

2018

• HIGHWAY SAFETY PROGRAM ANNUAL REPORT •



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Mission

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

Introduction

The Bureau of Safety Programs and Engineering (BSPE) is the state's highway safety office responsible for producing the annual Highway Safety Plan (HSP), the Annual Report (AR), and will oversee the highway safety funding from the National Highway Traffic Safety Administration (NHTSA).

The Bureau of Safety Programs and Engineering will take the lead for the state of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal coordination and cooperation from the other bureaus. The FY 2018 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2017 through September 30, 2018 and evaluations of the various highway safety programs supported by these resources.

In 2017, motor vehicle fatalities were over 1,000, with 1,097 traffic fatalities. Motor vehicle fatalities continue to rise in Illinois. Illinois will continue to fund programs with increased enforcement during night time hours, aggressive public information and education campaigns, trainings, and extensive paid media campaigns around all national and state campaigns to help drive down motor vehicle fatalities and serious injuries.

IDOT faces challenges in the upcoming years such as reducing the increase of motor vehicle crash fatalities and serious injuries, increasing Illinois' number of DUI Courts, addressing the growing problems of drug and distracted driving, and recruiting more law enforcement agencies for its highway safety programs. Other challenges include: implementing the recommendations from the Traffic Records Assessment conducted in 2016; utilizing the Illinois Impaired Driving Task Force to develop an action plan for the Illinois Impaired Driving Strategic Plan; providing highway safety projects with heat maps and data trees to help pinpoint motor vehicle crashes; addressing the ongoing speeding problem and ever-increasing problems like drugged, drowsy, and distracted driving; and increasing funding for more enforcement and paid media. IDOT will continue to work with its traffic safety partners in an effort to make Illinois a safer place to travel.

The Grant Accountability and Transparency Act (GATA), introduced in March 2016, was fully implemented for FY 2018 and will be in future years going forward. The purpose of GATA is to provide accountability and transparency to an agency in the use of grant funds; limit fraud, waste, and abuse; and specifically define the purpose, scope, applicability, and responsibilities in the life cycle of a grant.

Anyone seeking additional information or interested in learning more about highway safety programs in Illinois may contact:

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Bureau of Safety Programs and Engineering
2300 South Dirksen Parkway
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217/782-3568
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FY 2018 Highlights

- Achieved a seat belt usage rate of 94.6 percent.
- Conducted an Impaired Driving Assessment.
- 14,730 motorcyclists enrolled in IDOT's Cycle Rider Safety Training Program during federal fiscal year 2018. This is an increase of over 10 percent from 2017.
- Funded 177 state and local law enforcement agencies.
- Conducted two Drug Recognition Expert (DRE) Trainings. Illinois now has 138 DRE officers, an all-time high. This is nearly triple the number of Illinois DREs four years ago.
- Developed a new media campaign titled "Life or Death Illinois."
- 99 child passenger safety events were held in which approximately 1,500 car seats were checked.
- Partnered with four states (Missouri, Indiana, Wisconsin, and Iowa) for May Border to Border seat belt enforcement effort.
- Offered Illinois' first Distracted Driving Enforcement Grant Opportunity with 92 local agencies participating.
- Illinois has 1,727 certified Child Passenger Safety Technicians. 58.1 percent (396) of the 682 eligible CPS Technicians were recertified.

Illinois Quick Facts

Illinois Seat Belt Usage Rates for 2018

- Overall seat belt usage rate is 94.6 percent.
- Usage rate on weekends is 92.9 percent.
- Usage rate on weekdays is 95.5 percent.
- City of Chicago is 88.7 percent.
- Cook County is 95.5 percent.
- Collar Counties is 94.8 percent.
- Downstate is 94.8 percent.
- Residential Roads is 93.4 percent.
- US/IL Highways is 95.3 percent.
- Interstates is 95.7 percent.

Illinois Car Seat Usage Rates for 2017

- Overall Car Seat Usage Rate is 89.1 percent based on 2017 Observational Survey data. (2018 Car Seat Survey was not conducted)

Vehicle Miles of Travel (VMT) and Licensed Drivers (LD)

- Travel increased by one percent from 107.17 billion in 2016 to 108.16 billion VMT in 2017
- The mileage death rate remained unchanged from 2016 to 2017 at 1.01 per 100 million VMT.
- Licensed drivers increased 0.11 percent from 9.15 million in 2016 to 9.16 in 2017.

Illinois Fatality Rates

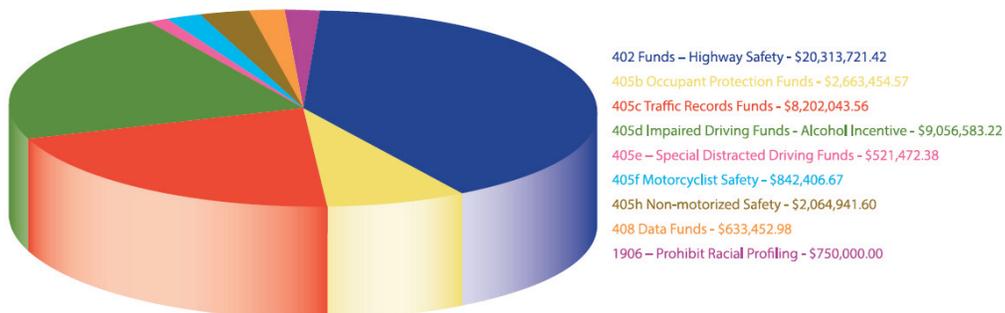
- 1,097 persons were killed in 998 fatal crashes in 2017.
- There was an average of 1.1 deaths per fatal crash.
- The 2017 fatality rate for Illinois was 1.01 (per one hundred million vehicle miles).
- 32 percent of all fatally injured drivers had a positive Blood Alcohol Concentration (BAC).
- The 2017 alcohol-impaired fatality rate for Illinois was 0.32 (alcohol-impaired fatalities per 100 million VMT).

For further crash fact information, go to

www.idot.illinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data

FY 2018 Allocated Funds

FY 2018 ALLOCATED FUNDS PER FUNDING SOURCE
TOTAL - \$45,048,076.40



State Highway Safety Office

The Federal Highway Safety Act of 1966 makes the governor of Illinois responsible for preparing and administering a statewide highway safety program designed to reduce traffic crashes as well as the resulting property damage, injuries, and fatalities. The governor named the deputy secretary of the Illinois Department of Transportation to act as the Illinois Governor's Highway Safety Representative.

The BSPE is the state's highway safety office responsible for producing the annual Highway Safety Plan, Annual Report, and oversees the highway safety funding from National Highway Traffic Safety Administration.

BSPE program federal and state funds for local communities and state agencies to conduct highway safety enforcement and educational activities aimed at reducing highway crashes and resulting deaths, injuries, and property damage. BSPE houses the Impaired Driving Coordinator, Occupant Protection Coordinator, Traffic Records Coordinator, and Motorcycle Training Unit. BSPE's Financial Unit is responsible for submitting reimbursement vouchers to NHTSA for federal reimbursement. The Evaluation Section focuses on monitoring and evaluating various highway safety projects and programs in addition to conducting surveys to evaluate program effectiveness.

Program Goals

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. The 16 core outcomes and behavior measures will be shown in the FY 2018 Annual Report.

The goals developed were determined using several databases (e.g., crash data, VMT, population). The goals were established for the various program priority areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five years of rolling average data). The selected overall goals are listed by appropriate measures, targets, data source used, and strategies on how to achieve these goals by selected target dates. Performance measures of selected goals include rate, ratio, and percent. The main exposure data item that was used in this process is VMT. The highway safety performance measures are intended to be an overall measure of the effectiveness of the HSP.

Selected Core Measures	Rolling Average					Baseline (Rolling Average)	Projected Measures for 2018 and 2019	
	2008- 2012	2009- 2013	2010- 2014	2011- 2015	2012- 2016		2018	2019
NHTSA/FHWA Common Core Measures								
Total Fatalities		941	943	957	989.4	1,017.8	1,029.6	1,049.6
Fatality Rate		0.9	0.9	0.91	0.94	0.96	0.97	0.986
Total Serious Injuries*	1,2675	1,2454.8	1,2203.2	1,2245.8	1,2168.6	1,2210.92	1,2099.2	1,2047.5
Total Serious Injury Rate*	12.06	11.87	11.65	11.7	11.54	11.5	11.4	11.31
Non-motorized Fatalities and Serious Injuries (Pedestrian, Bicyclist, and Other Cyclist)		1,496.2	1,468.4	1,515.8	1,499.4	1,490.7	1,500.1	1,502.1
NHTSA Only Core Measures								
Rural Fatality Rate		1.49	1.54	1.6	1.64	1.65	1.71	1.75
Urban Fatality Rate		0.7	0.69	0.69	0.72	0.74	0.74	0.75
Unrestrained Passenger Vehicle Occupant Fatalities		272	268	265	265	263.2	260.5	258.4
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	312	307	305	309	317	310	315	317
Motorcyclist Fatalities		141	139	142	144	146.8	147.54	148.78
Unhelmeted Motorcycle Fatalities		108	105	104	106	104.6	103.78	103.2
Speed Related Fatalities		402	407	395	390	405	396.5	395.4
Young Drivers Involved in Fatal Crashes (Under 21)		129	128	126	128	135.2	132.96	134.2
Pedestrian Fatalities		125	127	134	137	138	143	146.6
Bicyclist and Other Cyclist Fatalities		26	27	28	26	25.8	26.14	26
Seat Belt Usage		92.9	93.4	93.9	93.9	93.96	94.4	94.7

Traffic Fatalities

Results from Previous Goal

In 2016, Traffic Fatalities for 2017 of 970.4 were projected using a baseline rolling average from 2012-2016 and a 2 percent reduction due to the data having an upward linear trend. Actual Traffic Fatalities were 1,097, the target was not met.

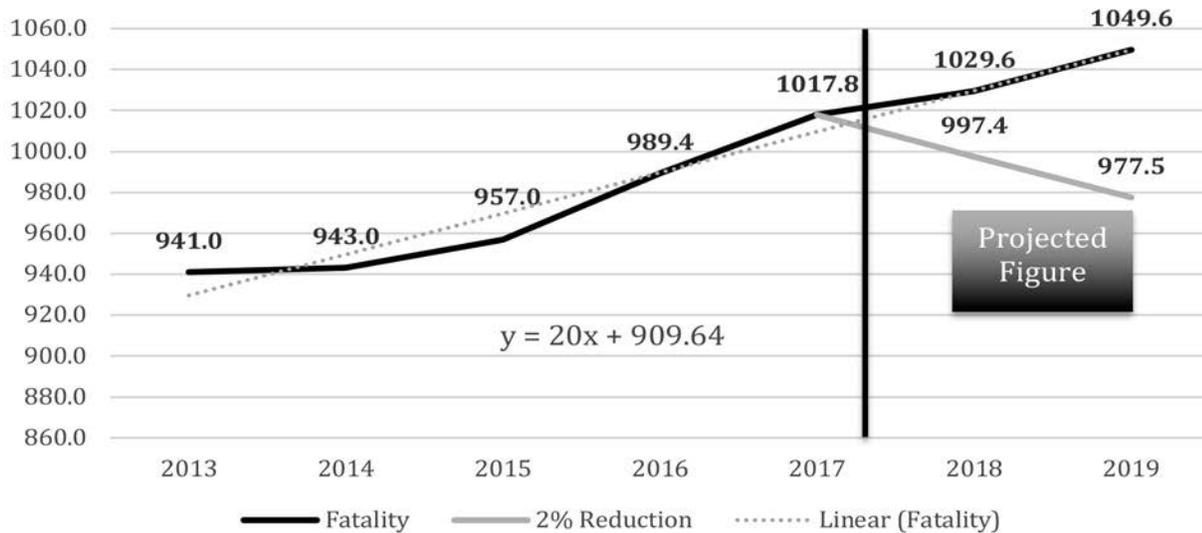
Table 2: Previous Prediction for Traffic Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Traffic Fatalities	990.2	970.4	1,097	Unmet

Current Goal

To reduce the statewide traffic fatalities from 1,017.8 (2013-2017 average) to 977.5 by December 31, 2019. (The projected figures are based on a 2 percent annual reduction method).

Figure 1: Total Number of Traffic Fatalities (5-year Rolling Average)



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Serious Injuries

Results from Previous Goal

In 2016 Serious Injuries were projected for 2017 to be 11,502.8 based on a baseline rolling average from 2012-2016 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2017 was 12,210, the target was not met.

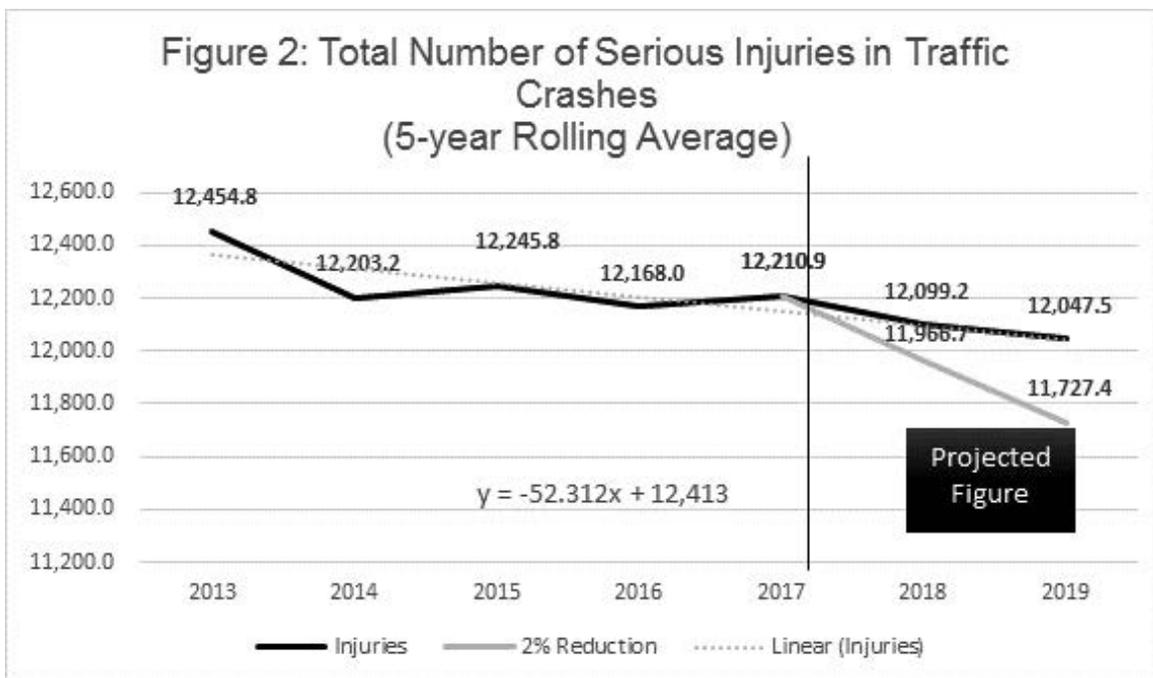
Table 3: Previous Prediction for Serious Injuries

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Serious Injuries	11,774.4	11,502.8	12,210.9*	Unmet

*2017 data are estimated.

Current Goal

To reduce the statewide serious injuries from 12,210.9 (2013-2017 average) to 11,727.4 by December 31, 2019 (The projected figures are based on the Ordinary Least Squares [OLS] method).



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Traffic Fatality Rate

Results from Previous Goal

Projected Traffic Fatality Rate for 2017 was 0.92 based on 2012-2016 rolling average in addition to a 2 percent reduction due to the linear trend of the averages being on an upward slope. This target was not met since the actual rate was 1.02.

Table 4: Previous Prediction for Traffic Fatality Rate

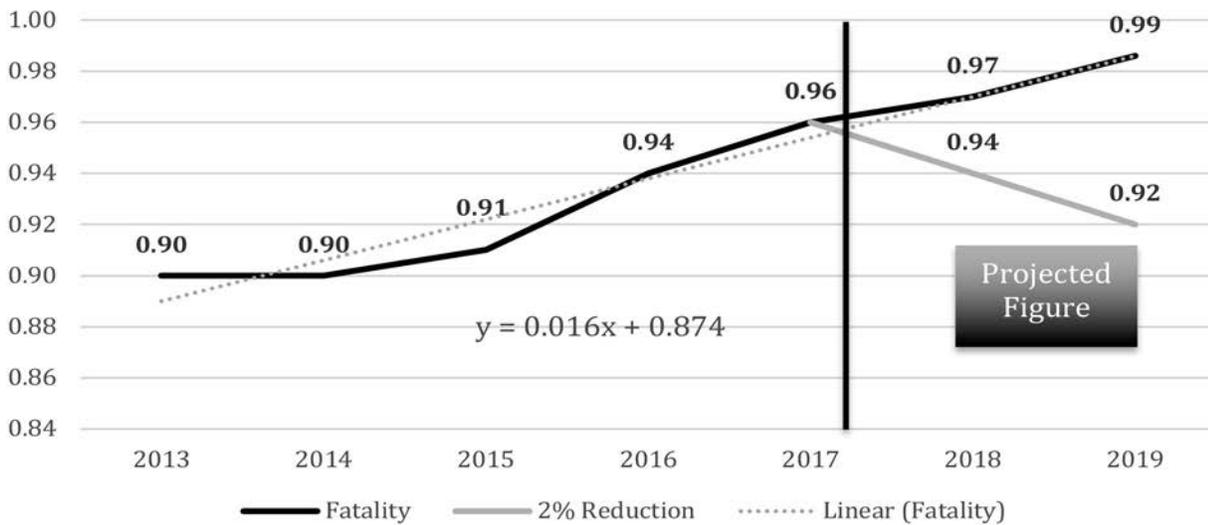
Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Traffic Fatality Rate	0.94	0.92	1.02	Unmet*

*2017 State Vehicle Miles Traveled used since Federal was not available.

Current Goal

To reduce the statewide fatality rate per 100 million vehicle miles of travel (VMT) from 0.96 (2013-2017 average) to 0.92 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 3: Total Traffic Fatality Rate per 100 M VMT (5-year Rolling Average)



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Rural Fatality Rate

Results from Previous Goal

In 2016 Rural Fatality Rate was projected for 2017 to be 1.55 based on 2012-2016 five-year rolling average with a 2 percent reduction added. The actual Rural Fatality Rate for 2017 was 1.56 so the target was not met.

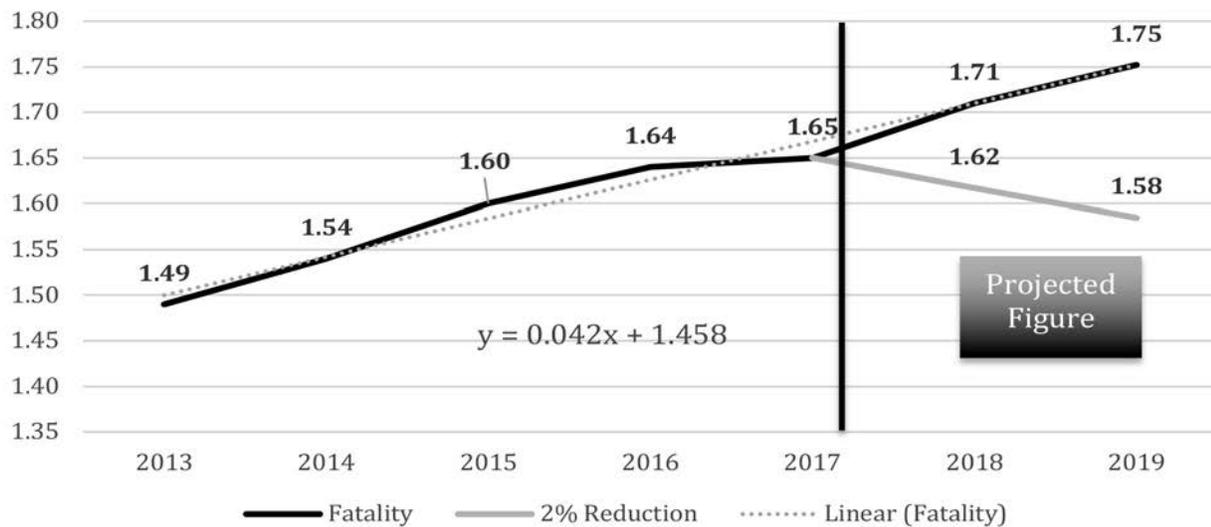
Table 5: Previous Prediction for Rural Fatality Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Rural Fatality Rate	1.58	1.55	1.56	Unmet

Current Goal

To reduce the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) from 1.65 (2013-2017 average) to 1.58 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 4: Total Number of Rural Fatality Rate (5-year Rolling Average)



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Urban Fatality Rate

Results from Previous Goal

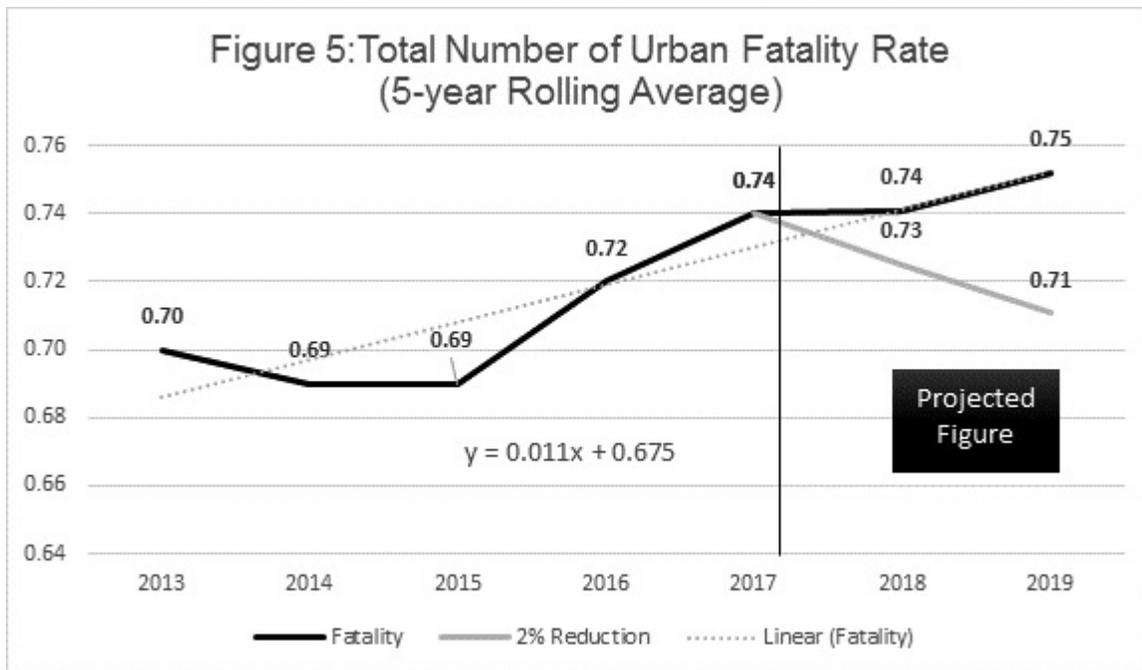
Urban Fatality Rate was projected to be 0.657 for 2017 in 2016 based on a five-year rolling average from 2012-2016 in addition to a 2 percent reduction. Since the actual rate was 0.84, the target was not met.

Table 6: Previous Prediction for Urban Fatality Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Urban Fatality Rate	0.67	0.657	0.84	Unmet

Current Goal

To reduce the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) from 0.74 (2013-2017 average) to 0.71 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Serious Injury Rate

Results from Previous Goal

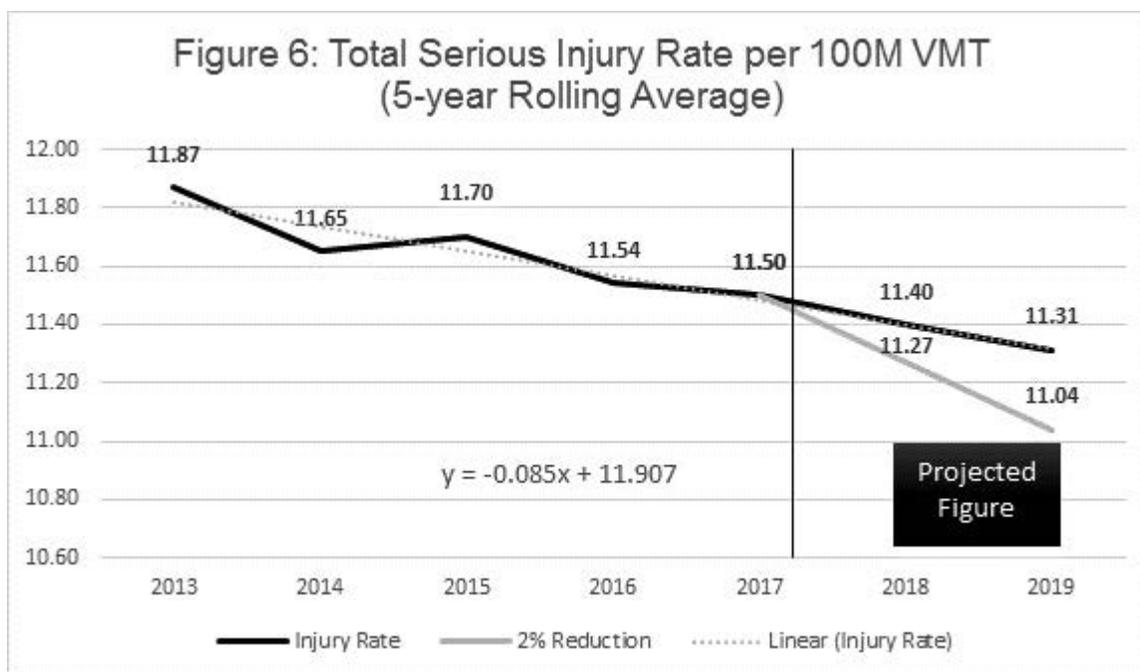
Serious Injury Rate for 2017 was projected to be 11.06 based on a baseline rolling average from 2012-2016 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2017 was 11.50, the target was not met.

Table 7: Previous Prediction for Serious Injury Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Serious Injury Rate	11.29	11.06	11.50*	Unmet

Current Goal

To reduce the statewide serious injury rate per 100 million vehicle miles of travel (VMT) from 11.5 (2013-2016 average) to 11.04 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).



Proposed Action

Continued development and implementation of highway safety projects focusing on enforcement, education, EMS, and engineering.

Young Driver (<21) Fatalities

Results from Previous Goal

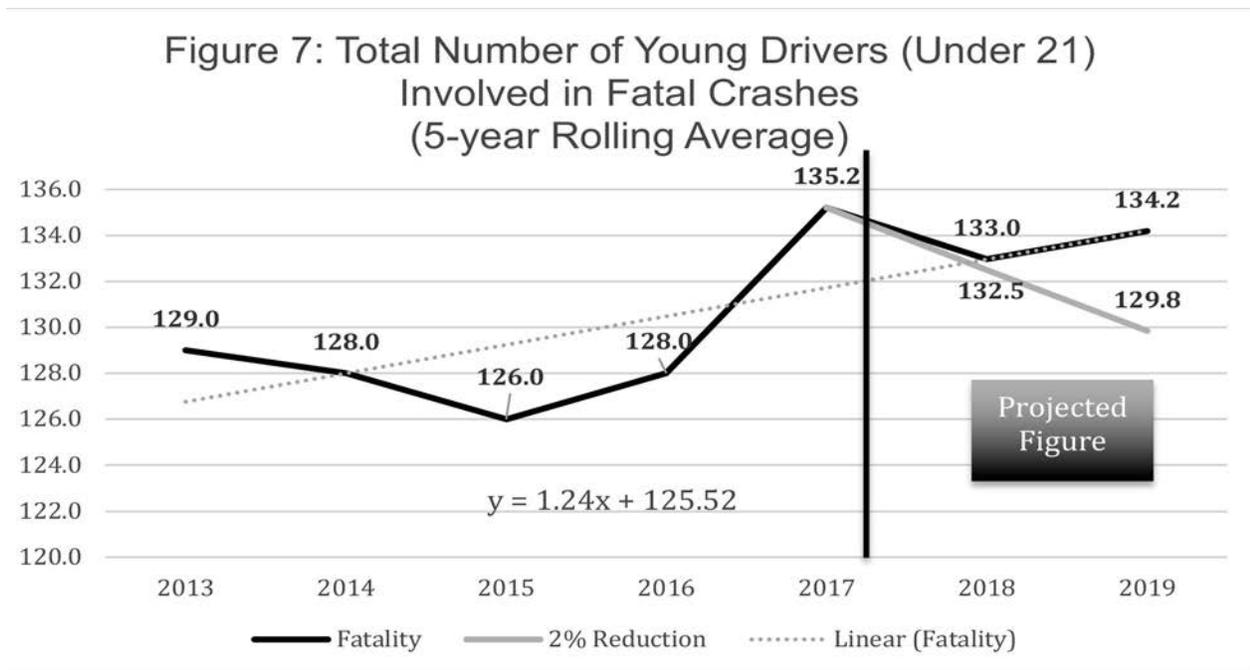
Young Driver Fatalities for 2017 were projected to be 125.4 based on a baseline rolling average from 2012-2016. Due to the data showing only a slight downward trend from recent previous years, a 2 percent reduction was added to create the 2017 value. Since the actual data for 2017 was 153, the target was not met.

Table 8: Previous Prediction for Young Driver (<21) Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Young Driver (<21) Fatalities	128.0	125.4	153	Unmet

Current Goal

To reduce the total number of young drivers involved in fatal crashes (under 21) from 135.2 (2013-2017 average) to 129.8 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).



Proposed Action

Continued development and implementation of highway safety projects focusing on young drivers (<21). IDOT plans to develop a teen program that will incorporate enforcement, education, EMS, and engineering.

Planned Activity Description, Expended Amounts, and Accomplishments

Planning and Administration (BSPE) #18-01-01

\$20,923.00

Housed under the Illinois Department of Transportation (IDOT), the Bureau of Safety Programs and Engineering (BSPE) administers Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of Illinois' Highway Safety Plan. Accomplishments in this activity during FY18 included covering the cost of direct office expenditures, Governors Highway Safety Association annual membership fee, and office expenses (travel, equipment, supplies, and other indirect costs necessary to carry out the functions of BSPE).

Regional Traffic Safety Resource Centers (Local) #18-02-02

\$1,064,069.30

This task provided funds for Regional Traffic Safety Resource Centers statewide. The Traffic Safety Liaisons (TSLs) provided education to their communities within established regional borders. Their outreach focused on promoting teen safe driving, child passenger safety, and seat belt use for all occupants. Each TSL is a nationally certified Child Passenger Safety (CPS) instructor and is heavily involved in the "Click It or Ticket" mobilization effort; TSLs serve as a point of contact for their geographical regions and connect partners in education and enforcement to deliver traffic safety programming; TSLs spread the CIOT message in their communities in a variety of ways unique to local needs.

Accomplishments:

- 334 CPSTs attended Technician Skill Builder course for CEUs
- 1309 car seats distributed to families in need of assistance
- 2747 additional car seats inspections performed by CPSTs on these projects
- 54 promotional booths/event displays held
- 467 educational programs offered
- 5 new CPS Technician Instructors recruited and certified
- 16 new CPS Technician Proxies recruited and certified
- Supported 99 agencies statewide with distribution seats and materials for 2018 CPS Week.
- Planned and delivered 6 Teen Traffic Safety Fairs, reaching over 4200 Illinois teens
- In FY18 all TSLs became certified in the Child Restraints on School Buses curriculum.

BSPE Travel (BSPE) #18-02-05

\$10,102.92

Accomplishments under this activity in FY18 were covering expenses for BSPE staff to conduct and attend on-site monitor visits with 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, including Lifesavers and the Annual GHSA Conference.

Injury Prevention State Match (Local) #18-02-09

\$806,838.41

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; Illinois will not seek federal reimbursement for this task during FY 2018.

Accomplishments:

- 2251 car seats distributed to families in need of assistance
- 871 additional car seats inspections performed by CPSTs on these projects
- 47 promotional booths/event displays held
- 1111 in-person educational programs offered
- 657 "Think First for Teens" presentations given
- Fund "Be a Buckle Buddy" hotline to report unbuckled/unrestrained occupants
- Statewide Safe Kids Coalition expansion in Chicago hospital systems, distributing 1401 car seats

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.

Accomplishments: In FFY18 the Illinois Secretary of State purchased 250,000 Graduated Drivers Licensing Parent Teen Guide's. These guides were distributed to all parents and guardians of teen drivers who were issued an Instruction Permit from the Illinois Secretary of State in 2018.

Impaired Driving

The purpose of the Impaired Driving Program is to reduce alcohol related fatalities and injuries through statewide educational and enforcement activities. The program intends to maximize the amount and effectiveness of grant-funded impaired driving, occupant protection, speeding, and other traffic law enforcement within the targeted 23-counties, where about 70 percent of motor vehicles crashes occur. Additionally, this program supports law enforcement efforts with strong public relations activities, law enforcement training, and prosecutorial efforts.

While enforcement of impaired driving laws is the number one countermeasure for the Impaired Driving Program, public relations efforts, support of law enforcement training, and prosecutorial efforts play a very strong supporting role.

In FY 2018, the Illinois state highway safety office worked to maintain law enforcement participation despite continuously dwindling local and state law enforcement agency resources. This is not an easy task but it's vital to the battle against impaired driving. Strong impaired driving enforcement must remain as the foremost impaired driving countermeasure so IDOT utilizes its comprehensive grant program to not only accomplish goals but also to maximize the deterrent effect of each enforcement hour funded with federal highway safety dollars.

Highlights of the grant-funded, impaired driving enforcement include the Enforcement Local Alcohol Program (eLAP) that funded numerous highly-visible roadside safety checks on non-holiday weekends throughout the year. Enforcement also included Sustained Traffic Enforcement Program (STEP) where grantees integrated impaired driving and seat belt enforcement during six holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). The Illinois State Police's grant programs are Driving Under the Influence-Enforcement (DUIE), Occupant Restraint Enforcement Program (OREP), Special Traffic Enforcement Program, Alcohol Countermeasures Enforcement (ACE), and Nighttime Enforcement (NITE).

In the second half of FY 2018, IDOT introduced a new paid media program under the tagline of "Life or Death." The "Life or Death" message was a comprehensive message encompassing numerous traffic safety issues from impaired driving to bike/pedestrian. The primary impaired driving message of "Drive Sober or Get Pulled Over" remained also as a strong message during mobilizations.

In March of 2018, BSPE coordinated and hosted a NHTSA Impaired Driving Program Assessment which hosted five national impaired driving experts to take a comprehensive look at the Illinois Impaired Driving Program. The resulting recommendations were reviewed by the Illinois Impaired Driving Task Force and were integrated as appropriate into the Illinois Impaired Driving Strategic Plan. Additionally, work began on a logic model that will lay out a clear action plan for pursuit of the numerous tactics laid out in the Impaired Driving Strategic Plan.

The Traffic Safety Resource Prosecutor Program began a pilot for law enforcement phlebotomy, to ensure law enforcement and prosecutors are up-to-speed with drugged-driving issues. This augmented ARIDE training with prosecutorial priorities, continuing strong advocacy for search warrants in DUI cases.

Illinois' Drug Evaluation and Classification (DEC) Program continued its positive strides conducting two DRE classes and bringing Illinois' total number of DRE officers to 138, including 24 DRE Instructors. Considerable progress has been made since four years ago there were less than 50 DREs, and less than 5 DRE instructors.

Additional Impaired Driving Program highlights are DUI Courts, 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).

Results from Previous Goal

For 2017, Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were projected to be 288. This projection derived from a baseline rolling average for 2012-2016 and downward linear trendline. Most of the data from recent previous years had shown a reduction year after year. Actual Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were 310, the target was not met.

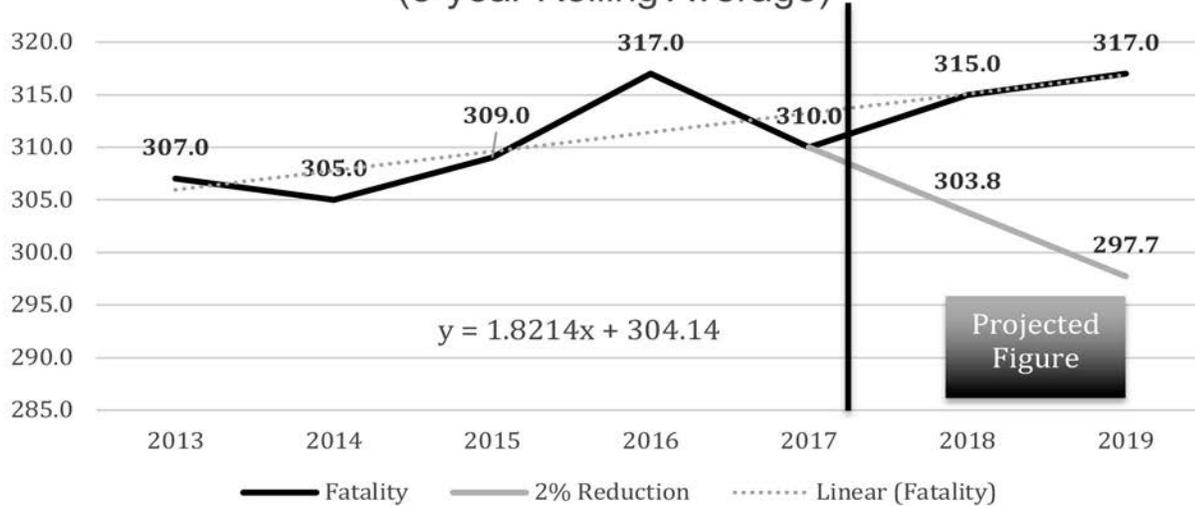
Table 9: Previous Prediction for Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities Core Measure

	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities	295.0	288.0	310.3 ⁷	Unmet

Current 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 310 (2013-2017 average) to 297.7 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 8: Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher (5-year Rolling Average)



Proposed Action

- Establish targets for enforcement grants.
- Explore ways to increase enforcement on local urban and rural roads (sheriff involvement, local multi-jurisdictional patrols, local task forces, speed grants).
- High-visibility impaired driving and seat belt and other traffic law enforcement maximizing support and funding of high-visibility enforcement details in key counties and cities.
- 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 comprehensive public relations efforts supporting impaired driving and other traffic enforcement.
- Recognize accomplishments of IDOT’s Law Enforcement Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program).

- Recognize accomplishments of IDOT’s Law Enforcement 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 Drug Evaluation and Classification Program and SFST/ARIDE training.
- Fund Traffic Safety Resource Prosecutor Program supporting all vital components of the criminal justice system.
- Via TSRP, develop and implement pilot law enforcement phlebotomy program.
- Expand DUI search warrant efforts.
- Support DUI Courts and DUI Court training.
- Support Illinois’ Impaired Driving Task Force.
- Working with Impaired Driving Task Force, implement into Impaired Driving Strategic Plan key recommendations from 2018 Illinois Impaired Driving Program Assessment.

Planned Activity Description, Expended Amounts, and Accomplishments

Section 405d Impaired Driving Project Tasks

Driving Under the Influence Enforcement (ISP) #18-13-01 **\$1,257,839.21**

This task provided funds for the Illinois State Police (ISP) to reduce the incidence of driving under the influence (DUI) of alcohol and other drugs, enforce occupant restraint laws, and generally make the public cognizant of driving safely on Illinois roadways.

Accomplishments: For FY 2018, a total of 5,285 total citations were issued including 219 DUIs, 2 Zero Tolerance, and 831 Drug Related Citations resulting in a DUI Drug/Alcohol Contact per hour rate of 7:45. ISP conducted 236 Roadside Safety Checks in FFY18. ISP also produced 401 news releases for the DUIE Roadside Safety Checks in FFY18.

13-02 Operation Straight ID (SOS Police) #18-13-02 **\$30,199.59**

This task provided funds for Office of the Illinois 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.

Accomplishments: In FFY18 the Illinois Office of the Secretary of State Department of Police conducted 104 Operation Straight Identification classes training 1,921 people. The office of the Secretary of State purchased 1,171 Identification Check Guides.

Breath Analysis (ISP) #18-13-03 **\$278,341.81**

This task provided 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.

Accomplishments: In FFY18 the Illinois State Police purchased 20 EC/IR instruments and 245 FST instruments for use in training and use by local and state law enforcement officers. A total of four ISP officers attended the annual International Association for Chemical Testing conference.

Mini Mobilization Projects (Local) #18-13-04 **\$25,954.55**

This task provides funds for local law enforcement agencies to conduct special enforcement during the Independence Day mobilization and for the impaired driving national enforcement crackdown during the Labor Day campaign.

Accomplishments: While all of the funds programmed in this activity were not utilized due to local law enforcement interest, 10 additional agencies did take advantage of this funding, adding to the number of patrols conducted during the Independence Day and Labor Day Campaigns.

Impaired Driving Assessment (BSPE) #18-13-05

\$20,519.75

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.

Accomplishments: A successful Impaired Driving Assessment was conducted resulting in numerous recommendations that were added to the Illinois Impaired Driving Strategic Plan.

Alcohol Police Traffic Training (ILETSB) #18-13-06

\$239,889.31

This task provided funds for the Illinois Law Enforcement Training and Standards Board (ILETSB) to continue offering statewide DUI law enforcement training for law enforcement officers. The ILETSB also housed the DRE/SFST Coordinator for Illinois. The ultimate goal of the project was 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 were offered on a statewide basis:

- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- Chemical Testing in D Investigations
- Conducting Effective DUI Investigations and Prosecutions
- 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)

Accomplishments: ILETSB conducted 71 training courses training 1,335 officers through their mobile training units statewide. The Statewide DRE/SFST Coordinator attended and assisted in teaching 26 classes, including the week long SFST IDC classes and the 2-week long DRE schools. The statewide coordinator also attended the majority of the Field Certification Evaluation weekend nights for both of the DRE schools.

Probation Services Match (BSPE) #18-13-09

\$1,496,352.51

This task provided state match funds from the Administrative Office of Illinois Courts (AOIC) who is responsible for the oversight of the probation supervision of DUI offenders in Illinois. State match funds were used from the total estimated expenditures for DUI probation supervision by AOIC.

Accomplishments: BSPE used the AOIC's expenditures for DUI probation supervision to match Section 405d impaired driving federal funding.

Alcohol Countermeasures Enforcement (ACE) (ISP) #18-13-11

\$1,003,042.86

This task provided funds for the Illinois State Police (ISP) to conduct additional enforcement efforts to deter adult and youth involvement in alcohol-related crashes. Driving under the influence and other alcohol-related laws are enforced using both overt and covert enforcement techniques.

Accomplishments: In FY 2018, ISP Troopers worked 7,998.5 hire back hours. on. There was a total of 5,576 citations issued this fiscal year. Officers made 982 arrests for DUI, drug/alcohol-related or zero tolerance offenses during saturation patrols.

Local Alcohol Program (LAP) (Local) #18-13-12

\$1,063,482.40

This task provided funds for seven local agencies to conduct Local Alcohol Projects (LAP) focusing on a broad range of impaired driving countermeasures from education to prosecution of offenders. One of the LAP projects provided for increased traffic enforcement (Chicago Police Department). Preliminary figures for the FY 2018 LAP enforcement project include: issued 4,394 citations, 471 seat belt violations, 41 DUI's, 77 distracted driving violations, and over 2,900 other citations during the 1,812 hours of patrol conducted.

Accomplishments:

Alliance Against Intoxicated Motorists (AAIM) AAIM's Court Monitoring Program continued during the FY18 grant year as an effective over site of the northeastern Illinois courts' handling of misdemeanor and felony DUI cases. AAIM monitored courts in the following Illinois counties: Kane, DuPage, McHenry, Lake, and Cook Grant funds paid seven trained court monitors to oversee hundreds of DUI cases during the year in addition to trained volunteer court watchers who supplement court monitoring activity. The DUI Arrest Survey and Awards Program conducted a survey of over 700 municipal police departments, county sheriff departments, the Illinois State Police, and the Illinois Secretary of State Police bringing awareness to the public about the effectiveness of their local police department. The survey also led to awards given to the state's top DUI officers. AAIM's DUI Pin Program had success in FY18 with 318 DUI pin awards being given to law enforcement officers from 53 different departments during the grant year giving much needed recognition to the difficult job of ridding Illinois roads of dangerous impaired drivers.

Macon County State's Attorney continued its DUI Recidivism Reduction project in FY 2018. 1,000 DUI cases were worked by the DUI Unit during this grant year, with 3 Assistant State's Attorney (ASA) working hard to aggressively prosecute all DUI cases. Macon County had approximately 50 fewer cases in 2018 than 2017.

Mothers Against Drunk Driving (MADD) Illinois During the FY18 grant year, MADD Illinois Court Monitors monitored DUI cases in the following counties: Boone, Bureau, Carroll, Cook, DeKalb, DuPage, Henry, Jo Daviess, Kane, Kankakee, Kendall, Lee, Madison, Marshall, McHenry, McLean, Mercer, Ogle, Peoria, Pike, Sangamon, St. Clair, Stephenson, Tazewell, Whiteside, Will, and Winnebago. By the end of the project year, 6,159 cases were monitored by both staff and volunteers. Of these cases, 3,473 were closed and 2,686 were opened. On September 15, 2018, the MADD Hero's banquet was held in Springfield. Twenty-eight individuals from law enforcement agencies throughout the state were honored.

Peoria County Courts Administration continued operation and evolution of its DUI Court in FY18 to make offenders accountable for their actions, bringing about behavioral change that reduces DUI recidivism, stop the abuse of alcohol and other drugs, and protect the public. During this grant year, the Peoria County DUI Court added a total of 118 new participants. These defendants remain divided into two categories based on their risk level. Of the 118 new participants, 81 are in the testing group. The remaining 18 are in the non-testing category. As of this date, 624 are in the 2 DUI Court Programs. Peoria County conducted 4,390 drug tests during the period of this grant. Findings were as follows: 452 were positive; 76 were altered or diluted; and none admitted without being tested. A total of 3026 alcohol tests were completed with these findings: 287 were positive for alcohol; 44 were diluted/altered tests. In addition, there were 3 missed alcohol/ drug call ins. There was a total of 265 cases terminated by various means.

River Grove Police Department via this LAP project supported Illinois' SFST, ARIDE, and Drug Recognition Expert training. During the grant year, a total of 15 SFST Refresher Courses (102 students) were conducted as well as 1 DRE Class, 2 DRE Certifications, supervision of 2 DRE Final Examinations, and 2 DRE Recertifications.

Carol Stream Police Department via its LAP training grant trained 179 people during the FY18 grant year. This included 124 officers/troopers/deputies (9 Dept. of Natural Resources Officers), 35 prosecutors, and 20 DREs.

Judicial Training (AOIC) #18-13-13

\$42,000.16

This task provided funds for the Administrative Office of the Illinois Courts (AOIC) to conduct an annual seminar for judges on issues related to cases charging driving under the influence of alcohol (DUI). The annual seminar focused on a broad range of issues related to DUI offenders and DUI case studies.

Accomplishments: On May 2, 2018 AOIC held the DUI Traffic/Issues Seminar in Chicago.

Paid Media (BSPE) #18-13-14

\$2,017,679.61

This task provided 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.

Accomplishments: Under the Life or Death umbrella message, this activity yielded over 35 million audience impressions across radio, TV, and digital media platforms during the three major impaired driving campaigns.

BASSET (ILCC) #18-13-15

\$6,460.75

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

Accomplishments: ILCC conducted BASSET training statewide and purchased 20,000 NOTICE posters and 20,000 BASSET training guides to use during training sessions.

Occupant Protection

The Occupant Protection Coordinator (OPC) is responsible for the coordination of IDOT programs including, but not limited to adult occupant protection, “Click It or Ticket” (CIOT), and Child Passenger Safety (CPS). IDOT believes increasing seat belt/child restraint usage is one of the most effective ways to reduce injuries and fatalities.

The Thanksgiving “Click It or Ticket” effort was reinvigorated at the start of FFY18 with newly designed logos, digital media banners, and an enforcement map. Law enforcement grantees were encouraged to post these materials on their social media and department webpages. News release templates were also provided to agencies with the enforcement map to bolster the HVE effort and engage local media in the mobilization. A statewide press release and two regional press events (Chicago and Springfield) were held to announce 144 agencies conducting additional patrols. Patrol hours and citations are detailed in the Police Traffic Services section.

The Memorial Day “Click It or Ticket” mobilization centered on the Border to Border effort, with the OPC coordinating four press events featuring active seat belt zones at state border crossings. Together with the LELs, Illinois was able to set-up and host border events with Missouri, Wisconsin, Indiana, and Iowa. NHTSA Administrators from both Region 5 and 7 attended and gave remarks at the events.

The success of the CIOT campaign and other efforts aimed at increasing belt usage are best gauged by the annual Observational Seat Belt Use survey. Please refer to the Evaluation section of this paper for a more in-depth discussion on survey design. These pre- and post-observational surveys are conducted in conjunction with paid and earned media campaigns. In June 2018, IDOT conducted a seat belt survey by observing a total of 153,844 front seat occupants. Of those, 94.6 percent were observed wearing seat belts. Cook County had the highest usage rate at 95.5 percent, followed closely by the Collar counties (i.e., DuPage, Kane, Lake, McHenry and Will) and Downstate Illinois (i.e., Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair) at 94.8 percent. The City of Chicago had the lowest rate at 88.7 percent. Interstate highways had the highest usage rate at 95.7 percent followed by U.S./Illinois Highways at 95.3 percent. Residential streets had the lowest rate at 93.4 percent. The seat belt rate on weekends dropped to 92.9 percent, while the weekday rate increased to 95.5 percent. Law enforcement agencies throughout Illinois, as well as extensive public education and media efforts, emphasized the importance of vehicle occupants wearing seat belts and restraining children in appropriate car seats.

Website content and OP public information and education (PIE) materials were continually updated and posted online to www.BuckleUpIllinois.org. Child Passenger Safety Materials are the most frequently requested of the PIE items and can be

ordered online free of charge. The CPS Act palm card is the newest and most requested since Illinois recently amended the law. In August 2018, Illinois amended the Child Passenger Protection Act, requiring children to remain rear facing until at least age two. This law will take effect January 1, 2019. The OP program has since adopted the slogan, “Our Law Just Grew, Rear Face Until 2,” to further promote the message.

The CPS Week campaign centered around the law change. Illinois’ non-enforcement grantees and dozens of other agencies joined the effort. Illinois hosted a total of 99 car seat check events. The seat check data is still being collected, but over 300 car seats were distributed by the 402 certified Child Passenger Safety Technicians (CPST) who signed up for the campaign. Campaign toolkits were sent to each of the locations and included CPST t-shirts, check event yard signs, recall lists, check forms, fillable flyers and posters, and law palm cards.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the 12 months after the seat belt law became effective, the observed usage rate increased to 36.2 percent. Since the first survey was conducted in April 1985, the seat belt usage rate has increased by 595 percent, based on the June 2018 survey results.

Illinois ranks fifth in the nation for the largest number of certified CPSTs. Statewide, there are 1,727 certified CPSTs and 64 Child Passenger Safety Technician Instructors (CPSTI). The recertification rate decreased slightly to 58.1percent this fiscal year but remains above the national average of 56.1percent.

Illinois held 37 of 45 scheduled CPS Certification Courses, training 329 new CPSTs. 7 out of 15 scheduled Renewal Courses were held, recertifying 46 technicians.

To encourage recertification and training statewide, email blasts and regional reminder postcards were sent to all technicians listing the available local options as well as instructions for completing online CEU opportunities. Technicians and instructors unable to pay the certification and recertification costs associated with being a CPST were supported with opportunities for reimbursement.

Technician Skill Builder (TSB) courses offered CPSTs another opportunity to get credit toward recertification. These single-day courses were offered across the State, with locations selected based on concentration of CPSTs up for recertification. The six courses for continuing education units (CEU) gave CPSTs the opportunity to work with new child restraints, learn updates to the LATCH manual, practice installations, and review best practices for extended rear-facing car seat. 334 CPSTs attended and completed TSBs in FY18.

Illinois also participated in the soft roll-out of the standardized electronic car seat check form. The National Safety Council worked with Illinois’ OP Coordinator and Suburban Chicago Traffic Safety Liaison to introduce the form at check events operating out of a local hospital program. The liaison and OP Coordinator will continue with a training and incentive program to encourage widespread use in FFY19.

The efforts of Illinois’ CPSTs were supported by seven Regional Traffic Safety Liaisons. The Regional Traffic Safety Liaisons and Injury Prevention grantees are instrumental in disseminating the occupant protection message as well as the impaired driving message at trainings and events statewide.

Seat Belt Usage

Results from Previous Goal

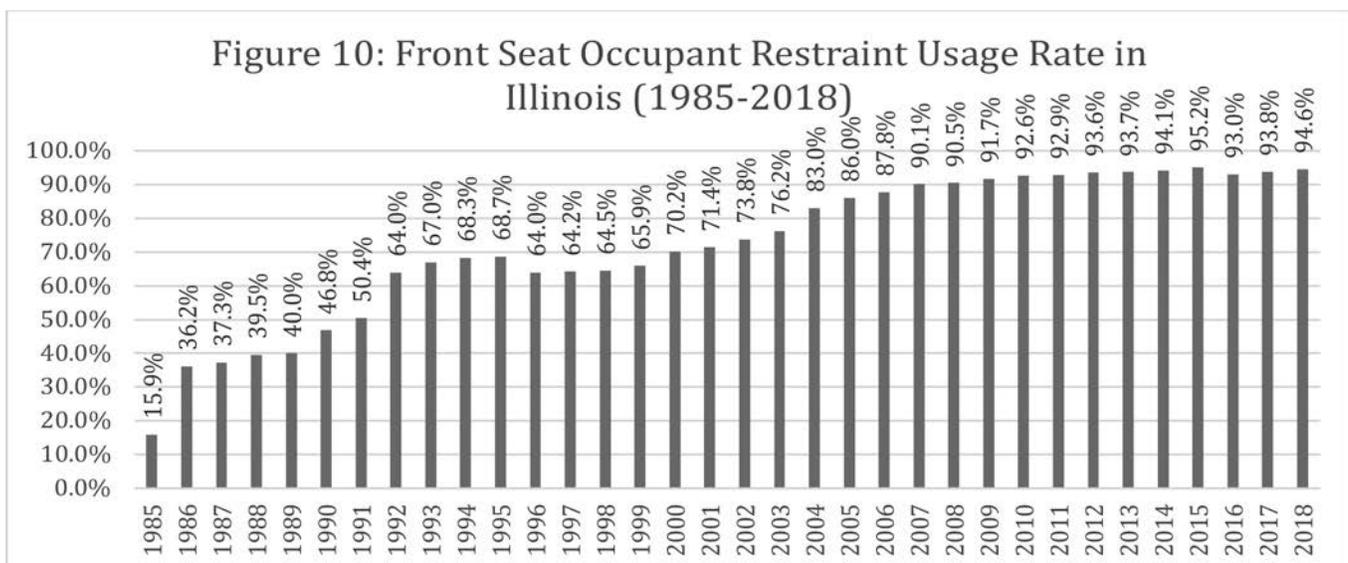
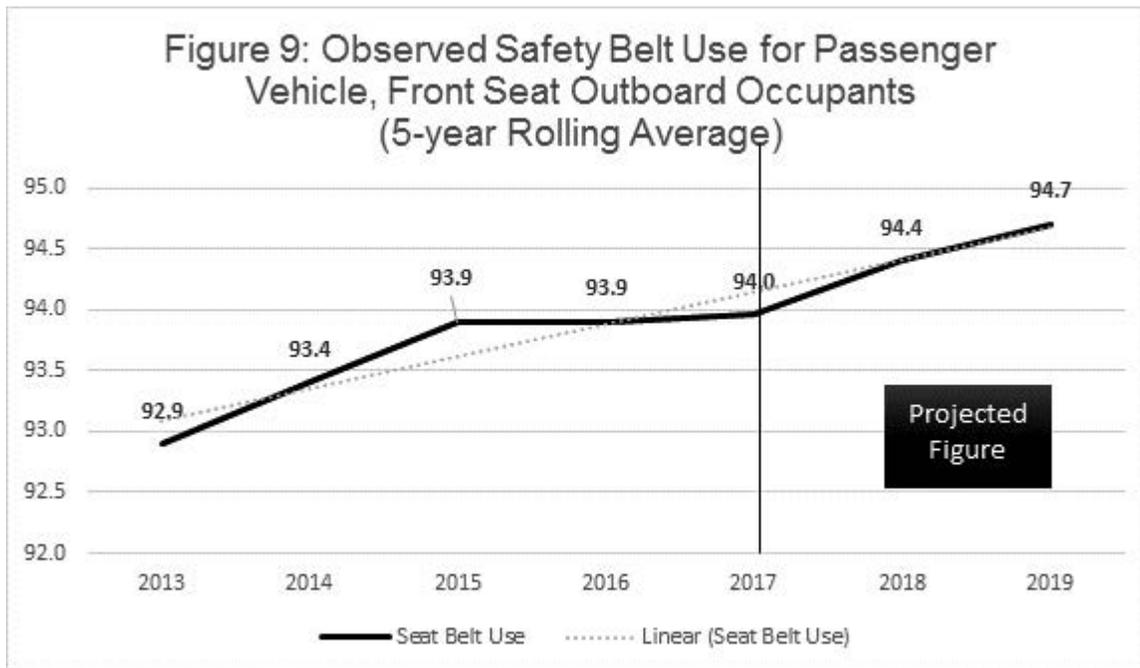
Seat Belt Usage for 2017 was projected to be 94.6 based on a baseline rolling average from 2012-2016 and an upward linear trend that was reflected in previous years. Since the actual data for 2017 was 93.8, the target was not met.

Table 10: Previous Prediction for Seat Belt Usage

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Seat Belt Usage	93.9	94.6	93.8	Unmet

Current Goal

To increase the statewide seat belt usage rate from 94.0 percent (2013-2017 average) to 94.7 percent by December 31, 2019 (The projected figures are based on the OLS method).



Proposed Action

- Support the educational efforts of traffic safety partners, like Regional Traffic Safety Liaisons, Injury Prevention and CPS grant agencies.
- Increase the amount of STEP law enforcement grantees to further promote CIOT through high visibility enforcement.
- Continue to promote National Child Passenger Safety Week.
- Reintroduce teen programming to target the disproportionate number of young drivers that are unrestrained.
- Develop paid and earned media to support CIOT mobilizations.
- Develop a more comprehensive media toolkit for grant agencies to reach the target market.

Unrestrained Passenger

Results from Previous Goal

Unrestrained Passenger Fatalities for 2017 were projected to be 239.8 based on a baseline rolling average from 2012-2016 and downward linear trend in recent previous years. The actual data for 2017 was 268 and as a result, the target was not met.

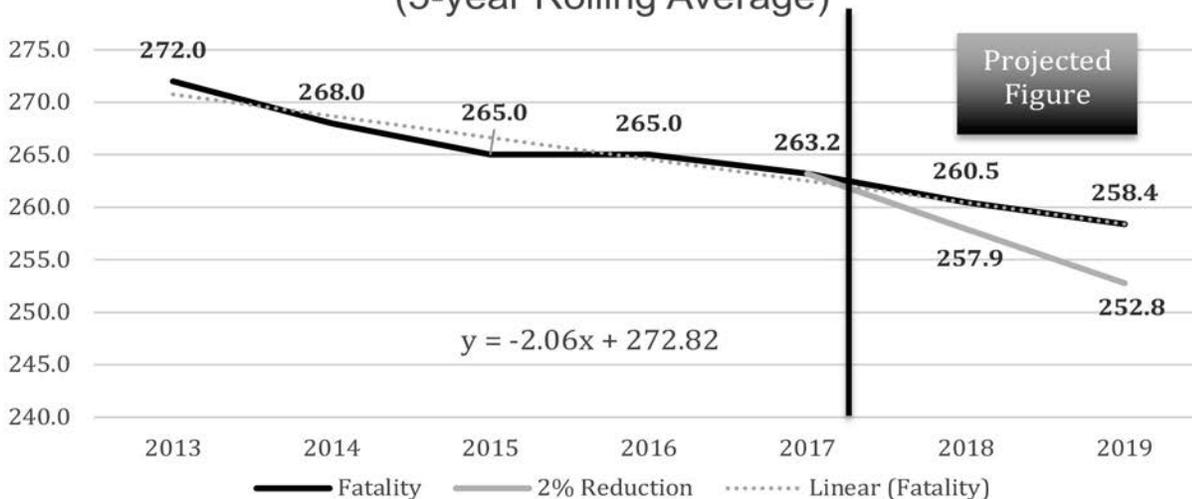
Table 11: Previous Prediction for Unrestrained Passenger

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Unrestrained Passenger	249.4	239.8	268	Unmet

Current Goal

To reduce the number of unrestrained passenger vehicle occupant fatalities from 263.2 (2013-2017 average) to 252.8 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 11: Total Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (5-year Rolling Average)



Proposed Action

- Support the educational efforts of traffic safety partners, like Regional Traffic Safety Liaisons, Injury Prevention and CPS grant agencies.
- Increase the amount of STEP law enforcement grantees to further promote CIOT through high visibility enforcement.
- Continue to promote National Child Passenger Safety Week.
- Reintroduce teen programming to target the disproportionate number of young drivers that are unrestrained.
- Develop paid and earned media to support CIOT mobilizations.
- Develop a more comprehensive media toolkit for grant agencies to reach the target market.
- Increase the minimum fine for a seat belt violation.
- Work with LELs to develop resources for officers hesitant to cite child restraint and back seat violations.

Planned Activity Description, Expended Amounts, and Accomplishments

Occupant Restraint Enforcement Project (OREP) #18-19-01

\$1,066,825.58

This task provided funds for the Illinois State Police (ISP) to conduct two four-hour patrols twice a month conducted on roadways identified as having low seat belt user rates.

Accomplishments: In FY 2018, there were 12,264 citations issued, including a total of 8,952 occupant restraint citations issued which resulted in one occupant restraint citation being issued every 58 patrol minutes. Certified Child Safety Seat Inspectors worked 196 inspection hours and inspected 301 seats. ISP issued 87 news releases announcing OREP details and the results of the enforcement efforts conducted.

Keep Kids in Safe Seats (SOS) #18-19-02

\$10,167.58

This task provided funds for the Illinois Office of the Secretary of State's (SOS) Driver Services Department to maintain five existing car seat installation locations statewide.

Accomplishments: SOS Drivers conducted 839 car seat installations at five driver facilities in the state. A total of 632 people were reached through educational efforts and over 5,000 educational materials were distributed during FY18.

State Match (BSPE) #18-19-03

\$490,660.58

This task provided state funds from the Illinois State Police's regular traffic patrols efforts to match Section 405b occupant protection funding Illinois receives from NHTSA.

Accomplishments: BSPE used ISP's expenditures for regular traffic patrols to match Section 405b occupant protection federal funding.

Memorial Day Mini Mobilization Projects (Local) #18-19-04

\$54,936.32

This task provides funds for local law enforcement agencies to conduct special enforcement for occupant protection mobilization during Memorial Day campaign.

Accomplishments: While all of the funds programmed in this activity were not utilized due to local law enforcement interest, 16 additional grants were undertaken with this funding, adding significantly to the number of patrols conducted during the Memorial Day Campaign.

CPS Program (Local) #18-19-05

\$176,680.71

This task provided funds for local agencies to participate in the child passenger safety program. The program is designed primarily to focus on highway safety and occupant protection issues by providing education and the distribution of car seats to at-risk families.

Accomplishments:

- 4134 car seats distributed to families in need of assistance
- 2282 additional car seats inspections performed by CPSTs on these projects
- 148 promotional booths/event displays held
- 535 in-person educational programs offered

The following agencies participated in the CPS Program:

- Adam's County Health Department
- City of Carterville
- Clay County Hospital
- Edgar County Health Department
- Freeport
- Glendale Heights Police Department
- Herscher Police Department
- Jane Adam's Family Resource Center
- Macoupin County Health Department
- Perry County Health Department
- Swedish American Hospital
- Tazewell County Health Department
- Whiteside County Health Department

CPS Seats (BSPE) #18-19-07

\$0.00

This task provided funds for IDOT to purchase child safety seats for BSPE's CPS programs statewide, including national CPS Week and Seat Check Saturday.

Accomplishments: Explanation of Unspent Funds:

- Increases in CPS grants to locals, a large State Agency grant inventory liquidation and sufficient stock in the RTSRC grants provided enough seats to support the FY18 effort.

CPS Re-Certification Fees (BSPE) #18-19-09

\$0.00

This task provided funds for the BSPE to pay for CPS re-certification fees for IDOT staff.

Accomplishments: Funds were not expended to accomplish this task.

- Continued certification support for IDOT CPS Technicians and Instructors
- 2 Grant Administrators were trained as CPSTs.

CPS Seats & Training (Local) #18-19-10

\$3,800.00

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

Accomplishments: Explanation of Unspent Funds:

- LATCH manual produced biennially (purchased in FFY17)

Paid Media #18-19-11 (BSPE)

\$650,232.13

This task provided funds for paid media in support of Illinois' "Click It or Ticket campaign."

Accomplishments: Under the Life or Death umbrella message, this activity yielded over 24.1 million audience impressions across radio, TV, and digital media platforms during the 2018 Memorial Day "Click It or Ticket" Mobilization.

Public Information and Education Materials (BSPE) #18-19-12

\$0.00

This task provides funds for BSPE to purchase occupant protection banners for Illinois' "Click It or Ticket" campaigns.

Accomplishments: BSPE did not purchase "Click It or Ticket" banners in FFY18. This was not accomplished due to the State of Illinois appropriation limitations.

Distracted Driving

Distracted driving, use of an electronic device while driving, is a growing problem on Illinois roads and throughout the county. Illinois' texting laws took effect in 2012. For many years Illinois' law enforcement grantees have issued both texting and phone use citations for violations under the Illinois Vehicle Code. In FFY15, distracted driving citations became part of the performance measures of IDOT's STEP grants. While enforcement of distracted driving law is challenging, both the Illinois State Police and local law enforcement have steadily increased the number of distracted driving citations issued. Law enforcement continue to pursue more innovative ways to enforce this law. This year, IDOT stepped up enforcement of its distracted driving law (Illinois has a broad prohibition on the use of an electronic device while driving law) and paid media efforts.

Distracted Driving Mobilization

April is National Distracted Driving Month and enforcement grantees conducted a two-week, high-visibility, distracted driving statewide mobilization. This campaign consisted of the Illinois State Police (ISP) and 92 local law enforcement agencies. The enforcement effort featured hire back enforcement from April 16-30, allowing increased enforcement of the distracted driving law. The enforcement campaign was aided with a strong paid and earned media effort. IDOT utilized \$500,000 for a paid campaign to strengthen enforcement efforts. The enforcement effort was successful with a total of 11,124 citations issued. Of the citations issued, 62 percent were distracted driving citations. Additionally, over 1,000 seat belt and nearly 700 speeding citations were issued due to this enforcement campaign.

Program Strategies

- Plan and administer Distracted Driving Mobilization during April 2018.
- Develop new and innovative distracted driving media campaign.
- Encourage local and state law enforcement to enforce Distracted Driving laws.
- Implement a public information and education campaign for distracted driving awareness for youths and adults.

Planned Activity Description, Expended Amounts, and Accomplishments

Paid Media #18-02-03 (BSPE)

\$410,514.69

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

Accomplishments: Approximately \$500,000 was utilized for a distracted driving paid media campaign that ran during the summer months of 2018. Under the "Life or Death" tagline, the advertising spots showed the tragic aftermath of a distracted driving crash and yielded nearly 1 million views on Facebook and another 1 million completions on Hulu.

Distracted Driving Enforcement (Local) #18-11-01

\$521,472.38

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. This task was also used for paid media. Any 405e funds remaining after all enforcement was paid was used for Distracted Driving paid media.

Accomplishments: In April 2018, IDOT administered a two-week enforcement campaign that provided federal funds to 92 local law enforcement agencies who issued well over 11,000 citations, over 60% of which were for illegal use of an electronic device while driving.

Distracted Driving Paid Media (BSPE) #18-11-02

\$0.00

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.

Accomplishments: No funds were expended from this task because the total amount of 405e funds was utilized for distracted driving enforcement and Section 402 funds were used for distracted driving paid media.

Non-Motorized

Non-Motorized fatalities consist of pedestrian, bicyclist, and other cyclist fatalities. Of the total Non-Motorized fatalities that occurred in Illinois in 2017, 49.1 percent occurred in Cook County. More specifically, 52.4 percent of statewide pedestrian fatalities and 30.8 percent of 2017 bicycle and other cyclist fatalities occurred in Cook County.

Non-Motorized Safety Grants are established to decrease pedestrian and bicyclist fatalities and injuries resulting from crashes involving motor vehicles. IDOT funded three projects this fiscal year. Establishing highway safety grants with Chicago Department of Transportation (CDOT), Chicago Police Department (CPD), and Ride Illinois has aided in the reduction of the number of crashes and fatalities among pedestrians and bicyclists in Chicago and the surrounding areas.

In addition, IDOT developed a comprehensive non-motorized safety paid media campaign to educate the public on bike/pedestrian safety. IDOT used "Life or Death Illinois" as the tagline for this campaign across all other program areas.

Bicyclist and Other Cyclist Fatalities

Results from Previous Goal

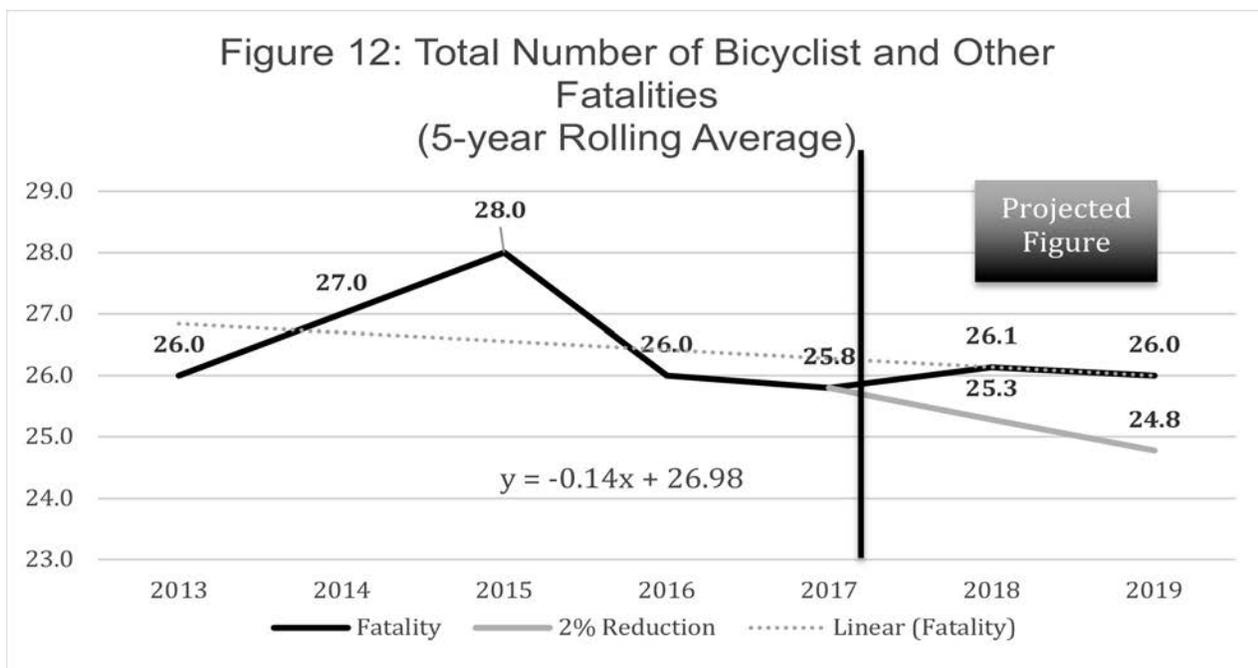
Projected Bicyclist and Other Cyclist Fatalities for 2017 were 26 based on 2012-2016 rolling average in addition to a 2 percent reduction due to the linear trend of the averages being on an upward slope. This target was met since the actual fatalities were 26.

Table 12: Previous Prediction for Bicyclist and Other Cyclist Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Bicyclist and Other Cyclist Fatalities	26.5	26.0	26	Met

Current Goal

To reduce the statewide number of Bicyclist and other cyclist fatalities from 25.8 (2013-2017 average) to 24.8 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).



Proposed Action

- Expanding education and increasing enforcement in areas of high bicycle traffic.
- Creating partnerships with local and state agencies to target the areas with highest bicycle fatalities and serious injuries.

Pedestrian Fatalities

Results from Previous Goal

For 2017, Pedestrian Fatalities of 133.9 were projected using a baseline rolling average from 2012-2016 and a 2 percent reduction due to the data having an upward linear trend. Actual Pedestrian Fatalities were 145, the target was not met.

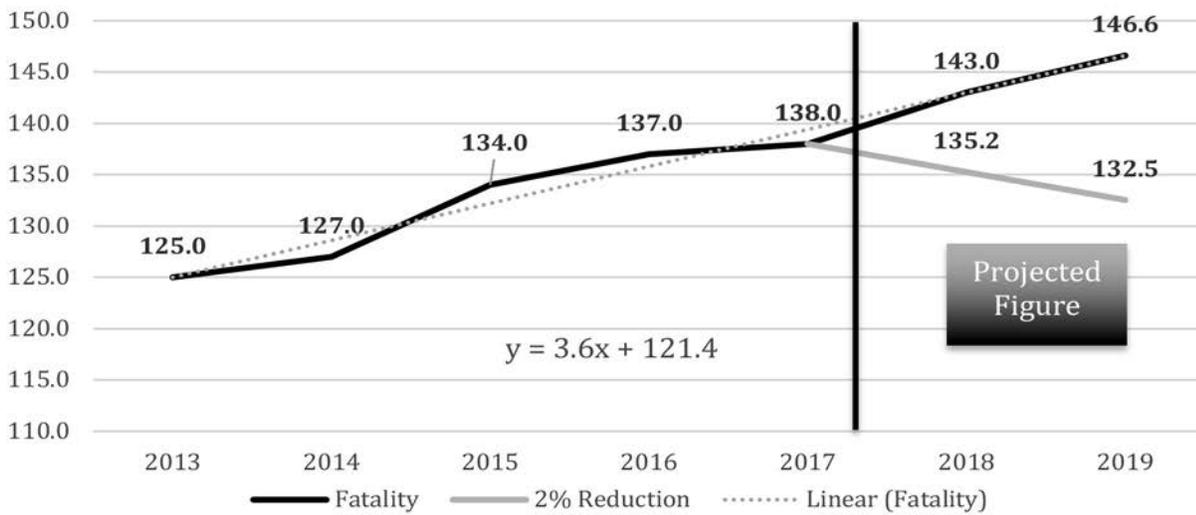
Table 13: Previous Projection for Pedestrian Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Pedestrian Fatalities	136.6	133.9	145	Unmet

Current Goal

To reduce the number of statewide pedestrian fatalities from 138 (2013-2017 average) to 132.5 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 13: Total Number of Pedestrian Fatalities (5-year Rolling Average)



Proposed Action

- Expanding education and increasing enforcement in areas of high pedestrian traffic.
- Creating partnerships with local and state agencies to target the areas with highest pedestrian fatalities and serious injuries.

Planned Activity Description, Expended Amounts, and Accomplishments

Section 405h Non-Motorized Project Tasks

Bicycle and Pedestrian Paid Media (BSPE) #18-12-01

\$600,362.84

This task provides Section 405h funds for IDOT to conduct a paid media campaign for the non-motorized awareness campaigns in 2018.

Accomplishments: Conducted comprehensive paid media program during summer months. TV, radio, and digital advertising under the Life or Death tagline yielded nearly 40 million audience impressions across all media platforms.

Bicycle and Pedestrian Safety (Local) #18-12-02

\$457,984.79

This task provided funds for the Chicago Department of Transportation (CDOT), Chicago Police Department, and the League of Illinois Bicyclist to conduct pedestrian/bicycle safety programs.

Accomplishments: The Chicago Police Department issued 847 total citations averaging 1.4 citations per hour while conducting pedestrian enforcement, 450 Yield to Pedestrian citations were issued and 51 percent of all citations were issued for Yield to Pedestrian violations. Chicago Police Department was only able to conduct 47 percent of their enforcement patrol allotment in FFY18 which is something they plan to improve on in FFY19. CDOT attended 515 events and directly educated 75,263 people. Of that number, the Bicycle Ambassadors reached 32,436 youth and children and 42,827 adults with messaging on how to walk, bike and take transit more safely. The Ambassadors visited 76 schools with 114 school events and 115-day camps educating 32,436 children and youth. The league of Illinois Bicyclist established a Bike Safety Quiz for elementary schools, driver education classes and police departments. The Bike Quiz educates bicyclists and motorists on the nuances of relevant state laws and the causes of the most common car-bike crashes. In FFY18 a total of 1,352 elementary students, 7,633 driver education students, and 299 police officers completed the Bike Safety Quiz.

Motorcycles

The State of Illinois has created a robust motorcycle training program. IDOT's goal is to provide motorcycle training to all with the inclination to ride. It is not the intent to entice people to ride motorcycles but rather to provide rider education in safe motorcycling principles to those who might start riding without the benefit of training.

Illinois continues to work on expanding the number of training courses and provide public information and education materials for motorist to start seeing motorcyclists. In FFY 2018, Illinois enrolled 14,730 motorcyclists in IDOT's Cycle Rider Safety Training Program. This is an increase of over 10 percent from 2017. Of those trained, 2004 were walk-in students who were not pre-registered. The increase of walk-in enrollees decreased the number of students turned away (i.e., those who were unable to train at the time and place of their choosing because of full classes). There were 615 turned away in 2017 and 528 in 2018.

Basic and Intermediate Rider Courses represented approximately 98 percent of the total number trained. These courses are popular because all students of ages 16 and 17 years are required to successfully complete the Beginner Rider Course to qualify for an M Endorsement on their driver's license. It is also popular because successful completion of the course allows the issuance of a license waiver that relieve the student from testing requirements to obtain their motorcycle endorsement. The remaining two percent of those trained represent persons who already possessed a motorcycle license and enrolled in training to improve their riding skills.

IDOT held the Instructor Preparation Courses and 118 students successfully completed the course. This qualified them to join IDOT's Instructor Corps and train other motorcycling enthusiasts. The number of instructor completions almost doubled the 2017 completions of 64.

The training portion of IDOT's Motorcycle Safety Program is funded by Illinois motorcyclists, through a portion of license endorsement and license plate fees. These funds are deposited into the Cycle Rider Safety Fund upon collection by the Office of the Illinois Secretary of State. This fund is statutorily restricted to uses directly related to motorcycle training.

In recent years, it has become evident that a multi-dimensional approach to motorcycle safety is needed. This program has evolved beyond IDOT's traditional role as a provider of motorcycle training. It has become multi-dimensional by updating the look of Start Seeing Motorcycles campaign, creating a new paid media campaign, and has focusing on new community outreach ideas.

Below are some program initiatives that have been implemented with a combination of federal highway safety funding along with other state funds:

- The Illinois Cycle Rider Safety Training Program (CRSTP) trained approximately 14,450 students through its three regional training centers. The regional centers divide the state geographically based on population in each specific region. Illinois is one of only two states in the US that offer Motorcycle Safety Foundation classes free of charge to all residents. This provides instructional funding for all class offerings state wide. Classes are offered through the CRSTP from early March through late October each year.
- IDOT Staff and other motorcycle safety stakeholders participated in numerous outreach events statewide emphasizing motorcycle safety throughout the riding season. Examples of events are as follows; Goldwing Riders Associate Winter Warmup, National Biker Round Up, Illinois State Fair, Motorcycle Awareness Month, and the Springfield Mile.
- 2018 Windshield Washing Project had numerous motorcycle organizations including volunteers who washed windshields at rest areas throughout Illinois. Share the Road brochures were also distributed to remind motorists that the number of motorcycles in the traffic environment increases during the summer months. The program's goal is to increase motorists' awareness of motorcycles and reduce the number of motorists/motorcycle-related crashes. There were a total of 9 events, 58 volunteers, and 391 contacts made.
- IDOT developed and competed a Motorcycle Paid Media Campaign. This paid media campaign was part of the overall "Life or Death Illinois" campaign.
- Motorcycle safety banners and yard signs were purchased and distributed for the Illinois' Start Seeing Motorcycles campaign.
- In December of 2017, IDOT held the annual Illinois Motorcycle Winter Conference. The conference brought together university staff members from the three motorcycle training centers, riding organizations, and safety partners to discuss the CRSTP.

Motorcyclist Fatalities

Results from Previous Goal

Projected Motorcyclist Fatalities for 2017 were 141.1 based on 2012-2016 rolling average in addition to a 2 percent reduction due to the linear trend of the averages being on an upward slope. This target was not met since the actual fatalities were 162.

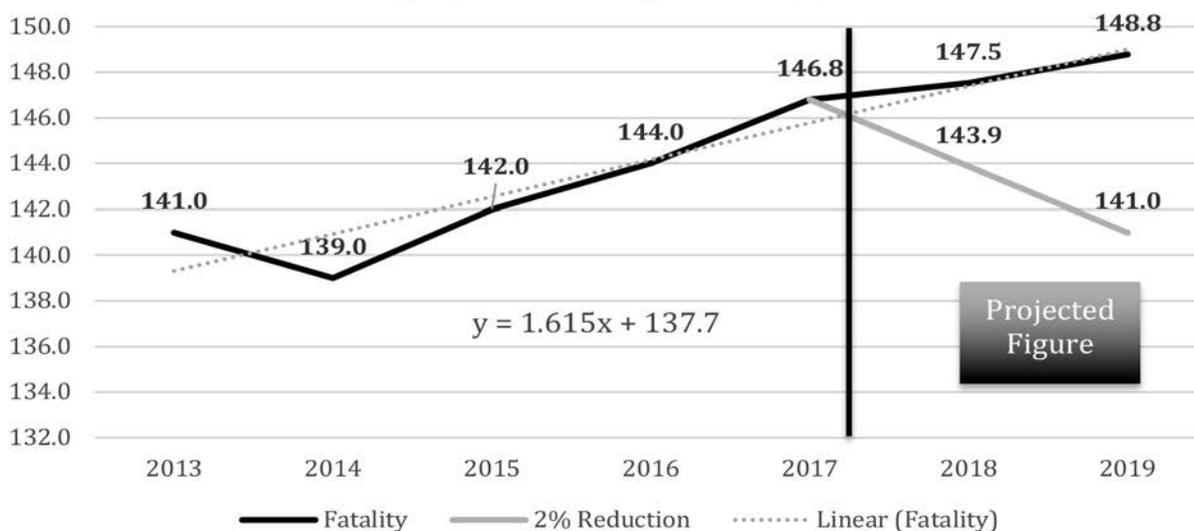
Table 14: Previous Projection for Motorcyclist Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Motorcyclist Fatalities	144.0	141.1	162	Unmet

Current Goal

To reduce the statewide motorcycle fatalities from 146.8 (2013-2017 average) to 141.0 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 14: Total Number of Motorcycle Fatalities (5-year Rolling Average)



Proposed Action

- Increase training opportunities for beginning motorcycle riders in Illinois.
- Continue implementation of a public information and education campaign for motorcycle awareness.
- Focus on education and information on impaired motorcycle riders.
- Educate and inform four-wheel drivers to be aware of motorcyclists.

Unhelmeted Motorcycle Fatalities

Results from Previous Goal

Unhelmeted Motorcyclist Fatalities for 2017 were projected to be 103.9 based on a baseline rolling average from 2012-2016. A 2 percent reduction was also added due to the linear trend of the data only being slightly downward for the recent previous years. The actual data for 2017 was 108 and as a result, the target was not met.

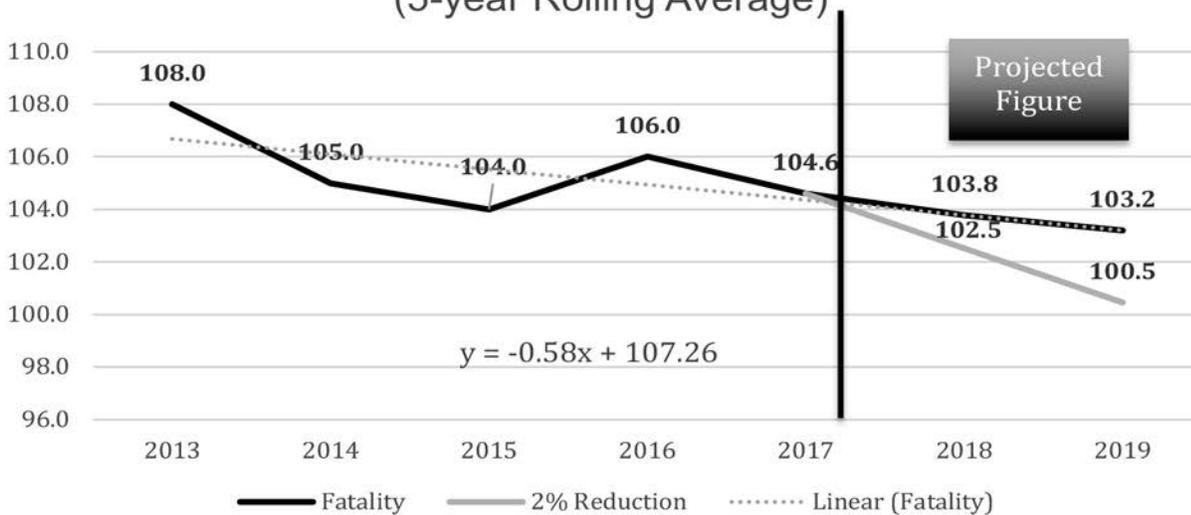
Table 15: Previous Prediction for Unhelmeted Motorcycle Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Unhelmeted Motorcycle Fatalities	106.0	103.9	108	Unmet

Current Goal

To reduce the number of unhelmeted motorcycle fatalities from 104.6 (2013-2017 average) to 100.5 by December 31, 2019 (The projected figures are based on a 2 percent annual reduction method).

Figure 15: Total Number of Unhelmeted Motorcyclist Fatalities (5-year Rolling Average)



Proposed Action

- Increased training opportunities for beginning motorcycle riders in Illinois to teach the importance of helmet use and safe riding practices.
- IDOT is updating the current Startseeingmotorcycles.org to bring more awareness to the value of helmet use.
- Focus, educate, and inform four-wheeled drivers to be aware of motorcyclists.
- IDOT is developing and implementing a saved by the helmet award program to emphasize the importance of helmet use.

Planned Activity Description, Expended Amounts, and Accomplishments

Public Information and Education Materials #18-22-02

\$13,252.80

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

Accomplishments: In FFY18 BSPE purchased 5,020 Start Seeing Motorcycles yard signs and 375 banners for distribution statewide.

Motorcycle Winter Conference #18-22-03

\$862.36

This task provided funds for BSPE to conduct an annual Motorcycle Winter Conference.

Accomplishments: On December 13-14, 2017, BSPE held its seventh annual Motorcycle Safety Conference titled Miles Ahead. A total of 104 people attended the conference held in Springfield. Some of the topics covered included: Curriculum and Challenges of the Industry, Introduction to Electric Motorcycles, Struggles of the Motorsport Industry, and Choices Behind the Wheel/Handlebars.

Motorcycle Paid Media #18-22-04

\$501,683.71

This task provided funds for IDOT to create a media campaign focused on driver awareness of motorcyclists.

Accomplishments: Under the Life or Death umbrella message, IDOT ran a paid media campaign focusing on motorcycle safety awareness. There were 1,021,759 reached through Facebook, 678 broadcast tv ad ran and 21,763,488 display banners impressions.

Traffic Records

In order to provide better data traffic safety professionals, Illinois established and implements a complete traffic records program. The program incorporates all databases including roadway, driver, vehicle, citation, and health care data in addition to crash reports. Through this program, IDOT is able to plan for, manage, and evaluate the state's highway safety activities. To improve the quality of data, six areas are focused on as listed below:

- **Timeliness:** The period of time from time of event until data are available for use.
- **Accuracy:** Data are valid with internal consistency. Data are coded properly.
- **Completeness:** There are no missing data and the file contains all events.
- **Uniformity:** All reporting jurisdictions have the same procedures and the data agree with national guidelines and standards.
- **Integration:** Data files can be linked to other appropriate files.
- **Accessibility:** Information is readily and easily available to the main users.

In FY 2016 NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements. The purpose of the assessment 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 effectiveness.

Illinois' Traffic Records Coordinating Committee (ITRCC) provided executive direction on all matters related to the various Illinois Traffic Safety Information Systems and the Traffic Safety Information Systems Improvement Program within the state. Federal highway safety funding from the National Highway Traffic Safety Administration allows the committee to provide assistance for new and/or existing relevant studies that improve programs that address roadway safety within Illinois. In FY 2018 the ITRCC met quarterly and approved seven BSPE projects with Section 405c funding. The ITRCC provided a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes representatives from various public and private organizations and members serve on one of three subcommittees (Planning, Engineering Safety, and Data Quality). Over the past year, the ITRCC has continued to encourage more participation from members and implemented an attendance requirement to be considered a voting member.

Accessing Safety Information

Since January 2016, a total of 1,243 end-users have registered for access to the Department's Safety Portal. Of those, 205 people work for IDOT; 854 people work for law enforcement agencies; 161 people work for County Engineers; and 23 people work for IDOT's partners in NHTSA and FHWA. During the month of January 2017, a meeting was held internally at IDOT to discuss enhancements to the Safety Portal to be developed through IDOT's Bureau of Information Processing. Some of the proposed enhancements include updated Geographic Information Systems (GIS) software for the mapping capabilities in the Safety Portal; "watch areas" that could be designated by end-users to receive an alert when crashes occur in high incident areas; and enhanced data downloads for crash information located through the Safety Portal.

In addition to the Safety Portal, other databases are utilized for crash reports, roadway, driver, vehicle, citation, and health care data. These sources include but are not limited to Fatality Analysis Reporting System (FARS) by NHTSA, Crash Information System (CIS), Center for Disease Control and Prevention (CDC), Insurance Institute for Highway Safety (IIHS), Travel Monitor by the Federal Highway Administration (FHWA). By utilizing these resources, IDOT increases its quality through having data that is more timely, accurate, complete, uniform, integrated, and accessible.

Planned Activity Description, Expended Amounts, and Accomplishments

Traffic Records Coordinator (BSPE) #18-18-01

\$0.00

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.

Accomplishments: BSPE was not able to fill this position. Mr. Mehdi Nassirpour continued to handle the responsibilities of the 408 Coordinator.

Traffic Information Officer (Local) #18-18-04

\$99,998.89

This task provided funds for the 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 data to state and local law enforcement officials for enforcement patrol efforts.

Accomplishments: In FFY18 the TIO used two data sets to develop reports, verified crash data and provisional fatality data. The TIO disseminated traffic crash information to law enforcement agencies for officers and command staff to provide clear areas of where and when to patrol.

Crash Reporting (Local) #18-18-05

\$989,518.99

This task provided funds for local law enforcement agencies to purchase lap top computers to submit crash reports electronically to IDOT.

Accomplishments: In FFY18 a total of 22 local law enforcement agencies purchased 252 lap top computers to assist in the electronic submittal of crash reports. Currently, IDOT receives 81 percent of the crash reports electronically statewide. IDOT's goal is to reach 100 percent electronic submittal.

Annually, the Illinois Department of Transportation receives an estimated 425,000 Illinois Traffic Crash Reports (hereafter "crash reports") for processing. Of that number, roughly 19 percent are currently received in paper format, while 81 percent are received electronically.

The current solution to increase electronic reporting is to partner with approved third party Extensible Markup Language (XML) vendors to allow law enforcement agencies to submit their crash reports electronically, in an XML format defined by the department. Third party vendors can become an approved department XML vendor once they have signed a Mutual Non-Disclosure Agreement (NDA) and have successfully submitted 20 scenarios required for approval. The scenarios determine if the vendor's system is capturing all the required crash data elements correctly, before they are allowed to work with law enforcement agencies. Some third-party vendors offer the free software to law enforcement agencies and offset their costs by selling crash reports, which does not conflict with the department's Archivist role since there is no contractual relationship between the department and the third-party vendors.

IDOT is also working with law enforcement agencies to e-mail scanned images of their crash reports. This program increases

CODES (BSPE) #18-18-07**\$0.00**

This task provided 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).

Accomplishments: No activity occurred in this task due to not being able to fill this position to perform the duties.

State Match (BSPE) #18-18-08**\$291,578.45**

This task provided state funds from the Illinois State Police's regular traffic patrols efforts to match Section 405c traffic records funding Illinois receives from NHTSA.

Accomplishments: BSPE used ISP's expenditures for regular traffic patrols to match Section 405c State Traffic Safety Information System Improvement federal funding.

Fatal Analysis Reporting System (FARS) #18-18-10**\$0.00**

This task provided funds for 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.

Accomplishments: BSPE did not expend federal funds under this task in FFY18 due to the FARS contract covered the expenses of the two FARS analyst.

Imaging Enhancement (SOS) #18-18-12**\$17,200.68**

This task provided 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.

Accomplishments: SOS hired one contractual person for data entry of backlog of old crash reports and certifications of cases for suspension action. In FFY18 the contractual person completed 2,049 phone calls, screened and soundexed 902 cases, and loaded 344 suspended files.

Data Analysis (Local) #18-18-13**\$0.00**

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

Accomplishments: No activity occurred in this task due to Loyola University dropping out before the grant year started.

State to State Verification System (SOS) # 18-18-14**\$693,048.25**

This task provides funds to the Illinois Office of the Secretary of State to provide highly accessible and 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.

Accomplishments: SOS hired one programmer and one business analyst to work with senior AAMVA programmer to design and implement IL S2S. Analysis completed with current license verification system to determine what changes to need to be made to comply with S2S.

Traffic Information Officer (Local) #18-04-08**\$23,563.81**

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. This planned activity was paid with 402 funds.

Accomplishments: Analyzing crash data to aid ISP and local agencies in identifying high crash areas and predictive modeling. This grant also allows the Illinois State Police to create a traffic safety monthly newsletter for local agencies.

Section 1906 Racial Profiling Project Tasks

Racial Profiling Statistical Study (BSPE) #18-23-01

\$174,800

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.

Accomplishments: Planned activity allows Illinois to keep up to date data on racial profiling data collection across the entire state. For the 14th annual Illinois Traffic Stop Study (ITSS) report, IDOT collected data from 930 law enforcement agencies throughout Illinois. These agencies submitted 2,284,919 stops which were then analyzed by Alex Weiss Consulting. This report was submitted to the Governor, General Assembly and Racial Profiling Prevention and Data Oversight Board. The 2017 annual report is available on IDOT’s website. On August 12, 2015 Governor Bruce Rauner signed SB1304 into law (Public Act 99-0352). Effective January 1, 2016, this law requires law enforcement agencies to collect data not only on traffic stops, but also on pedestrian stops conducted. For the second year of the Illinois Pedestrian Stop Study (IPSS) report, IDOT collected data from 480 agencies that submitted 127,144 stops. The data was analyzed by Alex Weiss Consulting and the reports were submitted to the Governor, General Assembly and Racial Profiling Prevention and Data Oversight Board. The data is part of the annual report available on IDOT’s website.

Police Traffic Services

IDOT funded 177 local law enforcement agencies in FY 2018 enforcement campaigns that reflects a 7.3 percent increase from the number of agencies in FY 2017. With this increase, IDOT continues to focus enforcement in Illinois’ 23 county breakdown, where 85 percent of the population resided and accounted for 87 percent of the total crashes. Preliminary figures for FY 2018 indicates that the 177 local law enforcement agencies along with the Illinois State Police that IDOT funded conducted 100,647.46 hours of patrol. Further, a total of 108,461 citations were issued. (These figures are preliminary as not all information was available.)

IDOT continued to fund local law enforcement agency and ISP enforcement projects that participated in seat belt and impaired driving campaigns during FY 2018. Most enforcement activities were supported with comprehensive paid and earned media efforts.

In addition, IDOT conducts in-depth analysis of crashes for the last five years to identify problem areas where there are high fatalities and/or serious injuries. The analytical report includes the following data items:

1. County
2. Gender
3. Age Group
4. Total Fatalities & A-Injuries
5. Occupant Fatalities & A-Injuries
6. Belted Occupant Fatalities & A-Injuries
7. Speed-Related Fatalities & A-Injuries
8. % Speed-Related Fatalities & A-Injuries
9. Alcohol-related Fatalities & A-injuries
10. % Alcohol-Related Fatalities & A-Injuries
11. Motorcycle Fatalities & A-Injuries
12. Helmeted Motorcycle Fatalities & A-Injuries
13. % Helmeted Motorcycle Fatalities & A-Injuries
14. Pedestrian Fatalities & A-Injuries
15. Pedalcyclist Fatalities & A-Injuries
16. Population
17. Fatality & A-Injury Proportion
18. Population Proportion
19. Fatality & A-Injury Proportion to Population Proportion
20. VMT
21. Fatalities & A-Injuries
22. Fatality & A-Injury Rate

In FY 2018, IDOT’s focus continued to be on the two main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season, St. Patrick’s Day, and Independence Day). One of high-visibility enforcement projects that IDOT continues to fund through local law enforcement agencies is the STEP. These grants focus on specific times of the year and on specific times of day when data showed alcohol-involved and unrestrained fatalities are the highest. The increased enforcement details conducted during these times deters potential impaired and unrestrained drivers. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unrestrained fatalities and lower late-night seat belt usage. These grants required participation in the Thanksgiving, Holiday Season, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day Campaigns. This created a sustained, year-long emphasis on IDOT’s high enforcement priorities.

Police Traffic Services Strategies

- Provided funding for local and state law enforcement agencies to conduct STEP, LAP, eLAP, and periodic enforcement accompanied by high-intensity publicity/awareness campaigns.
- Provide funding for two-week distracted driving enforcement campaign.

Although Illinois has an effective high visibility enforcement, BSPE monitors the effectiveness of enforcement activities. This allows BSPE to make ongoing adjustments to update countermeasure strategies and safety projects as the data change over time.

To complete this monitoring BSPE staff (safety grant administrators, law enforcement liaisons, and evaluation staff) conduct site visits and an in-depth evaluation of enforcement activities and traffic safety campaigns that include enforcement and education activities. The goal is to discuss the agencies' enforcement activities and other related issues to ensure the effectiveness of the program. Main issues include the following items:

- High-Visibility Enforcement.
- Participation in national high-visibility law enforcement to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts.
- Data and information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, and paid and earned media information).
- All enforcement data (e.g., patrol hour, citations, citations per hour, and cost per citation) collected from participating law enforcement agencies are analyzed and shared with them for making adjustments to their enforcement plan.

Click It or Ticket Campaigns

IDOT conducted the "Click It or Ticket" (CIOT) campaign November 17-27, 2017. This campaign coincided with the Thanksgiving holiday. A total of 12,703,056 patrol hours were logged by 86 local police departments and the ISP resulting in 14,409 citations being issued during the campaign. (Please note this information is preliminary as all information was not available at this time).

In 2018, IDOT conducted the CIOT campaign from April 23-June 26 over the Memorial Day holiday with special emphasis on State border crossings. The Border to Border effort linked law enforcement agencies and highway safety professionals from Illinois' four bordering states. Law enforcement agencies and the ISP logged a total of 18,719 enforcement hours and issued 22,680 citations. Four earned media events were set-up: Calumet City (Indiana), Rockford (Wisconsin), East Saint Louis (Missouri), and Rock Island (Iowa).

IDOT was able to have a paid media campaign for the Thanksgiving and Memorial Day enforcement campaigns. For the 2018 Memorial Day campaign, IDOT produced a new campaign titled "Life or Death" that featured radio, television, social media, and other digital advertising. Local law enforcement agencies were provided pre- and post- media releases to use in their communities for the CIOT enforcement campaign to create earned media opportunities for CIOT in the form of print news stories.

Impaired Driving Campaign

IDOT continued to focus enforcement on impaired driving campaigns, specifically the Holiday Season, Independence Day, and Labor Day. IDOT also funded enforcement agencies to conduct campaigns around impaired driving times during IDOT's other enforcement periods, Thanksgiving, Super Bowl, St. Patrick's Day, and Memorial Day. Also, some law enforcement agencies conducted additional enforcement outside of the holiday timeframes.

During IDOT's "Drive Sober or Get Pulled Over" FY 2018 Labor Day campaign a total of 145 local law enforcement agencies and all ISP districts participated. A total of 15 roadside safety checks and 1,139 saturation patrols were conducted during August 20 - September 4, 2018 enforcement period. Local law enforcement and ISP logged a total of 12,970 patrol hours and issued 9,209 citations during the campaign. (Please note this information is preliminary.)

A paid media campaign was funded during the Holiday Season, July 4th, and Labor Day utilizing the "Life or Death" theme. This campaign featured radio, television, social media, and other digital advertising. Local law enforcement agencies were also provided pre- and post- media releases to use in their communities for the "Drive Sober or Get Pulled Over" (DSGPO) enforcement campaigns. This created earned media opportunities for DSPGO.

List of Local Law Enforcement Agencies involved in the STEP Program:

Addison Police Department
Algonquin Police Department
Arlington Heights Police Department
Bartlett Police Department
Bartonville Police Department
Bellwood Police Department
Belvidere Police Department
Berwyn Police Department
Boone County Sheriff's Department
Bourbonnais Police Department
Buffalo Grove Police Department
Cahokia Police Department
Calumet City Police Department
Carol Stream Police Department
Carterville Police Department
Champaign Police Department
Chatham Police Department
Cherry Valley Police Department
Chicago Heights Police Department
Chicago Ridge Police Department
Chicago Police Department
Cicero Police Department
Clarendon Hills Police Department
Collinsville Police Department
Columbia Police Department
Cook County Sheriff's Department
Countryside Police Department
Crystal Lake Police Department
Decatur Police Department
DeKalb Police Department
DeKalb County Sheriff's Department
East Hazel Crest Police Department
East Peoria Police Department
Edwardsville Police Department
Elgin Police Department
Elk Grove Village Police Department
Elmhurst Police Department
Evanston Police Department
Forest Park Police Department
Franklin Park Police Department
Freeport Police Department
Galesburg Police Department
Glendale Heights Police Department
Grandview Police Department
Grundy County Sheriff's Department
Gurnee Police Department
Hanover Park Police Department
Hebron Police Department
Hillside Police Department
Hinsdale Police Department
Homewood Police Department
Island Lake Police Department
Jerome Police Department
Jo Daviess County Sheriff's Department
Joliet Police Department
Kane County Sheriff's Department
Kankakee Police Department
Kildeer Police Department
Lake Bluff Police Department
Lake in the Hills Police Department
Lake Zurich Police Department
Lake County Sheriff's Department
Lakemoor Police Department
LaSalle Police Department
Leland Grove Police Department
Libertyville Police Department
Lincolnshire Police Department
Lincolnwood Police Department
Lisle Police Department
Lockport Police Department
Lombard Police Department
Loves Park Police Department
Macomb Police Department
Maryville Police Department
Matteson Police Department
Mattoon Police Department
Maywood Police Department
McCullom Lake Police Department
McHenry Police Department
McHenry County Sheriff's Department
Mercer County Sheriff's Department
Midlothian Police Department
Moline Police Department
Monmouth Police Department
(Western Illinois Task Force)
Montgomery Police Department
Morton Police Department
Naperville Police Department
North Pekin Police Department
North Riverside Police Department
Oak Lawn Police Department
Oak Park Police Department
Oakbrook Police Department
Olympia Fields Police Department
Orland Park Police Department
Oswego Police Department
Palatine Police Department
Palos Heights Police Department
Park City Police Department
Peoria Police Department
Peoria County Sheriff's Department
Perry County Sheriff's Department
Peru Police Department
Plainfield Police Department
Prairie Grove Police Department
Prospect Heights Police Department
Quincy Police Department
River Forest Police Department
River Grove Police Department
Riverdale Police Department
Riverside Police Department
Robinson Police Department
Rock Island Police Department
Rock Island County Sheriff's Dept
Rockford Police Department
Rolling Meadows Police Department
Romeoville Police Department
Roscoe Police Department
Roselle Police Department
Round Lake Park Police Department
Schaumburg Police Department
Shorewood Police Department
Silvis Police Department
Sleepy Hollow Police Department
South Chicago Heights Police
Department
South Elgin Police Department
Southern View Police Department
Spring Grove Police Department
Springfield Police Department
St. Charles Police Department
St. Clair County Sheriff's Department
Sterling Police Department
Streamwood Police Department
Summit Police Department
Sycamore Police Department
Tazewell County Sheriff's Department
Troy Police Department
University of Illinois Urbana-Champaign
Villa Park Police Department
Wauconda Police Department
Waukegan Police Department
Wheeling Police Department
Will County Sheriff's Department
Williamson County Sheriff's Dept
Winnebago County Sheriff's Dept
Winnebago Police Department
Winthrop Harbor Police Department
Wonder Lake Police Department
Wood Dale Police Department
Woodridge Police Department
Woodstock Police Department

The table below represents enforcement activities conducted by BSPE projects from FY 2006 to FY 2018. Based on the GHSA's set of performance measures, these results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Table 16: Total Enforcement Activities by Citation Type (2006-2018)

Calendar Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2006	140,079.0	208,646 100.0%	8,488 4.1%	105,948 50.8%	39,666 19.0%	54,544 26.1%
2007	209,285.7	308,032 100.0%	9,114 3.0%	109,914 35.7%	110,238 35.8%	78,766 25.6%
2008	194,760.5	293,401 100.0%	9,208 3.1%	113,674 38.7%	102,609 35.0%	67,910 23.1%
2009	175,219.0	289,496 100.0%	13,282 4.6%	104,279 36.0%	100,167 34.6%	71,768 24.8%
2010	170,173.3	201,898 100.0%	9,579 4.7%	74,345 36.8%	41,851 20.7%	76,123 37.7%
2011	158,415.0	166,537 100.0%	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,946.7	150,197 100.0%	7,712 4.8%	58,403 38.9%	24,458 16.3%	60,164 40.0%
2013	106,988.0	117,288 100.0%	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341 100.0%	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732 100.0%	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911 100.0%	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161	124,712 100.0%	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018*	100,647.46	108,461 100.0%	1,133 1.0%	25,604 23.6%	8,888 8.2%	72,836 67.2%

*2018 data are preliminary and do not include ISP data as it was not available.

Planned Activity Description, Expended Amounts, and Accomplishments

Law Enforcement Liaison Program (Local) #18-03-04

\$565,507.73

This task provided funds to the Illinois Association of Chiefs of Police (ILACP) to contract for the services of eight full-time individuals and one full-time clerical that will be responsible for the continuation of the Law Enforcement Liaison (LEL) program in Illinois. The goal of the program is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the impaired driving issue while incorporating other traffic safety issues such as speeding and DUI. Also, the LEL's managed law enforcement highway safety projects for IDOT. Approximately 50 percent of the 8 LEL's salary was charged to this task. The Grant Management Coordinator and Office Systems Specialists were also charged to this task.

Accomplishments: FY18 highlights include filling two LEL vacancies, interacting directly with 147 law enforcement grantees (conducting 700 onsite visits) assisting BSPE with the management of its law enforcement partner grants, and law enforcement agency recruitment efforts resulting in a 22 percent increase in FY19 grantees over FY18 and 92 law enforcement agencies participating in the first Distracted Driving mobilization in April 2018.

Police Traffic Training (ILETSB) #18-04-01

\$57,802.00

This task provided 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 was targeted in IDOT's 23 county breakdown.

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

Basic Traffic Crash Investigation	Police Traffic Radar Instructor
Crash Investigation I	Rapid Medical Response
Crash Investigation II	Radar Operator Training
Crash Reconstruction I	Traffic Crash Records Analysis
Crash Reconstruction II	Traffic Crash Records Workshop
Crash Reconstruction Refresher	Traffic Occupant Protection Strategies (TOPS)
Emergency Medical Dispatch	VASCAR Speed Measurement
LIDAR Speed Measurement	Vehicle Dynamics
National Child Passenger Safety Certification Technician Training	

Accomplishments: In FFY18 ILETSB conducted 10 training courses training 155 officers through their mobile training units statewide.

Sustained Traffic Enforcement Program (Local) #18-04-02

\$3,665,132.50

This task provided 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." In addition, STEP provides funding for Roadside Safety Checks throughout the year as well as strong speeding, distracted driving, and other traffic law enforcement. This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants.

Accomplishments: Issued STEP grants to 144 local law enforcement agencies to complete hire back hours to issue citation. Please see the citation information above for an in-depth explanation of citation accomplishments.

Illinois State Police State Match (BSPE) #18-04-03

\$1,363,616.39

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.

Accomplishments: BSPE used ISP's expenditures for regular traffic patrol hours to match Section 402 federal funding.

Nighttime Enforcement Program (ISP) #18-04-04

\$1,196,191.63

This task provided 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 seat 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.

Accomplishments: ISP conducted 9,918 hours of enforcement issuing 8,414 citations. ISP issued one occupant restraint citation every 11 hours and 23 minutes with a total of 871 citations for these offenses. ISP issued 750 DUI/Drug/Alcohol-related, or Zero Tolerance citations during the year. ISP also issued 6,259 citations and warnings for speeding and 441 distracted driving citations and warnings.

Special Traffic Enforcement Program (ISP) #18-04-05

\$901,367.33

This task provided 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 were 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.

Accomplishments: ISP conducted 7,771.5 hours of enforcement and issued a total of 9,264 citations. ISP issued 837 occupant restraint citations in FFY18. ISP issued 179 DUI/Drug/Alcohol-related, or Zero Tolerance citations for the year. For FFY18, officers issued 412 distracted driving citations and warnings.

Vision Zero (Local) #18-04-06

\$202,987.03

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.

Accomplishments: The Chicago PD worked a total of 1,257 patrol hours under this grant in FY18, 577 hours during the day and 469 hours at night. 3,036 speeding citations were issued and 152 distracted driving citations. A total of 4,733 citations were written, including 44 (DUI, Driving While Suspended, etc.) and 1,501 other traffic citations.

Traffic Safety Challenge (Local) #18-04-07

\$19,333.77

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

Accomplishments: Continuous updates for the Illinois Traffic Safety Challenge (ITSC) website, gave presentations to Illinois Sheriff's Association and Southern Illinois Law Enforcement Association, reviewed and updated ITSC application placing additional focus on data-driven approaches, added roll call and other trainings to ITSC website, and distributed numerous ITSC Awards at annual breakfast.

Motorcycle Patrol Unit Project (ISP)#18-04-09

\$6,633.70

This task provided funds for the Illinois State Police to continue a centralized Motorcycle Patrol Unit. The ISP continued its motorcycle unit with 28 officers who were assigned to speed enforcement duties on interstate highways.

Accomplishments: The Illinois State Police added seven new motorcycle officers to the Division of operations in FY18. These seven new officers replaced officers who left the unit for another position assignment or retired. Funds were utilized to send three motorcycle instructors to attend recertification by Northwestern University, and one officer attended the full motor officer instructor course.

Evaluation

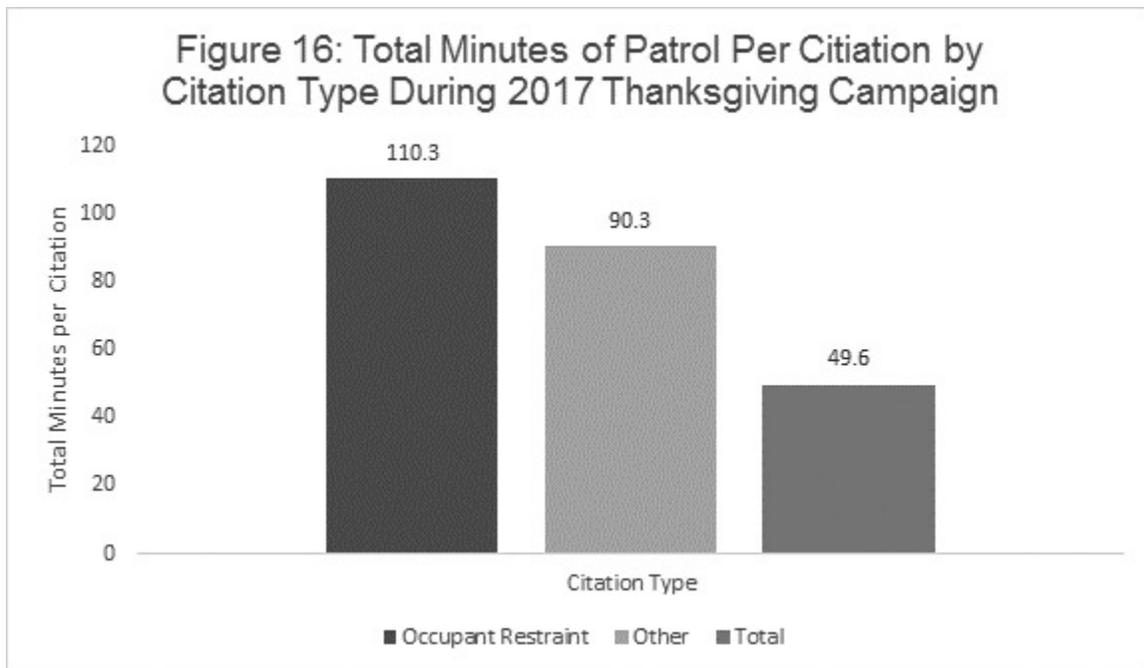
Enforcement

“Click It or Ticket” (CIOT) and “Drive Sober or Get Pulled Over” (DSGPO) are high-visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on occupant protection and impaired driving. An intense public information and education campaign runs concurrently with an enforcement blitz to inform the motoring public of the benefits of seat belt use and not driving impaired. During this four to six-week campaign, the CIOT or DSGPO messages are repeated in the media and enforcement of seat belt laws and DUI laws are stepped up. The goal of each campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rate and reducing the incidence of driving impaired in Illinois. Each CIOT and DSGPO mobilization includes the following components:

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

Thanksgiving CIOT Campaign: November 17 – 27, 2017

A total of 12,703.1 patrol hours were logged by 85 local departments and ISP resulting in 14,409 citations being issued during the Thanksgiving campaign. For the local agencies, one citation was written every 49.6 minutes of enforcement. Of these local agency citations, 2,475 (32.9 percent) were seat belt and car seat violations. One occupant restraint citation was issued every 110.3 minutes of enforcement. Figure 16 depicts the total minutes of Thanksgiving CIOT patrol per citation by citation type. (Note: this information is preliminary as all information was not available at this time).



May CIOT Campaign: April 23 - June 26, 2018

Although the Illinois Rural Demonstration Project (RDP), a CIOT specifically designed to promote seat belt use in rural communities, was completed in 2006, Illinois extended its commitment to increase seat belt use rates in rural areas, which are significantly overrepresented in crashes and fatalities. CIOT activities began April 23 and concluded June 26, 2018. A timeline of CIOT activities appears in Table 3.

Table 17: Timeline of CIOT Activities

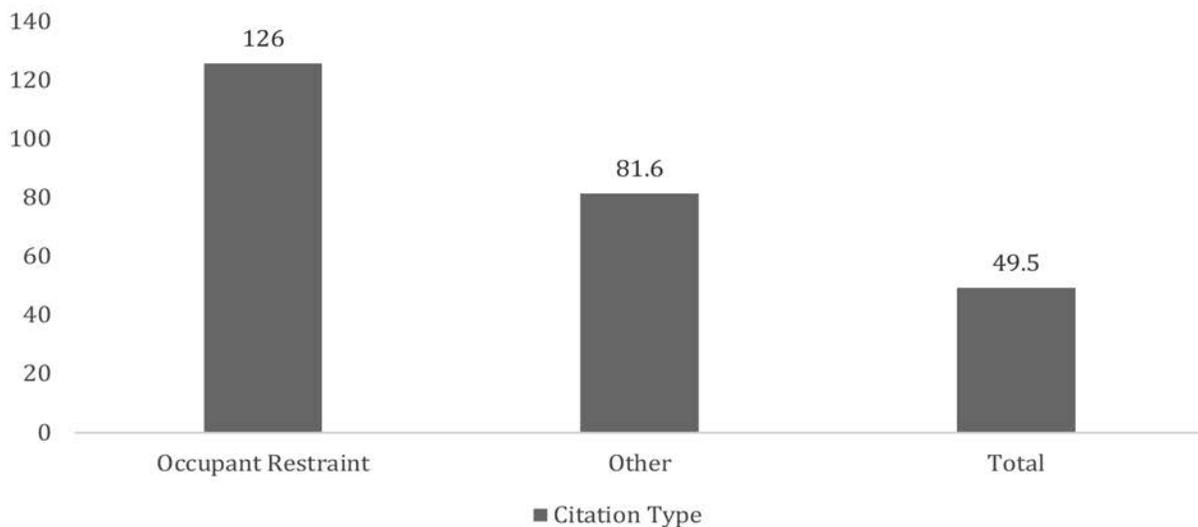
April 23 - May 6, 2018	This week marked the start of the “Click It or Ticket” campaign. The pre-CIOT telephone surveys ran from April 11th through May 25th.
May 7 – May 13, 2018	Earned media detailing the importance of wearing seat belts began. Pre-CIOT telephone surveys continued.
May 14 – May 20, 2018	Highly publicized strict enforcement of the seat belt laws began as a part of the CIOT campaign and earned media continued.
May 21 – June 3, 2018	Enforcement efforts concluded; earned media continued; post statewide CIOT observational survey began.
June 5 – June 26, 2018	Post statewide CIOT observational survey concluded; post telephone surveys ran from May 29th through July 9th.

Law enforcement agencies assisted in spreading the CIOT message using the traditional methods of newspaper, radio, and television but are also credited with some additional methods by which to alert their communities of the CIOT campaign. The most common type of earned media obtained for CIOT was in the form of digital media which made up 48 percent of the total media budget and included Video Streaming, Audio Streaming, YouTube, Facebook, Hulu, and others. Radio composed 27 percent of the total media budget and television was slightly lower at 24 percent.

During statewide CIOT campaigns, local law enforcement agencies and the ISP logged a total of 18,720 enforcement hours and wrote 22,680 citations, 8,911 (37.4 percent) of which were seat belt and car seat citations. On average, police wrote one seat belt citation or car seat ticket every 126 minutes throughout the May campaign. Overall, one citation was written every 49.5 minutes of enforcement (see Figure 17).

For the ISP, of the 7,628 citations issued during the enforcement, 1,419 (18.6 percent) were seat belt violations and car seat violations. For the local agencies, of the 15,052 citations issued during enforcement, 7,492 (49.8 percent) were seat belt and car seat violations.

Figure 17: Minutes of Patrol Per Citation by Citation Type During 2018 Memorial Day Campaign



Cost Effectiveness of Enforcement Activities

The agencies included in the CIOT cost/effectiveness analysis conducted a total of 18,719 patrol hours and issued 22,680 citations during CIOT statewide and rural enforcements at a total cost of \$1,397,450.52. On average, citations were written every 49.5 minutes during enforcement at a cost of \$61.62 per citation, or \$74.65 per patrol hour.

The enforcement data (such as total number of patrol hours and total citations) provided by the local agencies should be interpreted with caution since the calculated indicators, such as cost per patrol hour or cost per citation, and/or a citation written per X minutes vary substantially across selected local agencies.

The “Drive Sober or Get Pulled Over” Labor Day campaign lasted two weeks. During this period, zero-tolerance enforcement focusing on alcohol violations was carried out statewide. 146 local and state law enforcement agencies participated in the 2018 Labor Day alcohol impaired driving mobilization. A total of 40 roadside safety checks and 1,214 saturation patrols were conducted during the August 20 - September 4, 2018 enforcement period. Local law enforcement and the Illinois State Police logged a total of 12,970.91 patrol hours and issued 9,209 citations during the campaign. For the local law enforcement agencies, one citation was written every 95.1 minutes of enforcement. Local law enforcement issued a combined total of 71 DUI citations. A total of 2,955 citations were issued for seat belt and car seat violations resulting in an average of one occupant restraint violation written every 203.4 patrol minutes.

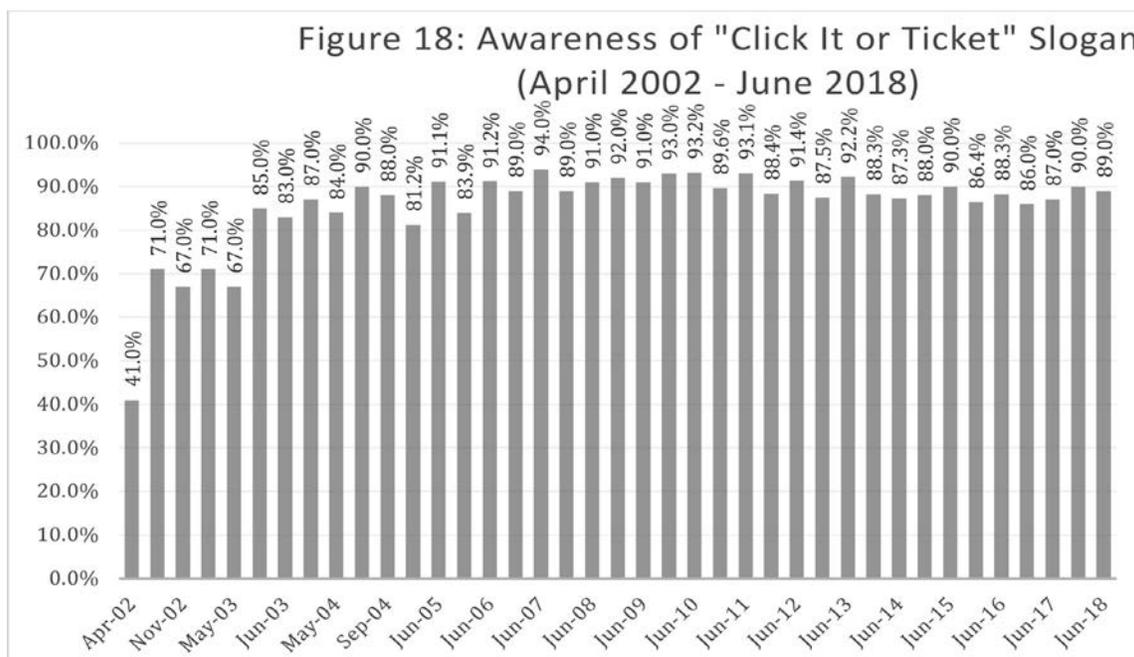
Telephone Survey

“Drive Sober or Get Pulled Over” programs are evaluated in a number of ways. For a short-term and immediate impact of the program, BSPE conducted 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 mobilization. The surveys were conducted through the Survey Research Office, located at the Center for State Policy and Leadership at the University of Illinois at Springfield.

The percentage of people who indicated that, “in the past thirty days,” they had “seen or heard any messages that encourage people to wear their safety belts” increased from 57.1 percent in the April pre-test survey to 66 percent at the time of the June post-test survey.

Of those June respondents who had seen or heard messages encouraging safety belt use, most respondents indicated exposure through billboards/road signs (67.4 percent) and television (41.2 percent). The majority of both pre and post survey respondents who saw or heard a message on television report seeing or hearing it via a commercial or an advertisement; 87.1 percent in April and 91.3 percent in June.

The 2018 April awareness level of the “Click It or Ticket” slogan started at 90.0 percent. It decreased slightly to 89.0 percent in the June 2018 survey (see Figure 19).



Awareness of special police efforts to ticket for seat belt violations

The percent of respondents who indicated that, “in the past thirty days,” they had “seen or heard of any special effort by police to ticket drivers in [their] community for seat belt violations” increased from 12.2 percent in April to 20.7 percent in June.

Individuals aware of special seat belt enforcement report having heard about it via “some other source” in April (75.1 percent) and June (51.3 percent). The second most cited medium in April is television (28.1 percent) and radio in June (22.8 percent).

Agree/disagree: Police in your community are writing more seat belt tickets now than they were a few months ago.

Respondents across Illinois who either “somewhat” or “strongly agree” with this statement remained unchanged from 25.1 percent in April to June. For Chicago, 27.2 percent of residents agree with this statement in April and 27.5 percent agree in June. In the downstate area, 22.4 percent of residents agree in April versus 21.1 percent agreement in June. In the “targeted rural counties,” agreement decreased from 20.3 percent in April to 17.9 percent in June.

Respondents were asked if they think “it is important for police to enforce the seat belt laws.” During the April survey, 88.8 percent of respondents indicated they “strongly agree” or “somewhat agree” with that statement. During the June survey, 90.8 percent of respondents indicated they “strongly agree” or “somewhat agree” with that statement.

Table 18: Performance Measures on Seat Belt, Alcohol, and Speed-related Questions Based on Post Mobilization Surveys (2008-2018)

Seat Belt	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
When driving, how often do you wear your seat belt (composite of shoulder & lap)? (Percent Always)	91%	91.6%	91%	94%	93.4 %	96.3%	95.2%	95.9 %	93.7%	95.1%	93.9%
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? (Percent Very Likely)	46%	38%	45%	46.7%	43%	45.6%	37.0%	45.7 %	42.3%	38.8%	44.1%
When was the last time you did not wear seat belt when driving? (Percent more than a year ago- Always Wear)	79%	78%	80%	85%	82.3 %	77.8%	88.3%	84.5 %	81.9%	83.7%	87%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? (Percent Yes)	33%	34%	32%	24.9%	24.9 %	51.1%	15.5%	15.5 %	11.7%	9.3%	20.7%
Alcohol											
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	71%	74%	69.3 %	NA	59.9 %	62.7%	65.4%	61.2 %	50.4%	51.6%	47.7%
If you drove after having too much to drink to drive safely, how likely do you think you are to be stopped by a police officer? Would you say this is: (Percent Almost Certain +Very Likely)	40.5%	48%	40%	NA	36.2 %	44.6%	40.8%	35.1 %	27.5%	38.4%	41.5%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? (Percent More Likely)	32%	31%	31.5 %	NA	26.4 %	23.8%	23.4%	25.9 %	23.1%	18.7%	22.0%
Percent of responders who had alcoholic beverages in the last 30 days.	46%	47%	53.4 %	NA	52.8 %	45.9%	NA	45.9 %	49.4%	48.1%	38.7%
Of those who ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? (Percent Yes)	23%	33%	24.7 %	NA	23%	24.7%	NA	21.6 %	17.7%	18.9%	19.6%

Paid Media Summary

Of those who had seen or heard such messages, by far the greatest exposure source is found for television (54.5 percent in September). In September, television was followed by radio and newspaper (24.2 percent and 11,034.2 percent, respectively).

Awareness of selected traffic safety slogans

Respondents were asked about their awareness of thirteen selected traffic safety “slogans,” asked in a random order. Nine are related to drinking and driving.

Table 19: Awareness Levels in June 2018

Order	Slogan	Level
1	Click It or Ticket	89.0%
2	Friends don't let friends drive drunk	67.0%
3	You drink and drive. You lose.	66.0%
4	Drive sober or get pulled over	63.0%
5	Start seeing motorcycles	61.0%
6	Drive smart, drive sober	59.0%
7	Buckle up, America	38.0%
8	Police in Illinois Arrest Drunk Drivers	38.0%
9	Drunk driving. Over the limit. Under arrest	31.0%
10	Cells phones save lives. Pull over and report a drunken driver	30.0%
11	Wanna drink and drive, police in Illinois will show you the bars.	23.0%
12	Children in back.	23.0%
13	Drink and drive? Police in Illinois have your number.	19.0%

As stated above, the slogans with the highest reported awareness in June were Click It or Ticket (89 percent), Friends don't let friends drive drunk (67 percent), and You drink and drive. You lose. (66 percent). More specifically, the reported awareness level for Click It or Ticket changed from 90 percent in April to 86 percent in September. This represents a total decrease of 4.4 percent throughout the year.

Statewide Observational Survey

The recent seat belt survey was a statistical (based on multi-stage random sample) observational survey conducted statewide during June 2018 on both high-volume state highways and low-volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration (NHTSA)'s Uniform Criteria for State Observational Surveys of Seat Belt Use. This plan is fully compliant with the Uniform Criteria and was used for the implementation of Illinois 2018 seat belt survey. The new plan had four characteristics.

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways, freeways, county roads, state highways and a random sample of residential streets within selected areas.

For additional information on survey design, please refer to: <http://www.idot.illinois.gov/transportation-system/safety/evaluations>

During the post (statewide) mobilization survey, of the total of 153,844 front seat occupants observed in passenger cars and pickup trucks, 94.6 percent were wearing a seat belt. Cook County had the highest usage rate at 95.5 percent followed by a tie between collar counties and downstate counties at 94.8 percent each. The city of Chicago had the lowest usage rate at 88.7 percent. Based on road type, interstate highway travelers had the highest usage rate at 95.7 percent followed closely by U.S./Illinois Highway travelers at 95.3 percent. Motorists traveling on residential streets had the lowest usage rate at 93.4 percent.

Overall, the seat belt usage rate among drivers dropped 0.64 percent while front seat passengers increased by 19.27 percentage points from the pre-mobilization survey to the post-mobilization survey. The city of Chicago had the highest increase in belt use of 18.79 percentage points. Downstate had an increase in belt use of 11.97 percentage points. The Collar Counties had a slight decrease in belt use of 0.49 percentage points. Finally Cook County had a decrease of 7.94 percentage points. For road types, Interstate Highways belt use increased by 23.68 percentage points while US/IL Highways decreased by 10.60 percentage points and Residential decreased by 11.90 percentage points.

Planned Activity Description, Expended Amounts, and Accomplishments

Phone Surveys (Local) #18-02-04

\$84,870.81

This task provided funds for the University of Illinois at Springfield to conduct a telephone survey project focusing on the topics of seat belt usage, driving under the influence, media campaign, and enforcement activities. UIS conducted three annual surveys: Pre-Memorial Day campaign in May 2018; Post Memorial Day and Pre-Labor Day campaigns in June/July 2018, and Post Labor Day campaigns in September 2018.

Accomplishments: The Illinois Department of Transportation contracted with the Survey Research Office, located in the Center for State Policy and Leadership at the University of Illinois Springfield, to conduct three statewide telephone surveys from April through September 2018, relating to seat belt and DUI-related enforcement and media campaigns. The first survey was conducted from early April to early May prior to the Memorial Day weekend; the second was conducted mid-June to mid-August, after the Memorial Day weekend; and the third survey was conducted in September and October, after the Labor Day weekend.

Evaluation (Local) #18-02-08

\$487,965.40

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.

Accomplishments: In FFY18 the University of Illinois at Springfield continued to fund one Traffic Safety Resource Prosecutor (TSRP), one Law Enforcement Liaison, and one Research Data Analyst. The TSRP presented at ARIDE trainings, DRE trainings, and presented at the AAIM and MADD conferences. The TSRP also spoke to numerous groups and associations on the No-Refusal Search Warrant program, phlebotomy programs, drugged driving program in Cook County. The TSRP also assisted the DeKalb County prosecutor on an aggravated DUI death case and assisted officers with search warrants. The Research Data Analyst has been involved in the data linkage project, such as CODES. Currently he is involved in the data linkage program that has been sponsored by the National Governors Association (NGA) called "Improving Data Linkage Systems."

Communication Campaign

Enforcement is most effective when paired with paid and earned media. Illinois has a robust paid and earned media program that aids the successful enforcement campaign. The following paragraphs will analyze and explain the results of Illinois' paid media, earned media, and public information and education efforts.

Paid Media

In FY 2018, IDOT had planned to utilize \$4.45 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, motorcycle, 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 designed an overarching ad campaign titled “Life or Death Illinois” was created. The campaigns respectively address existing efforts identifying and focusing on the at-risk population, ages 18-34. IDOT continues 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 were shared with 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 demographic of the Illinois driving population. IDOT used the following types of media to deliver its messages: television, radio and digital (Facebook, Twitter, You Tube) and cinema. Percentage of use of the media types was determined in collaboration with the media buyer to target certain demographics for each campaign.

“Life or Death Illinois” was aimed at showing drivers the risks associated with poor driving practices. This was done by taking advantage of emerging digital platforms and relevant pop culture trends. The campaign strongly incorporates the enforcement and consequences message to create impact for the viewer. Filmed in Illinois and featuring Illinois actors, the “Life or Death Illinois” commercials are trying to bring the gravity of how dangerous driving can be.

The 30-second TV and radio spots were developed as period pieces, were shot and produced in the same style as the aforementioned shows, all while delivering important messages about the dangers of irresponsible driving behavior.



IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed six, paid media periods in FY 2018—Holiday Season, Memorial Day (national mobilization), Fourth of July (state mobilization), Labor Day (national mobilization), Distracted Driving (state mobilization) and Motorcycle riding season campaigns. This media plan was complemented with an earned media campaigns that strategically marketed increased enforcement.

Table 20: Campaigns and Dollar Amount Expended on Media Placement

Program Area	Dates of Media Campaign	Dollar Amount Expended on Media Placement
Impaired Driving	December 16, 2017- December 31, 2017	\$595,578.54
	June 20, 2018-July 4, 2018	\$438,197.67
	August 20, 2018-September 3, 2018	\$712,944.40
Distracted Driving	August 1, 2018-September 30, 2018	\$378,904.60
Occupant Protection	May 15, 2018-May 31, 2018	\$571,657.10
Motorcycle Awareness	June 1, 2018-2018-September 30, 2018	\$380,200.88
Non-Motorized	April 10, 2018-September 30, 2018	\$474,539.30

Table 21: “Life or Death Illinois” Campaign Results by Program Area

Medium	Program Area				
	Impaired Driving	Occupant Protection	Bicycle/Pedestrian	Motorcycle	Distracted Driving
YouTube Views	895,193	542,392	895,177	634,344	987,916
Facebook Reached	1,051,753	432,897	3,498,058	1,021,759	499,339
Broadcast TV Ads Aired	2,716	1,888	3,351	678	
Cable TV Ads Aired	4,248	3,504	2,178	1,257	225
Broadcast Radio Ads Aired	6,489	3,675	2,165	1,814	101
Programmatic Display Impressions	1,452,158	598,029	585,483	324,239	
Display Banner Impressions	21,781,903	7,369,442	33,201,437	21,763,488	3,585,056
In-banner Video Impressions	8,233,144	1,361,217	820,851	1,334,871	3,133,336
Hulu Completions	1,550,810		448,164	468,753	968,687

Breakdown for Impaired Driving Labor Day Campaign (August 20-September 3, 2018)

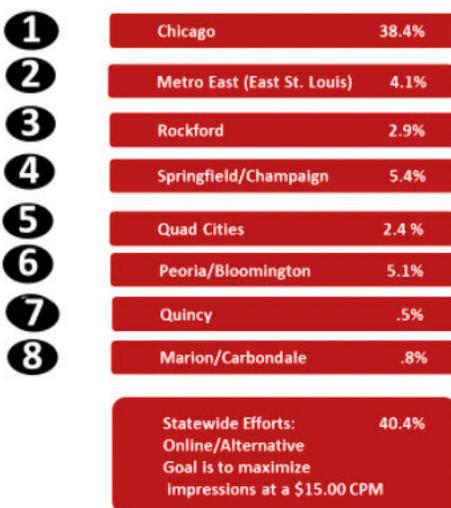
IDOT has attempted to freshen tactics in style and delivery of message to re-engage Illinois motorists and to better reach the target demographic of 18- to 34-year-old men. To engage this target audience IDOT continued the “Life or Death Illinois” campaign to create uniformity across all campaigns. Paid media included one, two-week campaign over Labor Day.

BSPE spent \$712,944.40 on broadcast television, cinema, radio and digital platforms to promote the National “Drive Sober or Get Pulled Over” campaign beginning August 20 and ending September 3, 2018. The tables below list the markets, media type and cost of the paid media for the “Drive Sober or Get Pulled Over” campaign.

Figure 21: Division of Media by Area and Type

MEDIA MARKETS

Recommendation - % Spending



MEDIA

% Spending



Table 22: Labor Day “Drive Sober or Get Pulled Over” Campaign Cost of Paid Media by Media Market

Media Market	TV/Cable	Radio	Other Media	Total
Chicago	\$92,212.50	\$123,326.50	\$0.00	\$215,539.00
Quad Cities	\$6,689.80	\$6,137.00	\$0.00	\$12,826.80
Marion/Carbondale	\$3,374.50	\$0.00	\$0.00	\$3,374.50
Metro East	\$23,723.48	\$0.00	\$0.00	\$23,723.48
Peoria	\$23,105.34	\$6,741.35	\$0.00	\$29,846.69
Quincy	\$2,535.54	\$0.00	\$0.00	\$2,535.54
Rockford	\$5,976.14	\$8,665.75	\$0.00	\$14,641.89
Springfield	\$3,862.40	\$17,726.75	\$0.00	\$21,589.15
Total TV/Cable	\$161,479.70	\$162,579.35	\$0.00	\$324,077.05
Digital	\$256,548.97	\$0.00	\$48,071.38	\$304,620.35
Cinema	\$0.00	\$0.00	\$20,497.00	\$20,497.00
Alternative*	\$212,387.42	\$0.00	\$63,750.00	\$212,387.64
Total Spent	\$418,028.67	\$162,597.35	132,318.38	\$712,944.40

* Billboards, gas toppers, ect.

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.

During FY 2018, IDOT encouraged all of its highway safety projects to engage in earned media activities throughout the project year. Earned media activities include: media events, television and radio interviews, letters to the editor of local newspapers, media releases and social media posts. IDOT believes this is another method to deliver a specific message to the public. Some examples of earned media activities are occupant protection initiatives and enforcement mobilizations.

2018 Memorial Day “Click it or Ticket” Campaign: April 23 – June 26, 2018

IDOT released press releases on May 14, 2018 notifying the public that local law enforcement agencies would be cracking down on seat belt enforcement during the Memorial Day weekend to avoid fatal crashes. The table below lists the earned media items obtained during the “Click it or Ticket” campaign by media markets which conducted press conferences, as well as the articles and stories generated from the publicity.

In addition to the coverage generated by the press conferences, law enforcement grantees are required to submit articles in their local press regarding enforcement that they are planning. Law enforcement agencies participating in the Memorial Day campaign reported 43 print stories, 12 radio stories, and 12 TV news stories were generated as a result of the “Click it or Ticket” enforcement efforts. There were several other earned media activities, such announcement, banners, posters, press releases, and messages during this mobilization Please see the table below for this activity.

Table 23: Earned Media Items Obtained During the “Click it or Ticket” campaign by Media Market

Earned Media Item	Number of Items
Press releases issued	194
Print news stories	43
Radio news stories	12
Television news stories	12
Press conferences	8
Posters/fliers	694
Outdoor message board announcements	49
CIOT Banners	13
Web page Posting/Announcements	186
Local cable public access messages	18
Presentations	9
Other	37

Public Information and Education Materials

Beyond paid and earned media, IDOT also creates and distributes a wide variety of Public Information and Education (PIE) materials. These range from banners and signs to leaflets and palm cards. These materials are offered free of charge at Buckle UpIllinois.org. Local and state agencies can submit an order form for materials and BSPE will promptly send out the materials.

The table below list each item and that quantity that was distributed throughout the State of Illinois in FFY 2018.

Table 24: Item Distribution by Emphasis Area

Item Identification Number and Description	Quantity Distributed
Aggressive Driving	
AG-0001 Stop Aggressive Driving Brochure	0
Bicycle Safety	
BS-0001 Bicycle Chad Card (Blue)	7,650
BS-0002 ABC Quick Check Flyer	950
BS-0003 Traffic Signal Concentration	1,430
BS-0004 Hand Signals Flyer	1,050
BS-0005 Riding Bicycles Safely Flyer	2,600
BS-0006 Bike Helmet Safety Flyer	2,200
BS-0007 7 Smart Routes to Bicycle Safety	950
Child Passenger Safety	
CP-0001 Chad Stickers (Pink)	48,359
CP-0002 IL Child Passenger Protection Act Palm Card	12,060
CP-0003 Parents Guide to Rear Facing Seats Brochure (Step 1)	16,775
CP-0004 Parents Guide to Rear Facing Seats Brochure (Step 2)	14,025
CP-0005 Parents Guide to Forward Facing Seats Brochure (Step 3)	13,975
CP-0006 Parents Guide to Seat Belts (Step 4)	12,600
CP-0007 Types of Collisions	1,200
CP-0008 Prevent Back Overs In Driveways Flyer	800
CP-0009 Take It to The Limit: Bookmark	3,800
CP-0010 Take It to The Limit: Poster	100
CP-0011 Take It to The Limit: Placemat	6,000
CP-0012 Where's Baby Poster	50
CP-0013 #8CarSeatMistakes Poster	1,535
CP-0014 Car Seat Recommendations Flyer	2,375

Special Events

XL-0007 Click or Ticket Bag Clips (Green) 1,600

Impaired Driving

AL-0001 Kiss It Goodbye Bookmark 1,000

AL-0002 DUI/.08 Palm Card 2,200

AL-0003 DUI/Cost Palm Card 4,400

AL-0004 Safe Party Plans Palm Card (Recommended Over 21) 700

AL-0005 Why? Roadside Safety Check Palm Card 500

AL-0006 Are You Smart Enough to Stay Out of Jail Palm Card 1,600

AL-0007 Cost of DUI Poster 342

Miscellaneous Material

SN-0001 Driving with Alzheimer's Brochure 200

Occupant Protection

OP-0001 Rural Safety Poster 7

OP-0002 Buckle Up at Night Poster 358

OP-0004 Booster Seat Bookmark 3,150

OP-0005 Ready for The Belt Bookmark 3,150

OP-0006 IL Safety Belt Use Law Brochure 9,100

OP-0007 Paycheck Stuffer 3,400

OP-0010 CIOT Bag Clips 200 (Blue) 8,775

OP-0020 Buckle Up! Poster 320

OP-0025 CIOT Ice Scraper (Large) 8,725

LW-0001 IL Child Passenger Protection Act/ Law Enforcement 2,810

Spanish Material

SCP-0001 Chad Stickers (Green) 4,750

SCP-0002 IL Child Passenger Protection Act Palm Card 3,910

SCP-0003 Paycheck Stuffer 100

SCP-0004 IL Safety Belt Use Law Brochure 3,000

SCP-0005 Parents Guide to Rear Facing Seat (Step 1) 5,000

SCP-0006 Parents Guide to Forward Facing Seat (Step 2) 4,300

SCP-0007 Parents Guide to Toddler Seat (Step 3) 4,150

SCP-0008 Parents Guide to Seat Belt (Step 4) 2,250

SCP-0009 Booster Seat Bookmark 2,370

SCP-0010 Ready for The Belt Bookmark 2,200

SCP-0011 Take It to The Limit Bookmark 2,250

SCP-0012 DUI Cost Palm Card 1,000

SCP-0021 Trust Us, Protect Your Childs Back Poster 150

Pedestrian Safety

PS-0001 Prevent Pedestrian Crashes Flyer 1,450

PS-0002 Beyond the Front Yard Flyer 500

PS-0003 Kids Guide to Safe Walking Brochure 2,075

School Bus Safety

SB-0001 School Bus Bookmarks 1,250

SB-0002 School Bus Student ID Cards 900

SB-0003 School Bus Safety Tips for Parents Card 1,200

SB-0004 School Bus Commonly Asked Questions Brochure 1,550

Teen Safe Driving

MS-0001 Safety Tips for Teen Drivers Brochure 4,900

MS-0002 Night Time Driving Palm Card 800

TXT-0001 Intexticated Bumper Stickers 100

SPD-0001 Teen Speeding Bookmark 2,050

DD-0001 Phone in One Hand Palm Card 10,600

DD-0002 Drop It and Drive Brochure 9,500

DD-0004 Drop It and Drive Lanyard 5,315

DD-0005 Drop It and Drive Magnet 3,315

DD-0007 Drop It and Drive Poster 30

Table 25: Obligated and Expended Amounts

Prefix	Task Number	Fund Type	Task Title	Programmed Amount	Expended Amount
PA	01-01	402	P & A (NHTSA)	\$200,000	\$10,461.50
OP	02-02	402	RTS Resource Centers (Local)	\$1,289,827	\$1,064,069.30
OP	02-03	402	Paid Media (IDOT)	\$800,000	\$410,514.69
OP	02-04	402	Phone Surveys (Local)	\$86,486	\$84,870.81
OP	02-05	402	BSPE Travel (IDOT)	\$20,000	\$10,102.92
OP	02-08	402	Evaluation (Local)	\$659,067	\$487,965.40
OP	02-09	State	State Match (Local)	\$883,550	\$806,838.41
AL	03-04	402	Law Enforcement Liaison (Local)	\$653,718	\$565,507.73
PT	04-01	402	Police Training (ILETSB)	\$75,000	\$57,802.00
PT	04-02	402	STEP (Local)	\$5,211,490	\$3,665,132.50
PT	04-03	State	ISP Match	\$3,008,367	\$1,363,616.39
PT	04-04	402	NITE Patrol (ISP)	\$1,196,200	\$1,196,191.63
PT	04-05	402	STEP (ISP)	\$928,100	\$901,367.33
PT	04-06	402	Vision Zero (Local)	\$213,096	\$202,987.03
PT	04-07	402	Traffic Safety Challenge (Local)	\$36,056	\$19,333.77
TR	04-08	402	Traffic Information Officer (Local)	\$129,426	\$23,563.81
PT	04-09	402	MC Patrol Unit (ISP)	\$81,500	\$6,633.70
TSP	05-01	402	Parent/Teen Handbook (SOS)	\$90,000	\$57,573.00
FESDDLE	11-01	405e	Distracted Driving Enforce. (Local)	\$500,000	\$500,000.00
FESX	11-01	405e	Paid Media (IDOT)	Remaining	\$21,472.38
FESX	11-02	State	ISP (Match)	\$130,400	\$130,368.10
FHPE	12-01	405h	Paid Media (IDOT)	\$1,000,000	\$600,362.84
FHPE	12-02	405h	Bike/Pedestrian Safety (Local)	\$463,982	\$457,984.79
FHPE	12-03	405h	ISP (Match)	\$265,000	\$264,586.91
M6OT	13-01	405d	DUIE (ISP)	\$1,257,900	\$1,257,839.21
M6OT	13-02	405d	Operation Straight I.D. (SOS)	\$33,200	\$30,199.59
M6OT	13-03	405d	Breath Analysis (ISP)	\$278,400	\$278,341.81
M6OT	13-04	405d	Mini Mobilizations (Local)	\$200,000	\$25,954.55
M6OT	13-05	405d	Imp. Driving Assessment (BSPE)	\$20,600	\$20,519.75
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	\$330,300	\$239,889.31
M6OT	13-09	State	Probation Services (Match)	\$1,972,483	\$1,496,352.51
M6OT	13-11	405d	ACE (ISP)	\$1,061,800	\$1,003,042.86
M6OT	13-12	405d	Local Alcohol Project (Local)	\$1,508,244	\$1,063,482.40
M6OT	13-13	405d	Judicial Training (AOIC)	\$70,000	\$42,000.16
M6OT	13-14	405d	Paid Media (IDOT)	\$2,040,000	\$2,017,679.64
M6OT	13-15	405d	BASSET (ILCC)	\$37,000	\$6,460.75
	Task	Fund	Task	Programmed	
Prefix	Number	Type	Title	Amount	
M3DA	18-01	405c	408 Coordinator (IDOT)	\$120,000	\$0.00
M3DA	18-04	405c	Crash Analysis Env. (Local)	\$100,000	\$99,998.89
M3DA	18-05	405c	Crash Reporting (Local)	\$1,200,000	\$989,518.99
M3DA	18-07	405c	CODES (IDOT)	\$130,000	\$0.00
M3DA	18-08	State	ISP Match	\$1,965,460	\$291,578.45
K9	18-09	State	ISP Match	\$158,400	\$158,363.25
M3DA	18-10	405c	FARS Analyst (IDOT)	\$75,000	\$0.00
M3DA	18-12	405c	Imaging Enhancement (SOS)	\$30,500	\$17,200.68
M3DA	18-13	405c	Data Analysis (Local)	\$147,941	\$0.00
M3DA	18-14	405c	Verification System (SOS)	\$915,500	\$693,048.25
M1HVE	19-01	405b	OREP (ISP)	\$1,066,900	\$1,066,825.58
M1CPS	19-02	405b	KISS (SOS)	\$31,000	\$10,167.58
M1HVE	19-03	State	ISP Match	\$656,429	\$490,660.58
M1HVE	19-04	405b	Memorial Day Mini Mob. (Local)	\$150,000	\$54,936.32
M1CSS	19-05	405b	CPS Program (Local)	\$200,000	\$176,680.71
M1CSS	19-07	405b	CPS Seats (IDOT)	\$10,000	\$0.00
M1TR	19-09	405b	CPS Re-Certification (IDOT)	\$500	\$0.00
M1CSS	19-10	405b	LATCH Manuals (IDOT)	\$3,800	\$3,800.00
M1*PM	19-11	405b	Paid Media (IDOT)	\$650,500	\$650,232.13
M1PE	19-12	405b	PI&E Materials (IDOT)	\$4,000	\$0.00
M9MA	22-02	405f	PI&E Materials (IDOT)	\$35,000	\$13,252.80
M9MT	22-03	405f	MC Winter Conference (IDOT)	\$10,000	\$862.36
M9MA	22-04	405f	Paid Media (IDOT)	\$501,700	\$501,683.71
M9MA	22-05	405f	ISP Match	\$130,000	\$128,949.73
F1906ER	23-01	1906	Racial Profiling Study (IDOT)	\$174,800	\$174,800
F1906ER	23-02	State	ISP Match	\$43,700	\$43,700



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