
ISP, Motorcycle Patrol Unit	18-04-09				Helmet Communicaiton Syster	30	\$450.00	\$13,500.00
ISP, Breath Testing Support	18-13-03				EC/IR Instruments	20	\$6,875.00	\$137,500.00
ISP, Breath Testing Support	18-13-03				ASV XL Instruments	15	\$3,745.00	\$56,175.00
ISP, Breath Testing Support	18-13-03				Printers to Technicians	10	\$200.00	\$2,000.00
ISP, Breath Testing Support	18-13-03				4 Office Printers & 1 Fax Mach			\$2,500.00
ISP, Breath Testing Support	18-13-03				EC/IR II Breath Tubes	20	\$150.00	\$3,000.00
ILCC, BASSET	18-13-15				Laptop & Printer	1		\$2,000.00

## **Addendum 7**



# Illinois

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## Impaired Driving Strategic Plan

FINAL  
Approved 6/28/2017

Developed by:  
The Illinois Impaired Driving Task Force

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## **Introduction**

Over the last three decades, progress has been made fighting the menace of impaired driving in the U.S., albeit frustratingly slow. Still, every 50 minutes someone in this nation dies at the hands of an impaired driver. Someone's friend, someone's family member, someone's teacher, someone's mother—someone who should not have died.

Alcohol-impaired levels of 0.08 BAC or higher in motor vehicle fatalities in the U.S. and in Illinois have declined over the past two decades. In 1995 in the United States, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) estimates show 13,478 individuals lost their lives in alcohol-impaired crashes. In 2005, the number of lives lost rose slightly to 13,582. In 2015, the number of alcohol-impaired motor vehicle crash deaths was 10,265 on our nation's roads, a 24% reduction compared to 1995.

In Illinois, 549 people died in alcohol-impaired motor vehicle crashes in 1995. In 2005, deaths dropped to 458, and, in 2015, 307 fatalities occurred in Illinois at the hands of an alcohol-impaired driver, a 44% reduction over the last 20 years. While Illinois has realized a larger reduction than national numbers in fatalities at the hands of alcohol-impaired drivers, even one life lost is too many. It is noteworthy that total traffic fatalities have decreased significantly in Illinois during this time going from 1,586 in 1995 to 998 in 2015, a 37% decrease. Overall, Illinois motor vehicle fatalities reached a modern transportation-era low of 911 in 2009.

NHTSA estimates show over time the number of alcohol-impaired deaths is declining, but the fact remains over 30% of all motor vehicle deaths in Illinois still involve alcohol-impaired drivers. Drunk driving is a problem that is far from being solved; however, and alcohol involvement alone is not the entire picture.

Impaired driving involves both alcohol AND drug impairment. Comparatively,

data on drugged driving is not yet equal with that of drunk driving, but what we do know is cause for concern.

*Unlike alcohol, relatively little is known about the drug use of drivers, and the risks drugs pose to crash involvement. Much of the information on drivers using drugs has come from self-report surveys, such as the National Survey on Drug Use and Health. Although useful as a measure of the prevalence of drug and alcohol use among drivers, it is possible that self-report data on drug use and driving may be underreported. Injury and fatality data also have been useful. Risk analyses based on injury data can either retrospectively attribute presumed causation to drugs in the fatally injured drivers (responsibility analysis) or attempt to match the data with archival non-crash data. (Source: Drug and Alcohol Crash Risk: A Case-Control Study - DOT HS 812 355)*

At the very least, overall use of all illicit drugs may provide some evidence of the likelihood of marijuana use or other illicit drug use by drivers. If overall use increases, then the likelihood of drugged driving may increase as well.

The self-reported numbers shown below from the *2015 National Survey on Drug Use and Health* emphasize this point by showing the substantial number of individuals who say they have used illicit drugs in the past month.

*The 2015 National Survey on Drug Use and Health (NSDUH) reports that:*

- *In 2015, 27.1 million people aged 12 or older used an illicit drug in the past 30 days, which corresponds to about 1 in 10 Americans (10.1 percent).*
- *The illicit drug use estimate for 2015 continues to be driven*

*primarily by marijuana use and the misuse of prescription pain relievers, with 22.2 million current marijuana users aged 12 or older (i.e., users in the past 30 days) and 3.8 million people aged 12 or older who reported current misuse of prescription pain relievers.*

- *The 2015 estimate of current marijuana users was similar to the estimate in 2014, but it was higher than the estimates from 2002 to 2013. This increase in marijuana use among people aged 12 or older reflects the increase in marijuana use by adults aged 26 or older and, to a lesser extent, the increase in marijuana use among young adults aged 18 to 25.*

*(Source: Key Substance Use and Mental Health Indicators in the United States: Results from the 2015 National Survey on Drug Use and Health)*

Drunk and/or drugged driving IS impaired driving, and data clearly shows the battle to eliminate impaired driving in Illinois is far from over. The complex problem of reducing impaired driving crashes, injuries and fatalities has many facets including enhanced enforcement techniques, effective public relations, law enforcement training, and the proper prosecution and adjudication of DUI law in order to SAVE LIVES.

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## **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 the Illinois Impaired Driving Strategic Plan (IIDSP). IIDTF by-laws explaining the authority of the task force to operate and describing processes used to develop the IIDSP, and a list of IIDTF members with their titles and organizations are attached to this IIDSP.

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## 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*.



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## 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, 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.

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## Strategy

### 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.

##### 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.

**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.

## Focus Area 2

### Prevention

#### Objective 1

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

##### Strategy 1

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

##### 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 beverage sales and service.

###### Tactic 1

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

##### Strategy 4

Control hours, locations, and promotions of alcohol sales.

#### Objective 2

Develop and enhance coalitions in the prevention of underage drinking/drug use 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 marijuana and prescription drug abuse 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 abuse epidemic and addiction.

**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

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 four years.

##### Tactic 2

Update police academy curriculums to reflect the most current *NHTSA DWI Detection and Standardized Field Sobriety Testing Manual*.

##### Tactic 3

Provide training and encourage law enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) to detect and identify the drug impaired driver.

##### Tactic 4

Train law enforcement officers in Drug Recognition Expert (DRE) to detect and identify the drug impaired driver.

##### Tactic 5

Consider ways to train officers regarding phlebotomy.

#### Strategy 2

Enforce DUI Laws.

##### Tactic 1

Expand high visibility DUI enforcement saturations including Roadside Safety Checks.

##### Tactic 2

Expand trainings, including phlebotomy, and technical assistance for law enforcement and prosecutors to implement DUI no-refusal search warrant programs and processes in their communities.

##### Tactic 3

Conduct nighttime seat belt enforcement to detect unbelted impaired drivers.

##### Tactic 4

Publicize and enforce zero tolerance laws for drivers under age 21.

## **Objective 2**

Prosecute, impose sanctions on, and treat DUI offenders.

### **Strategy 1**

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

### **Strategy 2**

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

#### **Tactic 1**

Support a pilot study of saliva testing for the identification of drugs used by impaired drivers.

#### **Tactic 2**

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 3**

Encourage the use of search warrants to obtain blood tests from individuals charged with DUI or Aggravated DUI.

#### **Tactic 4**

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, including the award of continuing legal education credits.

#### **Tactic 5**

Re-establish a network of law enforcement officers and prosecutors to work on impaired driving issues.

#### **Tactic 6**

Educate medical facilities regarding no civil liability for the truthful reporting of blood and urine tests performed on individuals charged with DUI and Aggravated DUI, and encourage reporting of those tests.

#### **Tactic 7**

Support funding of laboratories equipped to test for cannabis and other drugs.

#### **Tactic 8**

Re-write and simplify the Warning to Motorist utilized in DUI arrests.

#### **Tactic 9**

Create and maintain a list serve and newsletter for prosecutors and law enforcement officers.

**Strategy 3**

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.

**Strategy 4**

Identify and detect high BAC and repeat offenders.

**Tactic 1**

Ensure screening of all high-risk DUI offenders for substance abuse problems and require treatment when appropriate.

**Strategy 5**

Clarify and adopt more concise DUI and other related laws.

**Tactic 1**

Study the use of seizure and forfeiture statutes in regard to DUI offenders and suggest changes where needed.

**Tactic 2**

Review the Boat (625 ILCS 45/5-16) and Snowmobile (625 ILCS 40/5-7) Operation Under the Influence statutes for consistency with the DUI law.

**Tactic 3**

Clarify and simplify the implied consent statute (625 ILCS 5/11-501.1).

**Strategy 6**

Provide training for Illinois Judges.

**Tactic 1**

Continue and encourage further use of Victim Impact Panels

**Tactic 2**

Conduct 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 allow non-judges to conduct DUI law training.

**Objective 3**

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 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**

Develop a law enforcement speaker's bureau to discuss successes achieved when addressing the DUI driver.

**Tactic 4**

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

**Tactic 5**

Develop a curriculum to be utilized by law enforcement officers to educate students about the dangers of alcohol and other drugs and to enable them to make better decisions.

## Focus Area 4

### Communication

#### **Objective 1**

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

#### **Strategy 1**

Develop and execute 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 driving/seat belt ads.

#### **Strategy 3**

Develop an impaired motorcycle rider media campaign.

#### **Strategy 4**

Look at 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 impaired driving.

### **Strategy 1**

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

### **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 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**

Promote DUI Courts.

#### **Tactic 4**

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 drinking and 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, substance abuse, 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 abuse and underage drinking prevention.

##### **Tactic 1**

Increase visibility in town halls and with traffic safety forums.

##### **Tactic 2**

Provide facts on marijuana and prescription drug abuse 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 abuse.

## Focus Area 5

### Alcohol/Drug Misuse

#### Objective 1

Screening and Assessment of DUI Offenders, 625 ILCS 5/11-501.1(a)—prior to sentencing, a defendant shall undergo a professional evaluation by an agency licensed by the Illinois Department of Human Services (DHS).

##### Strategy 1

Consistent Use of Evaluations.

###### Tactic 1

All DUI Offenders will be evaluated pursuant to statute prior to sentencing to ensure the court and the parties have complete and accurate information relative to an offender's risk to public safety including the existence and extent of any alcohol/drug problems.

##### Strategy 2

Educate Judges and Prosecutors.

###### Tactic 1

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

###### Tactic 2

Educate judges and prosecutors as to how to interpret evaluations and appropriate substance abuse sentencing options.

###### Tactic 3

Educate judges as to how to sentence pursuant to the evaluation to enhance public safety and to impose appropriate requirements on specific offenders to reduce recidivism.

###### Tactic 4

Impress upon prosecutors to review evaluations prior to making an 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

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

**Tactic 2**

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

**Tactic 3**

Provide DUI Court Team training to stakeholders, (National Association of Drug Court Professionals (NADCP) and the 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 (NDCI will help train the trainers to provide local DUI Court practitioners to continue new DUI Courts).

**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**

Subject DUI offenders, “as a condition of their bond” 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**

Report any positive chemical test results 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).

**Tactic 3**

Require those offenders with positive urine analysis, portable breath tests, alcohol monitoring device, or Breath Alcohol Ignition Interlock Device pre-disposition to test as a condition of their DUI sentence.



**Strategy 2**

Ensure sobriety among persons guilty of DUI.

**Tactic 1**

Make alcohol monitoring devices a common condition of sentences when the offender has a DHS, Division of Alcoholism and Substance Abuse “High Risk” classification for alcohol.

**Tactic 2**

Make urine analysis a common condition of sentences when the offender has a DHS, Division of Alcoholism and Substance Abuse “High Risk” classification for drugs.

**Objective 4**

Establish individualized treatment plans for all DUI offenders.

**Strategy 1**

Ensure treatment provided to DUI offenders is individualized and specific to the offender’s needs.

**Tactic 1**

All treatment providers must develop an individualized treatment plan that is provided to probation if that defendant is monitored by probation or to the court, state’s attorney’s office, or other monitoring agency if not monitored by probation. Any treatment plan placed in a court file must be sealed.

**Tactic 2**

A DUI offender’s progress in treatment must be monitored by probation as well as the court and other monitoring agencies.

**Tactic 3**

Support a pilot study of 24/7 Sobriety Court.

**Strategy 2**

Treatment providers must have the ability to consistently check the offender’s alcohol and drug levels with chemical and breath testing. They must have the responsibility to provide those results to probation, the state’s attorney’s office and the courts.

**Tactic 1**

Educate and encourage the use of chemical testing in all levels of treatment.

**Tactic 2**

Change DHS, Division of Alcoholism and Substance Abuse regulations to allow and require treatment providers to share treatment plans, conduct regular testing for alcohol and other drugs, and to report test results regularly to criminal justice departments such as probation, the state’s attorney’s office, or other monitoring agency.

## 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.

#### **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.

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## **Illinois Core Highway Safety Performance Outcome Measures and Goals**

The Illinois Department of Transportation, as Illinois' Highway Safety Office, each year develops core outcome measures and goals for the IHSP. It is these outcome measures and goals that drive the objectives, strategies and tactics of the IIDSP and provide measures for their effectiveness.

The IHSP is coordinated with the Illinois Strategic Highway Safety Plan (ISHSP) which provides strategic direction for the IHSP. ISHSP high-level goals (total fatalities, total fatality rate, total severe injuries, total injury rate, and non-motorized fatalities and serious injuries), emphases areas, and strategies are incorporated into the HSP.

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2018 IHSP, Illinois continues with the goals on the 15 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal.

The following pages contain IHSP core outcome measures and goals taken directly from the FY 2018 IHSP.

**Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities  
(2011-2015)**

Gender	Age Group	Total A-Injuries & Fatalities	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	903	72	8.0%
	9 to 15	1,316	71	5.4%
	16 to 20	4,194	600	14.3%
	21 to 34	10,616	2,679	25.2%
	35 to 64	14,908	2,398	16.1%
	65+	3,385	198	5.8%
Female	0 to 8	791	67	8.5%
	9 to 15	1,286	103	8.0%
	16 to 20	4,085	398	9.7%
	21 to 34	8,570	1,260	14.7%
	35 to 64	11,689	1,045	8.9%
	65+	3,379	111	3.3%
Total		65,122	9,002	13.8%

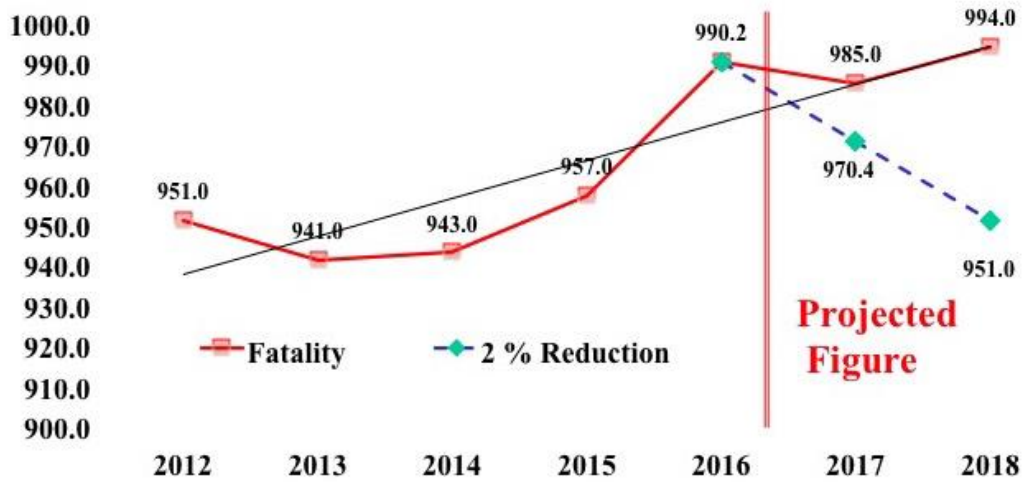
The group with the highest percentage of alcohol-related a-injuries and fatalities is males aged 21 to 34. Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are going to be more apt to drink and drive, it is not surprising that the percentage of males aged 21 to 34 have the highest rate of alcohol-related A-injuries and fatalities.

Core Highway Safety Performance Measures Based on Rolling Average Using 2012-2016 FARS and Survey Data										
Selected Core Measures	Rolling Average					Projected Measures for 2017 and 2018 Based on Different Options				Final Projection Option
						Ordinary Least Square Projections		2% Reduction Annually as Compared to 2012- 2016 Baseline Data		
	Baseline (Rolling Average)					Option 1		Option 2		
NHTSA/FHWA Common Core Measures	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2017	2018	2017	2018	
Total Fatalities	951.0	941.0	943.0	957.0	990.2	985.0	994.0	970.4 <sup>2</sup>	951.0 <sup>2</sup>	2
Fatality Rate	0.90	0.90	0.90	0.91	0.94	0.94	0.94	0.92 <sup>2</sup>	0.90 <sup>2</sup>	2
Total Serious Injuries <sup>1</sup>	12675.0	12454.8	12203.2	12245.8	11774.4	11502.8	11231.1	11502.8 <sup>3</sup>	11231.1 <sup>3</sup>	1
Total Serious Injury Rate <sup>1</sup>	12.06	11.87	11.65	11.70	11.29	11.06	10.83	11.07 <sup>3</sup>	10.83 <sup>3</sup>	1
Non-motorized Fatality (Pedestrian and Bicyclist and Other Cyclist)	152	151	154	162	163	163.3	169.6	159.7 <sup>2</sup>	156.5 <sup>2</sup>	2
<b>NHTSA Only Core Measures</b>										
Rural Fatality Rate <sup>1</sup>	1.48	1.49	1.54	1.60	1.58	1.60	1.62	1.55 <sup>2</sup>	1.52 <sup>2</sup>	2
Urban Fatality Rate <sup>1</sup>	0.71	0.70	0.69	0.69	0.67	0.66	0.65	0.657 <sup>4</sup>	0.643 <sup>4</sup>	2
Unrestrained Passenger Vehicle Occupant Fatalities <sup>1</sup>	282.0	272.0	268.0	264.0	249.4	239.8	230.0	244.4 <sup>3</sup>	239.5 <sup>3</sup>	1
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher <sup>1</sup>	312.0	307.0	305.0	308.0	295.0	288.0	282.0	289.1 <sup>3</sup>	283.3 <sup>3</sup>	1
Motorcyclist Fatalities	138.0	141.0	139.0	142.0	144.0	144.5	145.6	141.1 <sup>2</sup>	138.3 <sup>2</sup>	2
Unhelmeted Motorcycle Fatalities	105.0	108.0	105.0	104.0	106.0	105.0	104.8	103.9 <sup>4</sup>	101.8 <sup>4</sup>	2
Speed Related Fatalities <sup>1</sup>	395.0	402.0	407.0	393.0	390.0	385.0	380.0	382.2 <sup>4</sup>	374.6 <sup>4</sup>	2
Young Drivers Involved in Fatal Crashes (Under 21)	132.0	128.6	128.0	125.8	128.0	125.3	124.2	125.4 <sup>3</sup>	122.9 <sup>3</sup>	2
Pedestrian Fatalities	127.0	125.0	127.0	134.0	136.6	138.4	141.2	133.9 <sup>2</sup>	131.2 <sup>2</sup>	2
Bicyclist and Other Cyclist Fatalities	25.0	26.0	27.0	28.0	26.5	28.0	28.5	26.0 <sup>2</sup>	25.5 <sup>2</sup>	2
Seat Belt Usage Rate	92.3	92.9	93.4	93.9	93.9	94.6	95.0	N/A	N/A	1

1 2016 data are estimated. 2 These figures are projected to go up Using Option 1.  
3 Note: these figures are projected to go down greater than 2% annually using Option 1.  
4 Note: these figures are projected to go down less than 2% annually using Option 1.

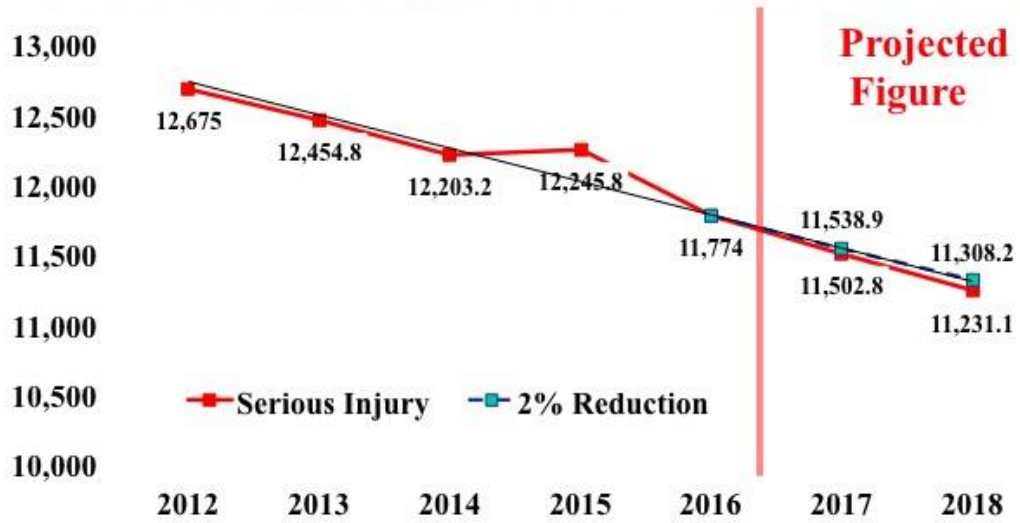
**Goal:** To reduce the statewide traffic fatalities from 990.2 (2012-2016 average) to 951 by December 31, 2018.

## Total Number of Traffic Fatalities



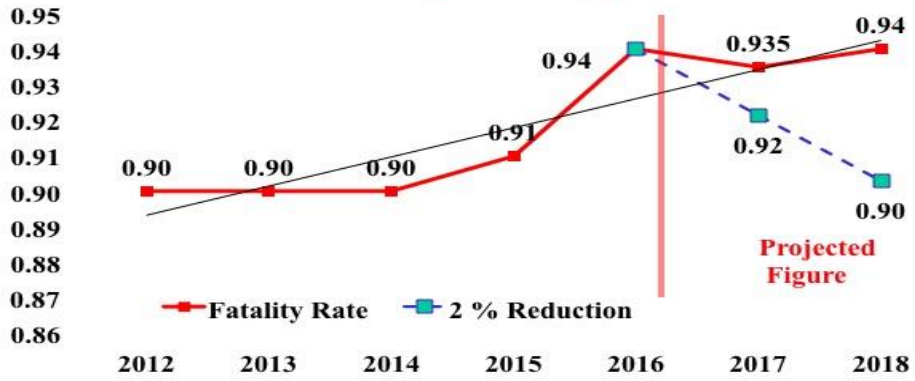
**Goal:** To reduce the statewide severe injuries from 11,774 (2012-2016 average) to 11,308.2 by December 31, 2018.

## Total Serious Injuries in Traffic Crashes



**Goal:** To reduce the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) from 0.94 (2012-2016 average) to 0.90 by December 31, 2018.

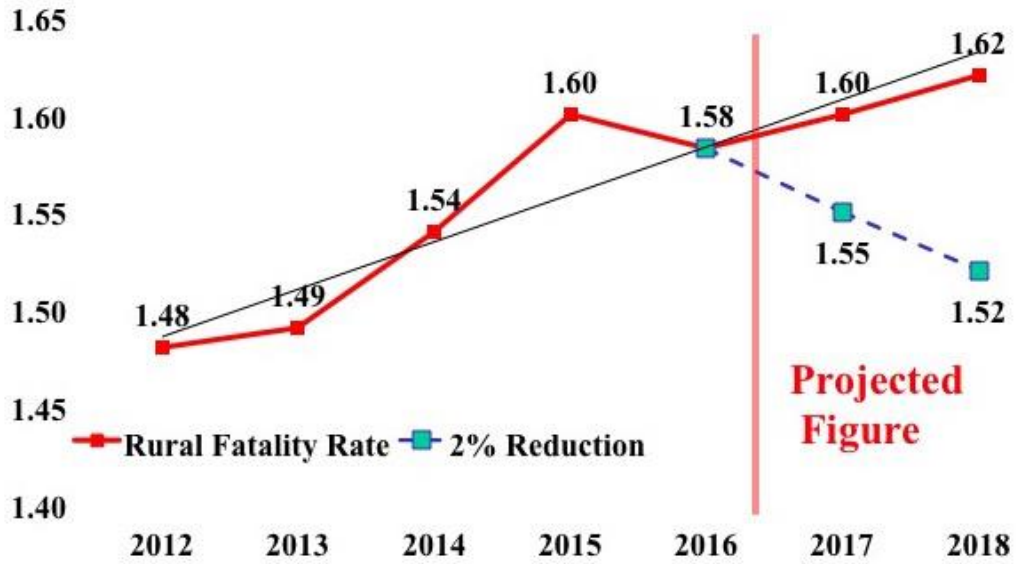
## Total Traffic Fatality Rate per 100 M VMT



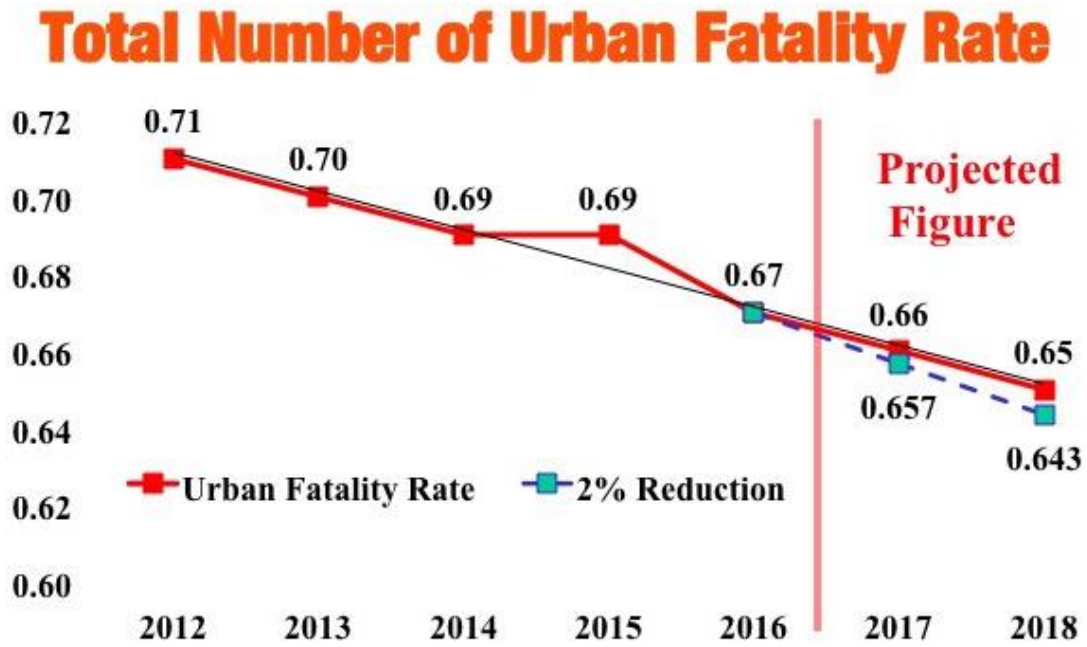


**Goal:** To keep the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) from 1.58 (2012-2016 average) to 1.52 by December 31, 2018.

## Total Number of Rural Fatality Rate

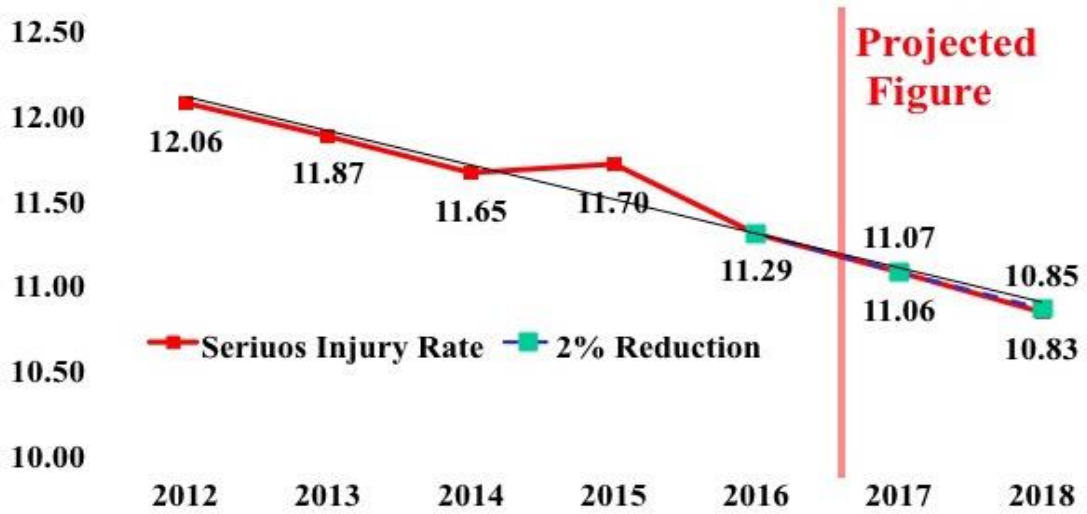


**Goal:** To reduce the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) from 0.67 (2012-2016 average) to 0.643 by December 31, 2018.



**Goal:** To reduce the statewide severe injury rate per 100 million vehicle miles of travel (VMT) from 11.29 (2012-2016 average) to 10.85 by December 31, 2018.

## Total Serious Injury Rate per 100M VMT



**Goal:** To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 295 (2012-2016 average) to 283.3 by December 31, 2018.

## Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher



BYLAWS

OF THE ILLINOIS IMPAIRED DRIVING TASK FORCE - IIDTF

EFFECTIVE FEBRUARY 12, 2017

ARTICLE I.  
NAME AND AFFILIATION

SECTION 1. NAME.

This Task Force is known as the Illinois Impaired Driving Task Force – IIDTF

SECTION 2. REPORTING

The Task Force will report on its activities and recommendations to the Secretary of Transportation, or designee at the beginning of each state fiscal year, with the first report due July 1<sup>st</sup>, 2017.

SECTION 3. METHOD

The Office of the Illinois Department of Transportation - IDOT Program Development, is responsible for the administrative responsibilities of the Task Force and its membership.

ARTICLE II.

MISSION STATEMENT

SECTION 1.

The Mission of the Task Force is to eliminate avoidable motor vehicle crashes and resultant, injuries or deaths caused by impaired drivers through the 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.

SECTION 2.

TASK FORCE OPERATIONS AND OBJECTIVES

The Illinois Impaired Driving Task Force will leverage the expertise of its members to accomplish its main objective of developing a statewide impaired driving strategic plan. The strategic plan will augment the annual Illinois highway safety plan, lending overall direction to programs for which federal highway safety funding will be available, and providing guidance to Illinois' numerous individuals, organizations and governmental bodies who play a role in the fight against impaired driving.

The Impaired Driving Task Force discussions will include: a review of current Illinois law; ways to enhance prosecution and adjudication of offenders, law enforcement methodology; treatment and monitoring of offenders; and prevention, intervention, and education of the public on the issue of impaired driving.

The Task Force will hold meetings every other month; appoint new members as appropriate; and elect chairperson(s) and a Secretary at the beginning of each state fiscal year – July 1<sup>st</sup>.

Meetings will alternate between the Chicago Metropolitan Area and downstate locations. Conference calling will be utilized whenever appropriate. Regular rules will apply to Task Force members on the telephone or any other electronic meeting method.

Meeting minutes will be recorded for each meeting and distributed to members prior to the next regularly scheduled meeting. Special meetings of the Task Force may be called by the Chairperson(s) or a majority of the Task Force members.

### ARTICLE III

#### COMMITTEE COMPOSITION

##### SECTION 1.

##### MEMBERSHIP

The Task Force will be comprised of voting members representing the Department of Transportation (“internal”), as well as the Governor’s Office,

General Assembly, the Illinois judicial system, other state agencies, and Impaired driving advocacy groups. Internal members will be appointed by the

Secretary of Transportation or a designee, with external members

appointed by the Governor's Office, the General Assembly, the Illinois Judicial System, other state agencies, and impaired driving advocacy groups. The Task Force membership shall include, but not be limited to:

1. INTERNAL

- IDOT Director of Program Development (or designee)
- IDOT Bureau Chief of Safety Engineering
- IDOT Impaired Driving Program Coordinator

2. EXTERNAL

- Local and or county police representative(s)
- Illinois state police representative(s)
- Judicial representative
- Prosecutorial representative
- Probation and court services representative
- The Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving (and representative(s) or another 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

SECTION 2.

VOTING RIGHTS

Each Internal and External entity appointed to the Task Force shall have one vote. If the entity has multiple membership representatives, the individuals shall confer and cast one vote on behalf of the agency or membership represented.

In the event of a tie, the chairperson shall cast the deciding vote.

SECTION 3.

QUORUM

A quorum will consist of a simple majority of the appointed members.

SECTION 4.

RESIGNATION

Any Task Force member may resign by filing a written resignation letter with the Chairperson(s).

#### ARTICLE IV

##### MEMBERSHIP RESPONSIBILITY

###### SECTION 1.

Members of the Task Force are cognizant of the utmost importance of effort to attend each meeting. If a member cannot attend, the chairperson(s) shall be notified prior to the meeting.

###### SECTION 2.

Each member should study the issues which come before the Task Force prior to a meeting in order to contribute to the resolution process.

#### ARTICLE V

##### IIDTF STANDING RULES

The rules contained in the current edition of Roberts Rules of order, newly revised, shall govern this Task Force in all cases to which they are applicable.

#### ARTICLE VI

##### BYLAWS AMENDMENTS

The Task Force may consider revisions to these Bylaws at any meeting so long as the Task Force members have been provided with written notification of possible revisions 30 days in advance. This 30-day requirement may be waived by a majority vote of the Task Force members. Bylaw amendments require a majority vote.

#### ARTICLE VII

##### EFFECTIVE DATE

These bylaws and any amendments shall become effective upon adoption by the Task Force.



## **2017 Illinois Impaired Driving Task Force Membership**

### **Chairperson**

Thomas Weitzel, Chief of Police - Riverside Police Department

### **Co-Chairs**

Sam Canzoneri, Executive Director - Mothers Against Drunk Driving, Downers Grove

Rita Kreslin, Executive Director - Alliance Against Intoxicated Motorists, Schaumburg

### **Judiciary**

The Honorable Jeffrey B. Ford, Circuit Court Judge – Champaign County

### **Governor's Office**

Bob Stefanski, Deputy House Legislative Liaison

### **State Agencies**

Priscilla Tobias, Director, Office of Program Development - IDOT

Paul Lorton, Bureau Chief, Bureau of Safety Programs and Engineering - IDOT

Steven Esslinger, Interim Section Chief, - IDOT

Shannon Alderman, Impaired Driving Program Coordinator - IDOT

Michael Zalewski, Illinois State Representative - District 23

Patrick Hahn, Manager of In-Service Training - Illinois Law Enforcement Training and Standards Board

Mary Riseling, Department of Programs and Policy - Illinois Secretary of State's Office

### **Law Enforcement**

William Langheim, Lieutenant - Illinois State Police

Nancy Easum, Legal Counsel/Ethics Office - Illinois State Police

Lt. William Gutschick, Operations - Riverside Police Department

Sgt. Lee Graham, St. Clair County Sheriff's Office

Ofc. Brian Greenenwald, Riverside Police Department

### **Prosecution**

Jennifer Cifaldi, Illinois Traffic Safety Resource Prosecutor

### **Illinois SFST/DRE Coordinator**

Tom Turek, Illinois Law Enforcement Training and Standards Board

### **Court Services**

Dan Hunt, Director of Court Services - Peoria County

Richard Krajewski, Supervisor of DUI Evaluations - DuPage County

### **Illinois State Bar Association**

Larry Davis, the Davis Law Group, P.C. - Illinois State Bar Association

### **Organizations**

Cathy Stanley, Court Watch Director - Alliance Against Intoxicated Motorists

Pamela Barnett, Director of Victim Services - Alliance Against Intoxicated Motorists

Doug Petit, Parent and Teens Together - PATT (Victim)

Trish Clegg, Court M

## **Addendum 8**

**APPENDIX B TO PART 1300 –  
APPLICATION REQUIREMENTS  
FOR SECTION 405 AND SECTION 1906 GRANTS**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

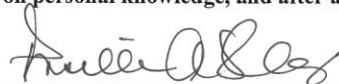
State: Illinois

Fiscal Year: 2018

**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

6/27/17

Date

**Priscilla A. Tobias, P.E.**

Printed name of Governor's Representative for Highway Safety



# **TRAFFIC RECORDS PROGRAM AREA**

## **Traffic Records Overview**

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

In FY 2016, NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements, using the State Traffic Records Assessment Program (STRAP), an online data management system, State respondents enter their answers and supporting documentation to questions they have been assigned. The assessors then reviewed this information and made their initial determinations. There were two additional rounds of this question-and-answer process to ensure the information was accurate and understood by the assessors. At the conclusion of the third round, assessors made their final determinations and recommendations before they produced a final report. The final report-out was held on June 14, 2016.

NHTSA assembled a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). The purpose was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the counter-measures applied in attempts to reduce or eliminate those problems and to evaluate those efforts for their effectiveness.

Since 2011, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

### **Crash Data**

- Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System (IRIS) application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor, improving data updates.
- IDOT has developed an automated process to provide electronic large truck- related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof.
- Illinois has successfully partnered with 10 approved third party vendors to assist local agencies in collecting their XML crash data to be submitted to IDOT.

licenses and identification cards. The OPSID class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold. The emphasis of these classes is to teach the students of these particular establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

### **Illinois State Police**

The Alcohol and Substance Testing Section conducts Breath Analysis Operator training classes annually for local law enforcement officers. The Technicians also instruct courses for ISP cadets. A high number of practice tests are conducted on all training instruments. All evidential and preliminary breath testing instruments approved for use in Illinois must be used during these classes. Additionally, the students must demonstrate proficiency on these instruments in order to successfully complete the course. These training instruments are also used for State's Attorney and Probation Officer training seminars. This training equipment will train additional law enforcement officers as Breath Analysis Operators.

### **Law Enforcement Liaisons**

IDOT's Law Enforcement Liaisons (LELs) responsibility is to assist IDOT with local law enforcement grants. The State's LELs work with local, county, and state law enforcement agencies to encourage participation in State and national mobilizations and campaigns. LELs encourage law enforcement agencies to conduct routine enforcement patrols to address particular program areas, as well as high visibility enforcement operations, educational programs, and earned media events. The LELs meet with local law enforcement agency personnel to inform them about the enforcement programs and mobilization activities offered by IDOT. The LELs also discuss with local law enforcement the occupant protection, impaired driving, speed, and distracted driving messages that IDOT is promoting through paid media campaigns.

The LELs coordinate DUI-related training for local law enforcement agencies through the Illinois State Police Academy, the Illinois Law Enforcement Training and Standards Board's mobile training units (MTU's) and state or national conferences. The LELs also organize media events for the annual national and state impaired driving mobilizations.

### **Earned Media**

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program.

In FY 2018 for the Holiday Season, Memorial Day, Independence Day and National Enforcement Crackdown, IDOT will conduct media events statewide when the media is most likely to give coverage to the effort. At the kickoff of each campaign period, and two weeks prior to the announced kickoff, IDOT will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the IDOT press conferences, IDOT law enforcement grantees are required to submit

news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a highway safety message into the social networks of Illinois' motorists.

### **Paid Media**

The impaired driving and occupant protection enforcement campaigns also include paid media in addition to earned media. Paid media allows maximum reach and frequency of enforcement messages during campaigns ensuring direct exposure to the intended audience of 21-34 year old males. Paid messages are focused on enforcement and remind motorists to not drink and drive and wearing their seat belt which also alerts them that not doing so will result in arrest.

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2018, IDOT will utilize targeted, paid social media to further increase exposure to anti-impaired driving and seat belt messages.

The main focus of the impaired driving and occupant protection programs, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 70 percent of alcohol-related fatalities occurred.

### **Evaluation Plan**

The Click It or Ticket and Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, IDOT will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, IDOT will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available.

### **Project Evaluation**

Project evaluation is an ongoing process conducted throughout the grant agreement period. There are two types of projects: 1. those that have enforcement and educational components and 2. those that have only an educational component. For the enforcement projects, IDOT has set specific and measurable performance standards (e.g., # of citations per hour of patrol). All grantees must submit enforcement data to DTS after each campaign is completed. IDOT collects the data, processes and analyzes it to determine whether the grantee met their performance standards.

Both monthly and evaluation reports of these projects will assist the LELs, project and program coordinators to monitor their enforcement projects. The annual evaluation of these projects can be used as a tool to determine whether:

- To continue with the project activities as they are
- To modify the activities to improve performance
- To cancel the activities for lack of progress or poor performance
- To review performance objectives for possible modifications

All local STEP enforcement projects submit a TS 205 form, STEP Mobilization Data Collection sheet, after each campaign enforcement period. This form must be either e-mail or fax within two weeks of completing the enforcement activities to IDOT's Evaluation Unit.

### Project Monitoring

IDOT believes in monitoring and oversight of the law enforcement projects. The Grant Administrator's conduct quarterly on-site monitor visits along with continuous follow-up and adjustment to the law enforcement projects. Some examples of the adjustments to the projects include: reduction or increase in patrol plan, increase or decrease in funding, change in local agency project director. The LEL's meet with law enforcement agencies to review project performance, financial issues, organizational structure and ways to improve their projects in their communities. An initial orientation meeting may be held before the effective date of the grant agreement and is considered an on-site meeting for documentation purposes. Orientation meetings should be documented on the BSPE 26 form for local project agreements or BSPE 26-A form for the state agency project agreements. After the first quarter, on-site meetings may be held quarterly or as otherwise determined and documented by the LEL Supervisor. Projects evidencing any significant problems might need on-site monitoring more frequently. Some local projects, by their nature, may not lend themselves to multiple on-site visits and should be treated accordingly. Projects with sporadic activity, like the STEP grants, may require only quarterly visits. This should be documented on the first on-site visit form.