ILLINOIS' HIGHWAY SAFETY PLAN

HSP

• 2015 •

State of Illinois
Illinois Department of Transportation

Illinois Department of Transportation

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Executive Summary

Annually, in accordance with 23 CFR 1200, Uniform Procedures for State Highway Safety Grant Programs, Illinois is submitting a consolidated Highway Safety Plan (HSP) for FY 2015. The HSP includes: 1) Illinois' response to the Section 405, National Priority Safety Program Grants qualification criteria; and 2) Illinois' planned highway safety program for all federal funding sources for FY 2015.

Effective July 1, 2014 the Division of Traffic Safety will be renamed the Division of Transportation Safety. The Illinois Department of Transportation's Division of Transportation Safety (IDOT/DTS) produces an annual Highway Safety Plan (HSP) which serves as Illinois' guide for the implementation of highway safety initiatives and an application for grant funding from the National Highway Traffic Safety Administration (NHTSA). This document plans Illinois' highway safety activities for federal fiscal year (FFY) 2015. State crash data along with the seat belt usage rates, program assessments, telephone surveys and project evaluations are used to ensure that the planned projects are focused on the guidelines of Moving Ahead for Progress in the 21st Century Act (MAP-21) and the areas of greatest need.

IDOT/DTS will ensure that at least 40 percent of the annual Section 402 federal funds will be used by or for benefit of political subdivisions of the state in carrying out local highway safety programs. The FY 2015 Illinois Highway Safety Plan is guided by the Division of Transportation Safety's mission…

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

Illinois' Highway Safety Plan serves to promote best practices and strategies that could have a substantial impact on reducing fatal and injury crashes. IDOT's main traffic safety goals are to reduce fatalities and injuries on Illinois' roadways. The FY 2015 HSP will fund the Enforcement Local Alcohol Program (eLAP) utilizing Roadside Safety Checks, enforcement details during the 9 pm to 6 am timeframe, Drug Recognition Expert (DRE)/Standard Field Sobriety Testing (SFST) Coordinator for Illinois, an increase in the number of local Sustained Traffic Enforcement Program (STEP) projects, support for national safety campaigns, including "Drive Sober or Get Pulled Over" and "Click It or Ticket", focus on back seat occupants, updated performance measures and collaboration with Illinois' highway safety partners.

Final figures for 2012 show a total of 956 persons died in 886 crashes in Illinois. Illinois is experiencing an increase in fatalities during the past two years. With that in mind, the FY 2015 Highway Safety Plan will continue with aggressive and proven highway safety programs based on a continuing goal to reduce fatalities and injuries.

Highway Safety Plan Process

Highway Safety Plan Committee

The Highway Safety Plan (HSP) Committee is made up of members representing key areas and functions within DTS. The Chairman of the HSP Committee is the Director of Transportation Safety. Other committee representatives include: Bureau Chief of Safety Data and Data Services, Interim Bureau Chief of Safety Programs and Administrative Services, Assistant to the Deputy Director, Evaluation Unit Manager, State Agency Project Administrator, LEL Coordinator and the Finance Unit Manager. In April and May 2014, the HSP Committee convened to review 219 local projects and 14 state agency project requests. When reviewing the project requests, the committee members followed specific guidelines:

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

Before the HSP committee members began reviewing project requests they were supplied updated program goals, a new five-year study of crash data within counties making up 85 percent of Illinois' population other vehicle fatality and crash data from various sources and annual survey results. Presentations were made to the HSP Committee members by the DTS impaired driving and occupant protection coordinators on their strategies and goals for FY 2015.

Each project request goes through three levels of reviews by DTS staff. For the FY 2015 review process, DTS developed an application score sheet for each project application that is reviewed. The application score sheet is completed for each level of review on every local agency application and each state agency application. This form provides the required information the committee feels is critical for inclusion in the Highway Safety Program. Besides asking for basic information, i.e., applicant name, project title, it also provides more specific information, i.e., within the 23-county model, proposed budget, does the application address a specific highway safety-related problem, does the application have measurable and reasonable goals and are their methods included to resolve a specific highway safety problem? Once an application is received, the DTS grant manager assigned to that application completes the first review. A second review is completed by one of DTS's program coordinator's (i.e. occupant protection, impaired driving, etc.). The third review is completed by either a member of the HSP Committee or an executive staff member. After the HSP Committee member reviews the first two reviews and completes their review, they present the application to the entire committee and it is voted on for either approval or denial.

Once the HSP Committee completes its recommendations for all the applications, a list of the approvals and denials are then presented to the Governors Highway Safety Representative for her approval and inclusion into the highway safety plan.

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

Local project specifications were revised in December 2013 to include new objectives, new strategies and performance-directed measures to keep the projects focused on reducing injuries and fatalities on Illinois roadways and meeting the MAP-21 guidelines. DTS's Evaluation Unit provided updated objectives and performance driven measures for the local project specifications. DTS grantees continue to be encouraged to get the most out of every media opportunity available and also focus enforcement squarely behind each holiday mobilization in Illinois.

The FY 2015 HSP, which is detailed in the remainder of this document, was then formulated detailing funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Evaluation Unit

DTS's Evaluation Unit focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. The Evaluation Unit conducts research and analyses that enhance the safety and efficiency of transportation by understanding the human factors that are important to transportation in Illinois. The main functions of the Evaluation Unit in relation to the highway safety plan include the following:

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

Program Feedback

DTS receives feedback throughout the year from its traffic safety partners on issues concerning their communities. This feedback is received through various forms. One form of feedback on our programs is through the numerous on-site monitor visits our program managers conduct during the grant year with our grantees. Grant monitoring oversees the accomplishment of objectives and performance measures and compliance with applicable procedures, laws and regulations. Grant monitoring also presents a good opportunity for sharing information from a local and DTS standpoint. DTS conducts grantee orientation meetings at various locations throughout the state to review goals and procedures for DTS projects. These meetings also serve as another way for DTS to receive feedback from the grantees on the highway safety issues in their community.

DTS continues to format its highway safety programs based on program assessments conducted by NHTSA, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas. NHTSA conducted a management review of DTS's programs from FY 2011-FY 2013. Based on this management review DTS addressed the two findings and made the appropriate changes to correct these issues based on the approved corrective action plan.

Illinois' Strategic Highway Safety Plan

In 2005, the Illinois Department of Transportation developed the Strategic Highway Safety Plan (SHSP). DTS staff was involved with the development of the SHSP through providing crash data, goal development and identified strategies to meet these goals. DTS also participated in the 2008 Safety Summit where the goal of "zero fatalities" was introduced. Over the years, DTS has assisted with updating specific strategies and providing the most current crash data for the SHSP. DTS met with IDOT's Bureau of Safety Engineering (BSE) in October 2013 and discussed ways to better partner and work together on the both the highway safety plan and the strategic highway safety plan. DTS staff attended and presented at the 2014 Driving Zero Fatalities to a Reality Summit on June 10-11, 2014. DTS will continue to partner with the BSE on implementing the SHSP through MAP-21.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Action	Details
December – February	Problem Identification Project Spec Revisions Goal Development FY 2015 Project Request due.	Development of DTS's 23-county breakdown. Project Applications.
March – May	Local Project Selection for FY 2015. State Agency Selection for FY 2016.	Meetings (8–12), present projects to committee for inclusion in FY 2015 HSP.
May	Internal DTS management/IDOT management review of HSP projects/goals	
June	Final Highway Safety Plan review	Meetings (1-2) review and comment to finalize HSP.
July 1	HSP due to NHTSA	
August - October	Grant approval and implementation.	Approve and begin implementation of FY 2015 local grants. Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2014 Annual Evaluation Report.
December	Complete AER including management review AER due to NHTSA.	
December 31	AER due to NHTSA	

Theoretical Model

Problem Identification

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

For the FY 2015 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. During the last 11 years, Illinois used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided (see Illinois map on page 9). For the FY 2015 HSP, there has been one change to the 23 county breakdown, Kendall county replaced Whiteside county. These 23 counties account for 87.0 percent of the total crashes, 87.3 percent of the injury crashes, 77.8 percent of the A-injury crashes and 70.1 percent of the fatal crashes in 2012. The traffic safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2006-2012)
2. FARS data (2006-2012)
3. VMT data (2006-2012)
4. Census data (2010)
5. Observational seat belt and car seat surveys (1985-2013)
6. Telephone and Driver Facility surveys (2007-2013)

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

Problem Identification

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using the last five recent crash reports (2008-2012).

Process for Developing Goals

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT). The goals were established for the various program priority areas (e.g., alcohol, occupant protection, pedestrian and motorcycle). The specific thresholds and target dates were set based on past trends (nine years for the fatality-related goals and nine years for the injury-related goals), 2004 – 2012 FARS and Police Reports were also used. Starting in 2010, DTS has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using SAS. Performance measures of selected goals include rate, ratio and percent. The main exposure data item that was used in this process is VMT.

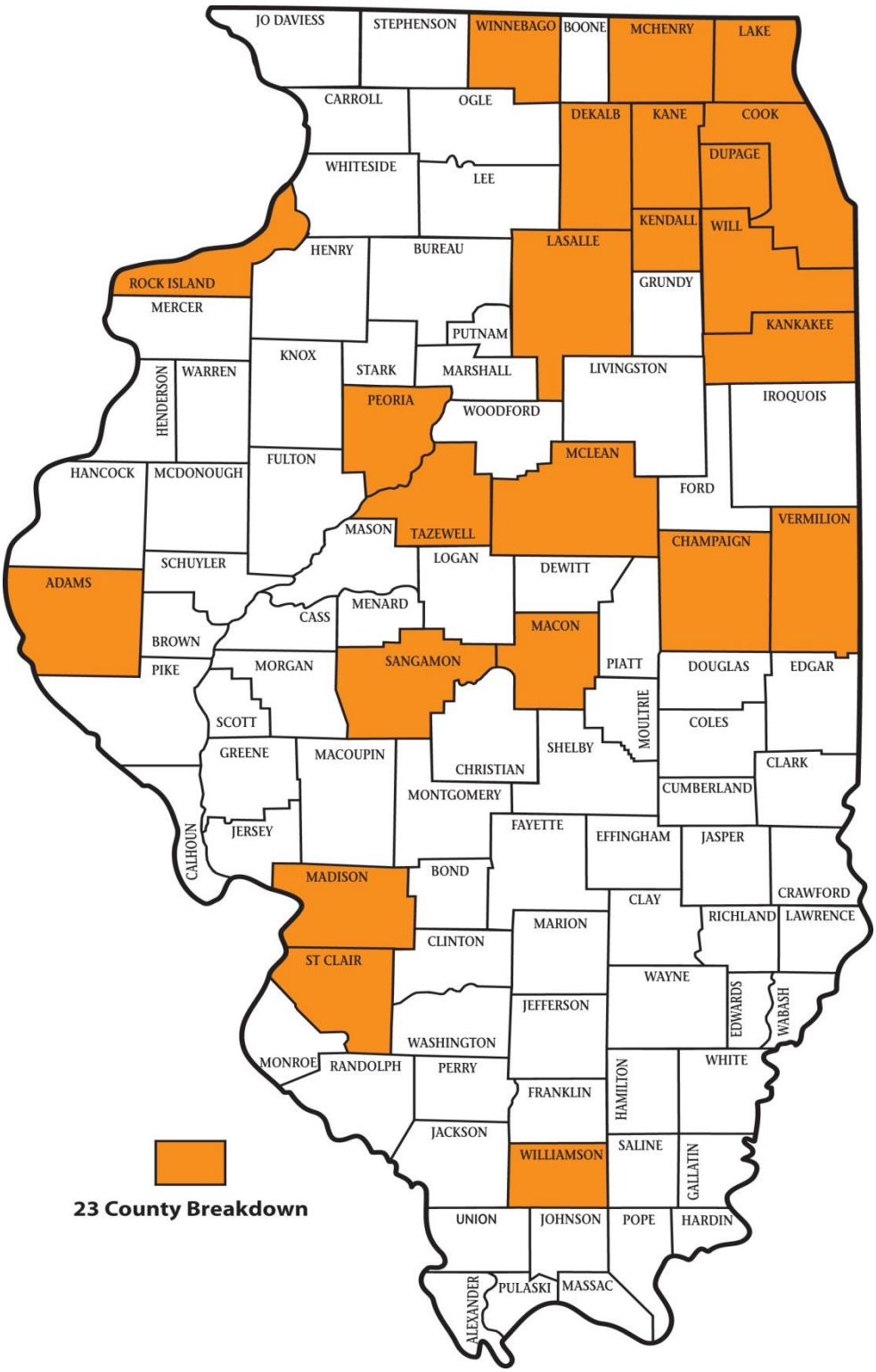
Illinois' Highway System

Illinois has the third largest roadway network overall in the nation with over 146,000 miles of highways, streets and roads. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and averages over 105 billion in vehicle miles traveled annually. State, county, township and municipal governments own and operate this highway, road and street system. Illinois is crossed by three of the nation's five transcontinental routes.

Illinois has a 2,182-mile interstate highway network. The state highway system totals nearly 16,000 miles of roads, including 294 miles of toll roads. Less than 12 percent of all mileage on Illinois' highway, street and road network occurs on the state highway system, although it carries almost 63 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 130,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 67 percent of Illinois' highway, street and road system, although this system handles less than 25 percent of Illinois' vehicle travel miles.

Illinois Census

Based on the United State Census Bureau estimates for 2013, Illinois has an estimated population of 12,882,135 compared to the United States population of 316,128,839. Illinois remains the fifth largest state in the nation and Cook County remains the second largest county in the nation while Chicago remains the third largest city in the nation. According to the estimated 2013 census, the top five counties in Illinois based on population are: Cook, DuPage, Lake, Will and Kane.


JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
MCHENRY
LAKE
CARROLL
OGLE
DEKALB
KANE
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DUPAGE
WHITESIDE
LEE
KENDALL
WILL
HENRY
BUREAU
LASALLE
GRUNDY
ROCK ISLAND
MERCER
KANKAKEE
PUTNAM
KNOX
STARK
MARSHALL
LIVINGSTON
HENDERSON
WARREN
PEORIA
WOODFORD
IROQUOIS
FULTON
MCLEAN
HANCOCK
MCDONOUGH
FORD
VERMILION
MASON
TAZEWELL
CHAMPAIGN
SCHUYLER
LOGAN
DEWITT
ADAMS
CASS
MENARD
MACON
BROWN
PIKE
MORGAN
SANGAMON
PIATT
DOUGLAS
EDGAR
MOULTRIE
SCOTT
COLES
GREENE
MACOUPIN
SHELBY
CLARK
CHRISTIAN
CUMBERLAND
MONTGOMERY
CALHOUN
JERSEY
FAYETTE
EFFINGHAM
JASPER
MADISON
BOND
CRAWFORD
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
ST CLAIR
WAYNE
EDWARDS
WABASH
JEFFERSON
WASHINGTON
MONROE
RANDOLPH
PERRY
WHITE
HAMILTON
FRANKLIN
JACKSON
SALINE
WILLIAMSON
GALLATIN
23 County Breakdown
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC

23-County Breakdown Facts

- There were 83,768 persons injured in motor vehicles crashes in 2012, of these 87.1 percent occurred within the 23 counties.
- 12,401 persons had “A” type injuries occurring from these crashes, with 76.6 percent of these “A” injuries in the 23 counties.
- 956 persons were fatally injured in crashes in 2012, 69.0 percent of these within the 23 counties.
- There were 599 drivers fatally injured in motor vehicle crashes in 2012. 65.6 percent of these drivers were fatally injured in the 23 counties.
- 187 passengers of a motor vehicle were killed in 2012. 67.4 percent of these passengers were within the 23 counties.
- 85.6 percent of the fatally injured pedestrians occurred in these 23 counties.
- 22 of the 29 pedalcyclists were fatally injured within these 23 counties.
- 110 of the 148 fatally injured motorcyclists, 74.3 percent, were killed within these 23 counties.
- There were 886 fatal crashes in 2012, 37.2 percent of these crashes involved alcohol, with 73.9 percent of those crashes occurring within these 23 counties.
- 956 persons were killed in motor vehicle crashes in 2012. 35.7 percent of these fatalities were alcohol-related, 73.9 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.7 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 94.1 percent of the total statewide pedestrian crashes, 94.4 percent of the total statewide pedestrian fatal crashes and 72.4 percent of the statewide pedestrian injury crashes in 2012.
- Crashes involving pedalcyclists account for 1.3 percent of the overall crashes statewide. 92.6 percent of the total pedalcyclist crashes, 93.0 percent of the fatal pedalcyclist crashes and 82.7 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 29.9 percent of the overall crashes, 24.5 percent of the fatal crashes and 34.1 percent of the injury crashes in 2012. Crashes involving speed within these 23 counties account for 90.0 percent of these total statewide speed-related crashes, 67.3 percent of the fatal speed-related crashes and 87.4 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 1.5 percent of the total crashes, 16.7 percent of the fatal crashes and 5.0 percent of the injury crashes statewide. 79.3 percent of these total crashes, 73.6 percent of the fatal crashes and 78.3 percent of the injury crashes occurred within these 23 counties.

Outcome Goals

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2015 HSP, Illinois continues with the goals on the 15 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal.

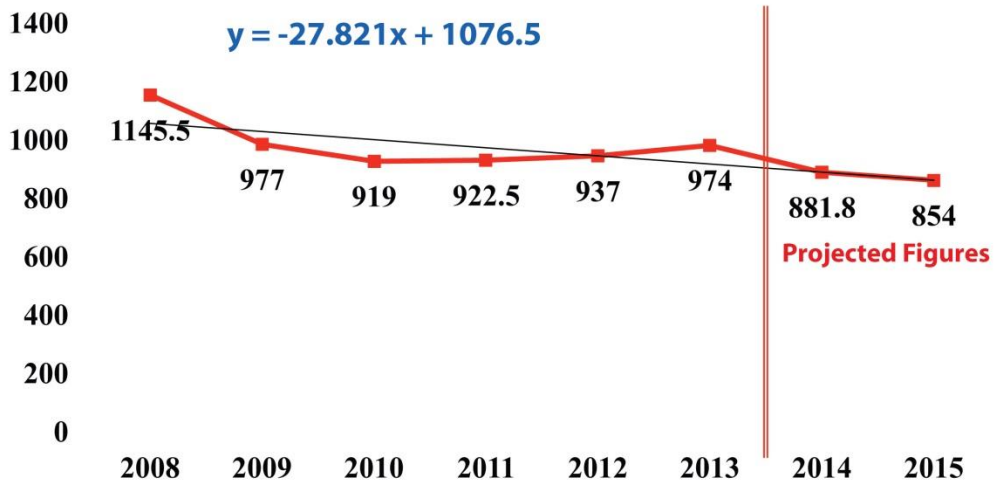
Required Performance Measures in Illinois Based on Six years of Data (2008-2013)

							Projected Figures	
Required Core Measures	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Total Fatalities	1145.5	977	919	922.5	937	974	881.8	854
Total Serious Injuries	14699	13200.5	12814.5	12281	12163	11,234	10,635	10,036
Total Fatality Rate	1.075	0.925	0.87	0.885	0.905	0.93	0.855	0.833
Rural Fatality Rate	1.7	1.535	1.425	1.45	1.5	1.38	1.33	1.3
Urban Fatality Rate	0.855	0.715	0.68	0.69	0.7	0.63	0.594	0.561
Total Severe Injury Rate	13.79	12.49	12.12	11.74	11.70	10.90	10.40	9.91
Unrestrained Occ. Fatalities	367.5	302	263	264.5	273.5	226.5	203.9	181.6
Impaired Drivers and Motorcyclists	400.5	337.5	302.5	285	299.5	248.6	223.2	197.8
Speed Related Fatalities	454	355	381.5	439.5	414	410.15	410.6	411.1
Motorcyclist Fatalities	145	131.5	130.5	138	146.5	150	148	150.2
Unhelmeted Motorcyclists	108.5	97.5	102.5	107	111.5	116	115.6	118
Young Drivers involved in Fatal Crashes	200	132.5	132.5	134	119.5	95.9	80	64
Pedestrian Fatalities	153	123.5	113.5	125	136.5	131.5	124.8	123.2
Pedalcycle	22.5	23	21.5	25.5	28	29.5	30.4	31.94
Belt Usage Rate	90.3	91.1	92.15	92.75	93.25	93.65	94.5	95.2

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

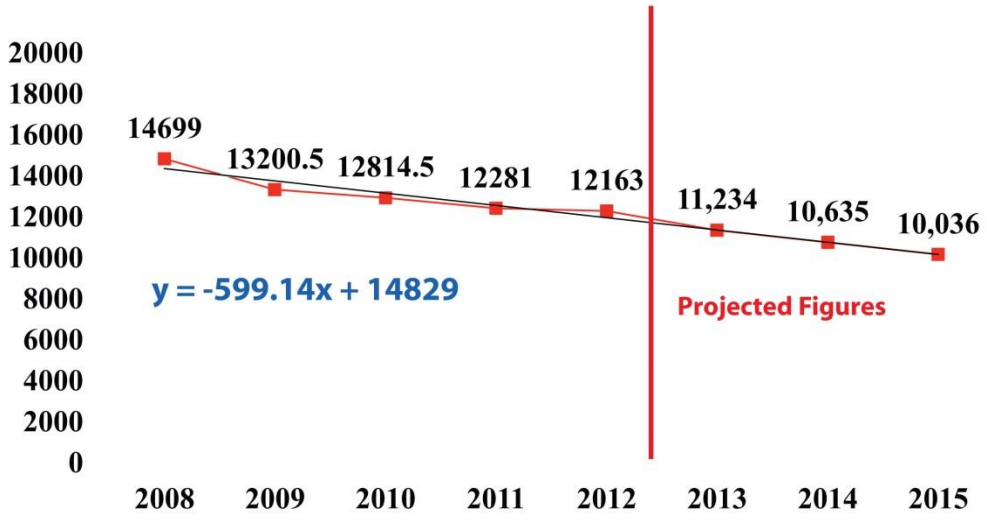
Goal: To keep the statewide traffic fatalities under the projected figure of 854 by December 31, 2015.

Total Number of Traffic Fatalities

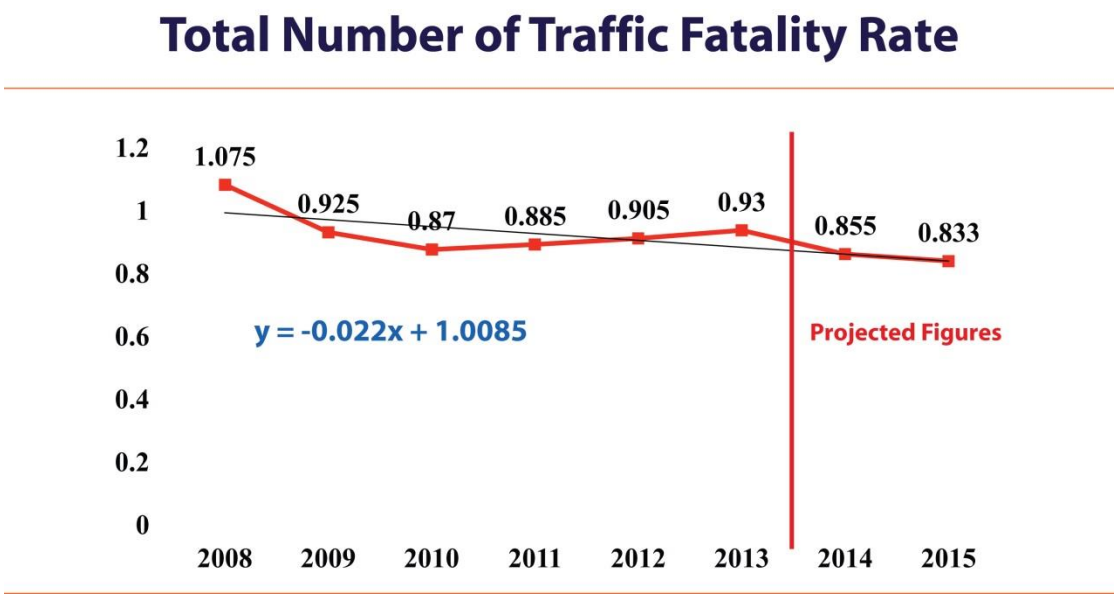


Goal: To reduce the statewide serious injuries in traffic crashes from the 2008 level of 14,699 to 10,036 by December 31, 2015.

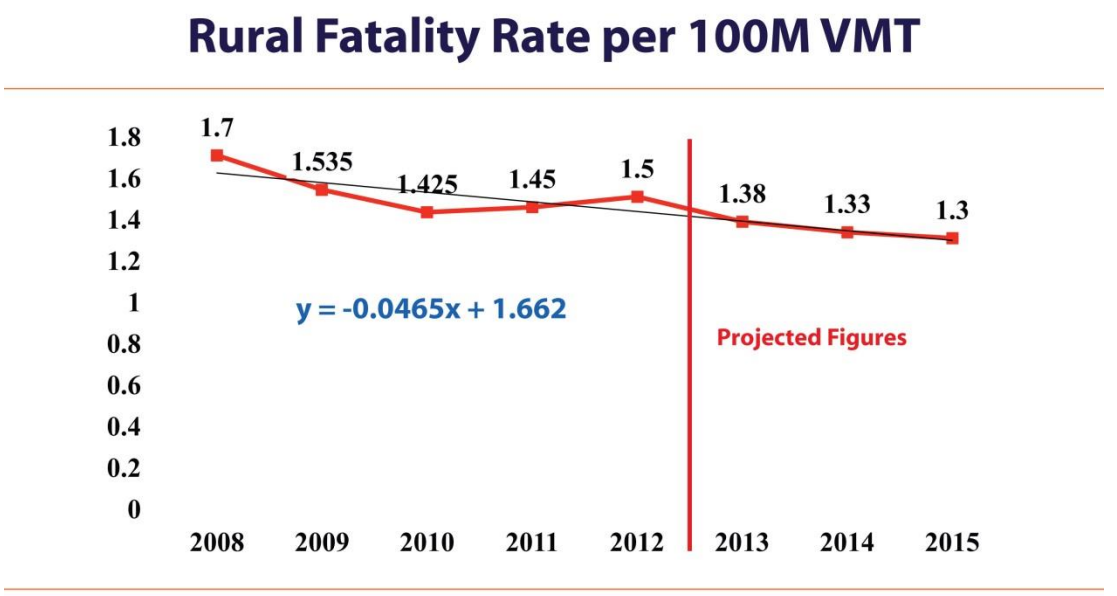
Total Serious Injuries in Traffic Crashes



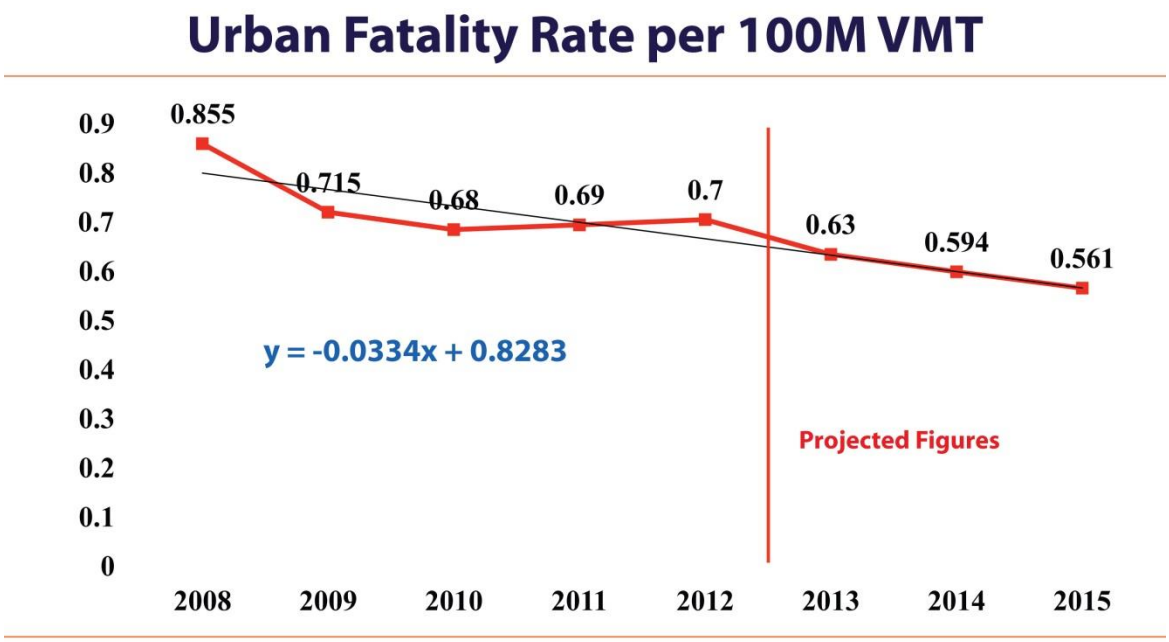
Goal: To keep the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 0.833 by December 31, 2015.



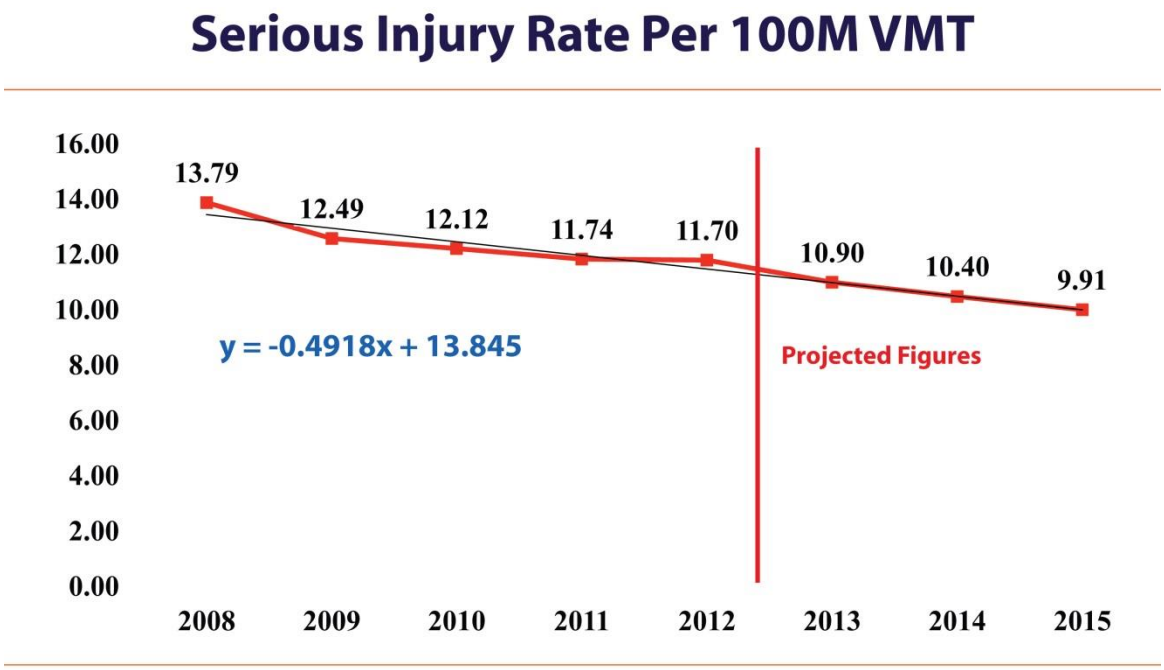
Goal: To keep the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 1.3 by December 31, 2015.



Goal: To keep the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) under 0.561 by December 31, 2015.



Goal: To keep the total serious injury rate per 100 million vehicle miles of travel (VMT) under the projected figure of 9.91 by December 31, 2015.



Fiscal Year 2015 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A (NHTSA)	$40,000
OP	02-02	402	RTS Resource Centers (Local)	$1,271,003
OP	02-03	402	Paid Media (DTS)	$306,919
OP	02-04	402	Phone Surveys (Local)	$50,342
OP	02-08	402	Evaluation (Local)	$440,688
OP	**02-09**	**State**	**State Match (Local)**	**$561,735**
AL	03-03	402	Drive Smart (SOS Police)	$166,600
AL	03-04	402	Law Enforcement Liaison (Local)	$1,148,071
PT	04-01	402	Police Training (ILETSB)	$50,000
PT	04-02	402	STEP (Local)	$2,586,249
PT	**04-03**	**State**	**ISP Match**	**$1,688,620**
PT	04-04	402	NITE Patrol (ISP)	$996,500
PT	04-05	402	STEP (ISP)	$924,800
PT	04-07	402	Traffic Safety Challenge (Local)	$93,558
PT	04-09	402	MC Patrol Unit (ISP)	$87,500
PT	04-10	402	Mobilization Equipment (DTS)	$50,000
PT	04-11	402	Mobilization Luncheons (DTS)	$10,000
PS	12-02	402	Bike/Pedestrian Safety (Local)	$308,290
M6OT	13-01	405 ID	DUIE (ISP)	$1,039,500
M6OT	13-02	405 ID	Operation Straight I.D. (SOS)	$99,200
M6OT	13-03	405 ID	Breath Analysis (ISP)	$94,400
M6OT	13-04	405 ID	Mini Mobilization's (Local)	$350,000
M6OT	13-05	405 ID	DRE/SFST Coordinator (Local)	$88,664
M6OT	13-06	405 ID	Alcohol Police Training (ILETSB)	$175,000
M6OT	13-07	405 ID	STEP (Local)	$1,629,516
M6OT	**13-09**	**State**	**Probation Services (Match)**	**$2,125,000**
M6OT	13-11	405 ID	ACE (ISP)	$998,600
M6OT	13-12	405 ID	Local Alcohol Project (Local)	$1,149,955
M6OT	13-13	405 ID	Judicial Training (AOIC)	$45,000
M6OT	13-14	405 ID	Paid Media (DTS)	$2,000,000
M6OT	13-16	405 ID	BASSET (ILCC)	$18,000

Fiscal Year 2015 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K9	18-01	408	408 Coordinator (DTS)	$100,000
K9	18-02	408	EMS Data Access (IDPH)	$156,000
K9	18-04	408	Prehospital Linkage (IDPH)	$18,000
K9	18-06	408	Crash Reconstruction (ISP)	$50,000
K9	18-07	408	CODES (DTS)	$152,355
K9	**18-08**	**State**	**ISP Match**	**$1,450,042**
K9	18-09	408	BIP Consultants (DTS)	$340,000
K9	18-10	408	FARS Analyst (DTS)	$75,000
K9	18-12	408	Imaging Enhancement (SOS)	$30,500
K9	18-13	408	Data Analysis (Local)	$118,986
K9	18-14	408	Data Dictionary (SOS)	$393,300
M1HVE	19-01	405 OP	OREP (ISP)	$899,300
M1CPS	19-02	405 OP	KISS (SOS)	$36,900
M1HVE	**19-03**	**State**	**ISP Match**	**$912,529**
M1HVE	19-04	405 OP	Memorial Day Mini Mob. (Local)	$150,000
M1CPS	19-05	405 OP	CPS Mini-Grants (Local)	$250,000
M1HVE	19-06	405 OP	STEP (Local)	$1,489,214
M1CSS	19-07	405 OP	CPS Seats (DTS)	$10,000
M1PE	19-08	405 OP	CPS PI&E (DTS)	$50,000
M1TR	19-09	405 OP	CPS Re-Certification (DTS)	$500
M1PE	**19-10**	**State**	**State Match**	**$162,500**
M1PM	19-11	405 OP	Paid Media (DTS)	$800,000
M9MA	22-01	405 MC	PI&E Campaign (DTS)	$75,000
M9MT	22-03	405 MC	MC Winter Conference (DTS)	$10,000
K10	23-01	1906	Racial Profiling (DTS)	$93,000
K10	**23-02**	**State**	**ISP (Match)**	**$23,778**
K10	23-03	1906	Racial Profiling Committee	$2,000

FY 2015 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

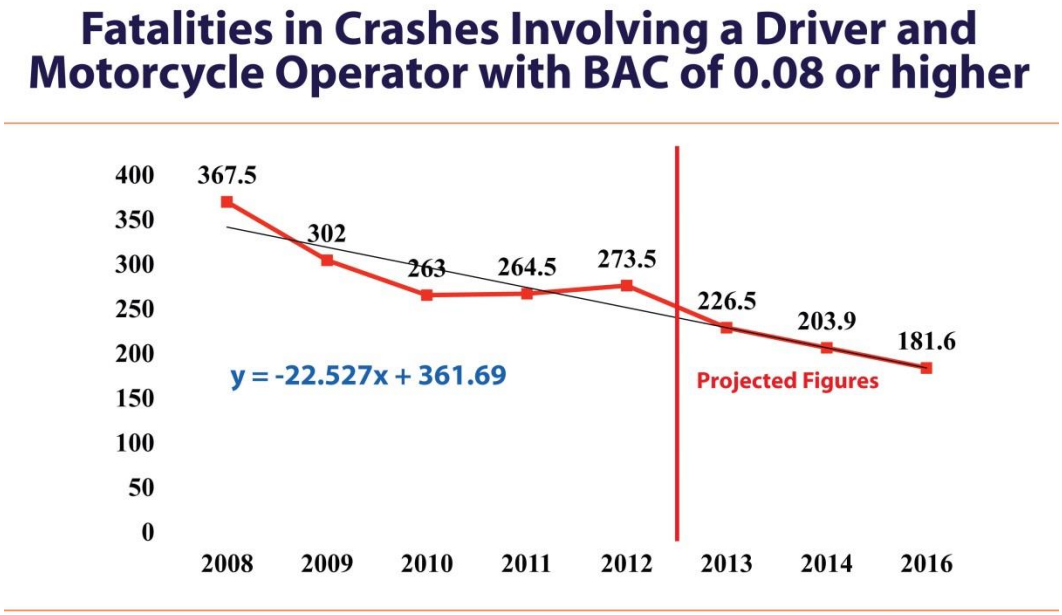
- There were 886 fatal crashes in 2012, 37.2 percent of these crashes involved alcohol.
- 956 persons were killed in motor vehicle crashes in 2012. 35.7 percent of these fatalities were alcohol-related.
- There were 599 drivers killed in motor vehicle crashes in 2012. 528 of these drivers were tested, 45.3 percent tested positive with a BAC of 0.01 or greater.
- Motorcycle operators accounted for 14.7 percent of the fatalities in 2012. 127 of these operators were tested and 46.5 percent tested positive with a BAC of 0.01 or greater.
- The group with the highest percentage of alcohol-related A-injuries and fatalities is males aged 21 to 34. Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are going to be more apt to drink and drive, it is not surprising that the percentage of males aged 21 to 34 have the highest rate of alcohol-related A-injuries and fatalities. (Refer to Table 1)

Table 1: Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	1,069	72	6.7%
	9 to 15	1,496	97	6.5%
	16 to 20	4,665	788	16.9%
	21 to 34	11,157	3,199	28.7%
	35 to 64	15,293	2,660	17.4%
	65+	3,175	168	5.3%
Female	0 to 8	824	68	8.3%
	9 to 15	1,387	111	8.0%
	16 to 20	4,498	470	10.4%
	21 to 34	8,398	1,330	15.8%
	35 to 64	12,212	1,120	9.2%
	65+	3,291	103	3.1%
Total		67,465	10,186	15.1%

Program Goal

Goal: To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 367.5 in 2008 to 181.6 by December 31, 2016.



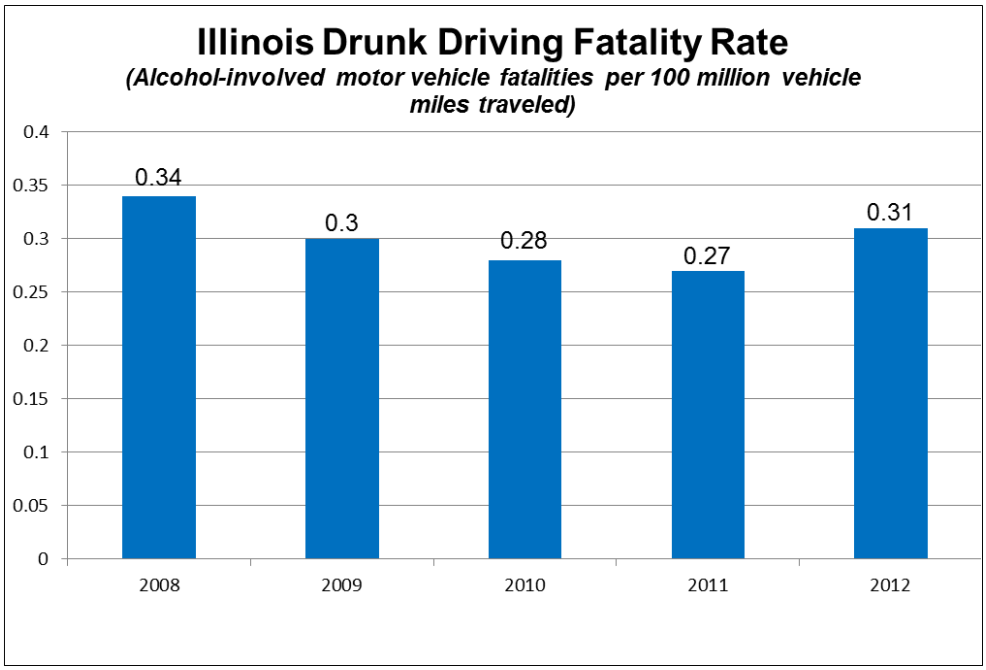
Impaired Driving Program Overview

IDOT's Impaired Driving Program in FY 2015 maintains its core emphasis on high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies even though state and local law enforcement agency resources are severely strained. Annual wage increases for officers mean IDOT must increase funding commitments simply to maintain current levels of enforcement that are already reduced to levels far below what is desired. These factors make it more necessary than ever to maximize the deterrent effect of each and every enforcement hour funded with federal highway safety dollars. For this reason, IDOT's paid media commitment will increase in FY 2015 and the eLAP program will fund many more highly-visible Roadside Safety Checks than ever before. Roadside Safety Check details funded by eLAP will take place on non-holiday period weekends throughout the year and only within the most populous counties of the state. Local police department's participants are encouraged to plan and conduct weekly, multi-jurisdictional Roadside Safety Checks that will be heavily supported with social media. In addition, the eLAP program is anticipating the use of social media as a more innovative way to advertise Roadside Safety Checks within the communities in which they'll take place. IDOT will persist in its position as the state's foremost provider of hire-back traffic enforcement grants in order to keep effective enforcement at the forefront of its impaired driving program. To help accomplish this, IDOT is adding the aforementioned eLAP program, maintaining its commitment to holiday equipment incentive programs and expanding additional impaired driving holiday mini-grants to include the Independence Day and Holiday crackdowns in addition to the Labor Day Crackdown.

Also, Illinois' well-established practice of integrating intense nighttime seat belt law enforcement into the impaired driving crackdowns remains a key to the major impaired driving holiday crackdowns in Illinois.

FY 2015 is the fifth full year of IDOT's local STEP grants program that integrates impaired driving and seat belt law enforcement. The STEP program saw severe cuts in FY 2013 and rebounded somewhat in FY 2014. In FY 2015, the STEP program regains much of the funding it lost in the last two fiscal years. While this will not allow for the level of grant-funded enforcement hours to return to what they were five years ago, it does mean a significant increase over the last two years. Combined with the eLAP program, the STEP program will provide thousands of hours of enforcement during six major holiday campaigns and on weekends throughout the year (in the case of eLAP). The enforcement during the impaired driving periods will be supported by an even bigger comprehensive paid and earned media effort.

In FY 2015, IDOT will also utilize federal impaired driving funds to support the following countermeasures: an impaired driving coordinator; a SFST/DRE Coordination; 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).



The graph above shows the Illinois alcohol-impaired motor vehicle fatality rate over the previous five years. As shown here, Illinois' alcohol-impaired fatality rate has dropped significantly in recent years, but saw an increase between 2011 and 2012. This rate is based on crashes in which at least one driver was at 0.08 BAC or higher (legally drunk). The rate is estimated by NHTSA because of the large number of fatal crashes for which driver BAC is unknown.

Impaired Driving Coordinator

IDOT funds an Impaired Driving Program Coordinator to provide technical expertise as a specialist for IDOT in the administration of the impaired driving program. The Impaired Driving Program Coordinator's chief goal is the reduction of alcohol-related driving fatalities and injuries in Illinois. The Impaired Driving Program Coordinator is responsible for the development and administration of a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

SFST/DRE Coordinator

Beginning in mid-FY2014, IDOT committed to a full-time Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) Statewide Coordinator. The number one mission of this new position is to improve the overall coordination of law enforcement SFST training, and a secondary mission is to continue to move ahead with development of an Illinois Drug Recognition Expert Program. The SFST/DRE Coordinator focuses on insuring law enforcement receives solid, up-to-date SFST training, establishing a statewide database of SFST practitioners and instructors, improving communication with and among Illinois SFST/DRE trained officers and the organization of an Illinois DRE program. The SFST/DRE Coordinator may assist with various impaired driving detection training including ARIDE (Advance Roadside Impaired Driving Enforcement), DRE (Drug Recognition Expert) School, SFST (Standardized Field Sobriety Test) and SFST Instructor training.

Impaired Driving Crackdowns

The FY 2015 impaired driving program will continue its long-standing commitment to three comprehensive holiday crackdowns (mobilizations) showcasing high-visibility, impaired driving and seat belt law enforcement taking place around Labor Day, Christmas/New Years and Fourth of July. Beginning in 2007, Illinois established a commitment to conducting more impaired driving campaigns than the National Labor Day campaign. As a result, Illinois "Big 3" impaired driving campaigns each have relatively equal grant-funded enforcement hours. In addition, Illinois has additional campaigns during Super Bowl Weekend and St. Patrick's Day with St. Patrick's Day showcasing similar amounts of enforcement as the Big 3 without the paid media.

All FY 2015 impaired driving crackdown enforcement periods will have enforcement details from 9 pm to 6 am including seat belt law enforcement funded with occupant protection funds (seat belt enforcement zones and saturation patrols) and, of course, impaired driving enforcement (Roadside Safety Checks and saturation patrols).
A major part of the overall enforcement crackdown effort is encouraging increased participation by non-grantee law enforcement agencies and training additional officers when necessary. As such, equipment incentive programs will continue in FY 2015 encouraging more law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment.

Illinois' SFST/DRE Coordinator will provide more comprehensive oversight of the SFST training in Illinois helping to ensure law enforcement officers are properly trained and re-trained in the latest SFST techniques. All IDOT grantee officers working impaired driving enforcement grants are required to have SFST training within four years.

In addition, encouraging SFST training can have the added benefit of developing more officers to be comfortable with making DUI arrests thereby hopefully fostering a new generation of DUI officers.

Judicial

IDOT will again provide funding to the Administrative Office of the Illinois Courts (AOIC) to conduct a two-day seminar addressing the legal, scientific and clinical issues involved in Illinois DUI cases. The onset of Illinois' new Medical Marijuana law makes this type of training even more vital for Illinois' judiciary.

IDOT continues in FY 2015 assisting Macon and Peoria Counties with the operation of their DUI Courts. IDOT has assisted with funding these courts for a few years at this point and can now begin taking a closer look at DUI/Drug offense recidivism within these jurisdictions.

Also in FY 2015, IDOT continues its commitment to assist both Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists with those organizations' court-monitoring efforts.

No-Refusal Program

In FY 2015, IDOT is funding for a third year the Adams County State's Attorney's office to further refine its DUI Search Warrant Program (known as "No-Refusal") whereby a search warrant to draw blood is obtained in cases in which a person arrested for DUI refuses testing. Development of a manual allowing for the statewide sharing of a model No-Refusal program completed in FY 2014 will be distributed in FY 2015. A training presentation is also being developed that will assist law enforcement and prosecution implement No-Refusal processes in their communities.

Productivity Incentive Program

IDOT's impaired driving enforcement program relies heavily on non-grant-funded support from local and state law enforcement agencies. The more enforcement (impaired driving and nighttime seat belt) conducted by non-grant-funded agencies, the more overall impaired driving enforcement and the greater its deterrent effect throughout Illinois.

IDOT will once again, this fiscal year, offer Illinois law enforcement agencies the chance to win enforcement equipment awards for participating in the major impaired driving crackdowns (Labor Day, Christmas/New Years and Fourth of July). New for this year, is the inclusion of the St. Patrick's Day crackdown in the impaired driving productivity incentive program in an effort to increase non-funded enforcement during that vital period. During each mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued are placed in a drawing to win portable/preliminary breath testers, lidar, moving radar and handheld radar units. This program has helped Illinois surpass and sustain over 350 law enforcement agencies participating in the Labor Day crackdown the last three years as well as greatly increase participation in the Christmas/New Years and Fourth of July holiday crackdowns.

Law enforcement agencies who are committed to traffic enforcement often find the necessary equipment to be scarce. This program augments in a small way that need while benefiting the crackdown effort.

Impaired Driving Program Strategies

- Fund an Illinois SFST/DRE Coordinator to improve the overall coordination of law enforcement SFST training and to continue development of an Illinois Drug Recognition Expert Program.
- Conduct high-visibility impaired driving and nighttime seat belt (funded with occupant protection funds) enforcement campaigns at numerous times throughout the fiscal year.
- Encourage more officers to keep up-to-date with their SFST training to foster new generation of DUI officers.
- Through new eLAP program, fund significantly more Roadside Safety Check details on non-holiday period weekends throughout the year within the most populous counties of the state.
- Identify and fund projects/initiatives that combat underage drinking.
- Fund an Illinois Impaired Driving Program Coordinator.
- Promote DUI awareness themes focusing on young males age 18-34, including African American and Latino populations.
- Secure paid and earned media during the national and selected impaired driving mobilizations and campaigns.
- Encourage use of social media as a more innovative way to advertise Roadside Safety Checks within the communities in which they'll take place.
- Promote the "Drive Sober or Get Pulled Over" and "Click It or Ticket" taglines in all earned media materials and on media buys during major impaired driving crackdown periods.
- Identify and analyze alcohol-related crash fatalities by jurisdiction, age and gender in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population (23 counties).
- Recognize accomplishments of IDOT's Traffic Safety Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program, Impaired Driving Incentive Program and Chief's Challenge/LEL Banquet).
- Provide DUI/Traffic Safety judicial training courses through the Administrative Office of the Illinois Courts (AOIC).
- Partially fund DUI Courts in Peoria and Macon Counties.
- Partially fund a dedicated DUI prosecutor/assistant prosecutor in Macon County.
- Partially fund No-Refusal, search warrant efforts in Adams County.
- Via Adams County State's Attorney grant, assist with final development and distribution of a manual allowing for the statewide sharing of a model No-Refusal program and development of a training presentation that will assist law enforcement and prosecution implement No-Refusal processes in their communities.
- More innovative use of social media, particularly in the area of promoting enforcement efforts.
- Fund and support the use of courtroom monitoring projects, particularly in high-priority jurisdictions.
- Strong commitment to high-visibility enforcement and earned media efforts.

- Encourage through LEL's law enforcement agencies throughout the state to participate in holiday impaired driving crackdowns as well as sustained year-long enforcement efforts.
- Pursue ways to improve reporting of activity by funded/non-grant-funded law enforcement agencies (possibly via the Internet).
- Promote DUI courts within the Illinois judicial system, including judges, probation departments and state's attorneys.
- Administer statewide productivity incentive program to encourage more law enforcement agencies to participate in impaired driving crackdowns.
- Include St. Patrick's Day crackdown in the impaired driving productivity incentive program to increase non-funded enforcement during that vital period.
- Integration of nighttime seat belt law enforcement message into the impaired driving message via earned and paid media and social media efforts.

Impaired Driving Project Tasks

Project Number: 15-13-02 (M6OT) (405 ID)
Project Title: Operation Straight Identification (SOS Police)

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

Budget: $99,200

Project Number: 15-13-03 (M6OT) (405 ID)
Project Title: Breath Analysis (ISP)

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

Budget: $94,400

Project Number: **15-13-05 (M6OT) (405 ID)**
Project Title: **DRE/SFST Coordinator (Local)**

Project Description
This task provides funds for the Illinois Association of Chiefs of Police (IACP) to hire a DRE/SFST Coordinator. The DRE/SFST Coordinator will distribute information from NHTSA and DTS to law enforcement by working through the Illinois Law Enforcement Training and Standards Board. The Coordinator will oversee the DRE, SFST and ARIDE courses statewide and administer trainings to standards established by NHTSA/IACP.

Budget: **$88,664**

Project Number: **15-13-13 (M6OT) (405 ID)**
Project Title: **Judicial Training (AOIC)**

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

Budget: **$45,000**

Project Number: **15-13-14 (M6OT) (405 ID)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for paid media in support of the Holiday Season Mobilization, Fourth of July Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2015. This task also helps support the media buyer for these three campaigns.

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

Project Number: 15-13-16 (M6OT) (405 ID)
Project Title: BASSET (ILCC)

Project Description
This task provides funds for the Illinois Liquor Control Commission to provide alcohol seller/server training in Illinois by training more sellers/servers in the alcoholic beverage industry. The ILCC's Beverage Alcohol Sellers and Servers Education and Training (BASSET) program will reduce the number of alcohol-related traffic deaths by properly training sellers and servers to serve alcohol responsibly and not over serve patrons.

Budget: $18,000

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-13-02	Operation Straight ID (SOS)	$ 99,200	405 ID
15-13-03	Breath Analysis (ISP)	$ 94,400	405 ID
15-13-05	DRE/SFST Coordinator (Local)	$ 88,664	405 ID
15-13-13	Judicial Training (AOIC)	$ 45,000	405 ID
15-13-14	Paid Media (DTS)	$ 2,000,000	405 ID
15-13-16	BASSET (ILCC)	$ 18,000	405 ID
405 ID Total		$ 2,345,264	
Total		$ 2,345,264	

MATCH TASKS

Match Task Overview

The state matching amounts are calculated as a percentage of the total (federal and state) program costs. Under MAP-21 the federal share of the costs of activities or programs funding using amounts from grants awarded may not exceed 80 percent, unless a special matching write-off is used.

Match Project Tasks

Project Number: 15-02-09 (State Funds) (402 Match)
Project Title: State Match (Local)

Project Description
This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. A total of 6 injury prevention projects will be funded in FY 2015, see addendum 3 for a list of individual projects. Illinois will not seek federal reimbursement for this task during FY 2015.

Budget: $561,735

Project Number: 15-04-03 (State Funds) (402 Match)
Project Title: State Police Traffic Services (ISP)
Budget: $1,688,620

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 37,575 hours of regular traffic patrol will be conducted in FY 2015.

Project Number: 15-13-09 (State Funds) (405 Impaired Driving Match)
Project Title: Probation Services (AOIC)

Project Description
The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 14,067 DUI defendants supervised by Illinois probation departments in 2013, at an average cost per case of $1,587 per DUI Offender and $3,967 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2013 was $25,872,909. For this program DTS only needs a state match of $1,182,424.

Budget: $2,125,000

Project Number: **15-18-08 (State Funds) (405 Data Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 32,259 hours of regular traffic patrol will be conducted in FY 2015.

Budget: **$1,450,042**

Project Number: **15-19-03 (State Funds) (405 Occupant Protection Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 20,301 hours of regular traffic patrol will be conducted in FY 2015.

Budget: **$912,529**

Project Number: **15-19-10 (State Funds) (405 Occupant Protection Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies state funds for high schools top conduct operation teen safe driving programs in their high schools. Illinois will not seek federal reimbursement for this task in FY 2015.

Budget: **$162,500**

Project Number: **15-23-02 (State Funds) (1906 Match)**
Project Title: **State Police Traffic Services (ISP)**

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 529 hours of regular traffic patrol will be conducted in FY 2015.

Budget: **$23,778**

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-02-09	State Match (Local)	$ 561,735	State Match
15-04-03	ISP Match	$ 1,688,620	State Match
15-13-09	Probation Services (Match)	$ 2,125,000	State Match
15-18-08	ISP Match	$ 1,450,042	State Match
15-19-03	ISP Match	$ 912,529	State Match
15-19-10	State Match (Local)	$ 162,500	State Match
15-23-02	ISP Match	$ 23,778	State Match
Total Match Funds		$ 6,924,204	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

In 2012, Illinois experienced a total of 148 fatal crashes involving motorcycles, resulting in the death of 148 motorcycle operators and passengers, and two non-motorcyclists. Motorcyclist fatalities continued to increase in 2012, up over 2 percent from 2011, almost 14 percent from 2010, and over 19 percent from 2009. Other significant factors include:

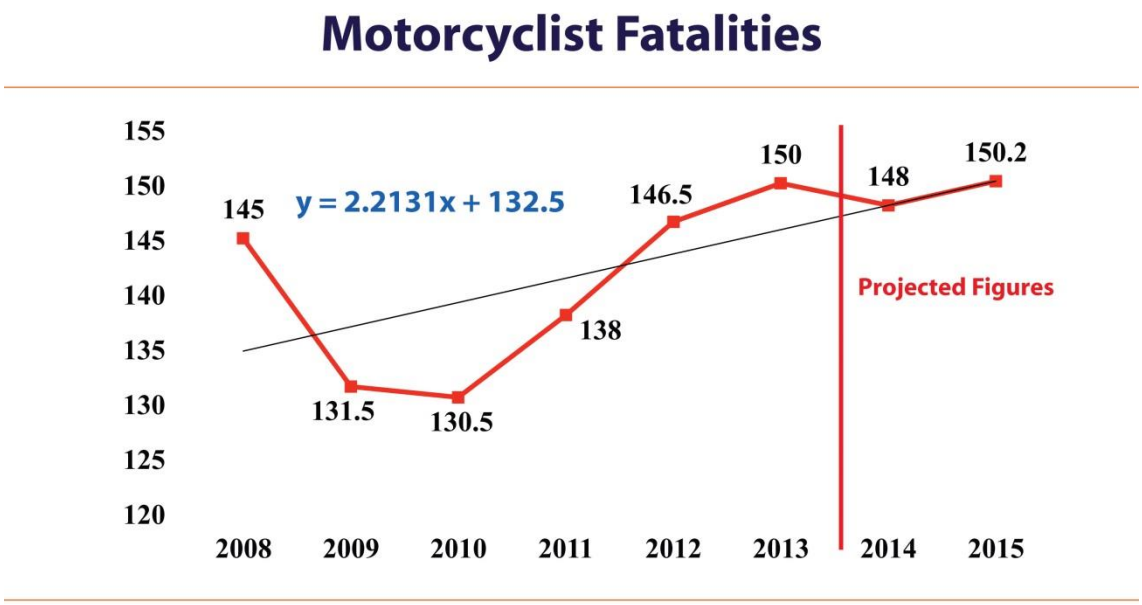
- The 148 motorcyclists killed account for over 15 percent of all motor vehicle fatalities that occurred in 2012. In comparison, motorcycle registrations comprise 3 – 4 percent of all motor vehicle registrations.
- In 2012, approximately 39 percent of motorcyclists killed were age 50 or older.
- 115 (78%) of the 148 motorcyclists killed in 2012 were not wearing a helmet.
- Crashes involving motorcycles account for 1.5 percent of the total crashes in 2012.
- Males age 21-34 and 35-64 have the highest percentage of motorcycle A-injuries and fatalities. Since males typically ride motorcycles more frequently than females and coupled with the fact that Illinois does not have a helmet law, it is understandable that males are going to have a higher percentage of A-injuries and fatalities. (Refer to Table 2)

Table 2: Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use

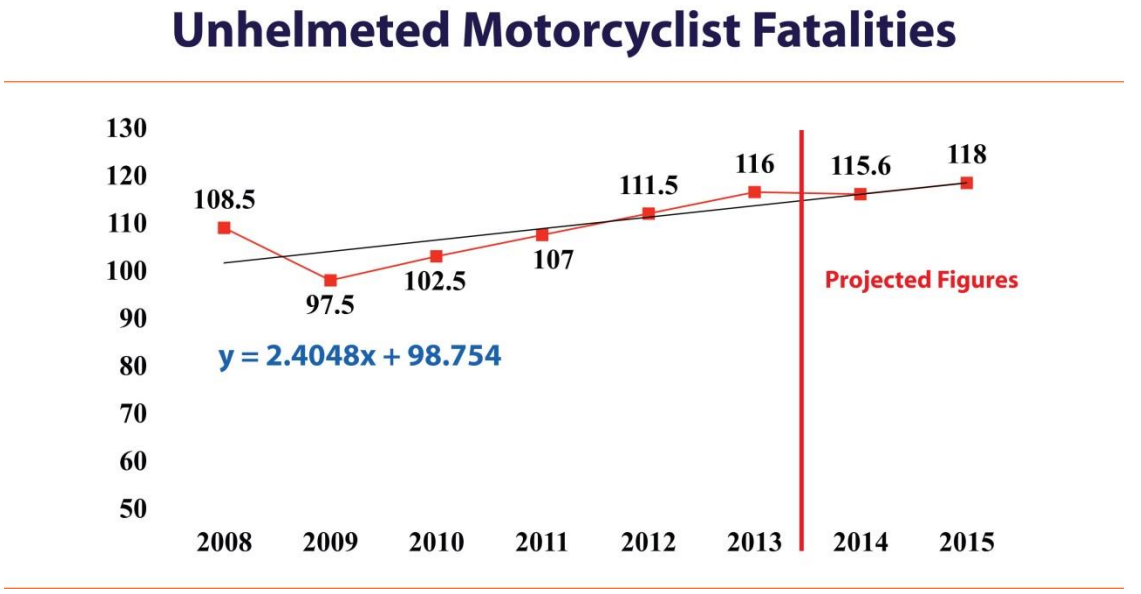
Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	1,069	4	2	50.0%	0.4%
	9 to 15	1,496	37	9	24.3%	2.5%
	16 to 20	4,665	276	111	40.2%	5.9%
	21 to 34	11,157	1,601	422	26.4%	14.3%
	35 to 64	15,293	3,071	692	22.5%	20.1%
	65+	3,175	232	90	38.8%	7.3%
Female	0 to 8	824	7	1	14.3%	0.8%
	9 to 15	1,387	12	5	41.7%	0.9%
	16 to 20	4,498	68	11	16.2%	1.5%
	21 to 34	8,398	278	58	20.9%	3.3%
	35 to 64	12,212	712	182	25.6%	5.8%
	65+	3,291	17	9	52.9%	0.5%
Total		67,465	6,315	1,592	25.2%	9.4%

Program Goals

Goal: To keep the statewide motorcycle fatalities under the projected figure of 150.2 by December 31, 2015.



Goal: To keep the number of unhelmeted motorcycle fatalities under the projected figure of 118 by December 31, 2015.



Motorcycle Safety Program Overview

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

Public Information and Education Campaign

DTS will promote the motorcycle safety messages ***Gear Up-Ride Smart*** in April and ***Start Seeing Motorcycles*** during motorcycle awareness month in May and through the summer and early fall. DTS will develop brochures, banners, yard signs and posters focusing on driver's awareness of motorcyclists on our roadways. DTS is proposing to purchase ***Gear Up-Ride Smart***, ***Start Seeing Motorcycles*** and ***Look Twice – Save a Life*** banners, clings, Don't Drink and Ride patches, Don't Drink and Ride chamois, lapel pins, lanyards, eye glass wipes, yard signs and bumper stickers.

Illinois Motorcycle Winter Conference

In FY 2015, DTS will hold its fifth annual Illinois Motorcycle Winter Conference. The conference will bring the four motorcycle training university staff members together to discuss the Cycle Rider Safety Training Program (CRSTP) and administration of the program.

Motorcycle Survey

A motorcycle helmet usage survey was conducted in June 2014, helmet usage rates will not be known until August 2014. In June 2013 a motorcycle helmet survey was conducted. A total of 1,353 motorcycle riders were observed. Of those, 50.9 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on Interstate highways at 58.1 percent. Helmet use on U.S./Illinois highways was at 50.1 percent, while helmet use on residential roads was at 30.9 percent. The helmet usage rate was 52.1 percent on the weekdays and 49.4 percent on weekends.

Motorcycle Safety Program Strategies

- Continue to implement recommendations from the Motorcycle Safety Program Assessment.
- Increase training opportunities for beginning motorcycle riders in Illinois through DTS's Cycle Rider Training Program.
- Continue to implement a public information and education campaign for motorcycle awareness.

Motorcycle Safety Project Tasks

Project Number: 15-22-01 (M9MA) (405 MC)
Project Title: Public Information and Education Campaign (DTS)

Project Description
This task provides funds for DTS to develop a public awareness campaign for the motorcycle riding season. DTS may develop brochures, posters and other give-away items to raise the public's awareness of motorcyclists.

Budget: $75,000

Project Number: 15-22-03 (M9MT) (405 MC)
Project Title: Motorcycle Winter Conference (DTS)

Project Description
This task provides funds for DTS to conduct a Motorcycle Winter Conference for the four state university motorcycle training centers.

Budget: $10,000

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-22-01	PI&E Campaign	$ 75,000	405 MC
15-22-03	MC Winter Conference	$ 10,000	405 MC
405 MC Total		$ 85,000	
Total All Funds		$ 85,000	

OCCUPANT PROTECTION

Problem Statement

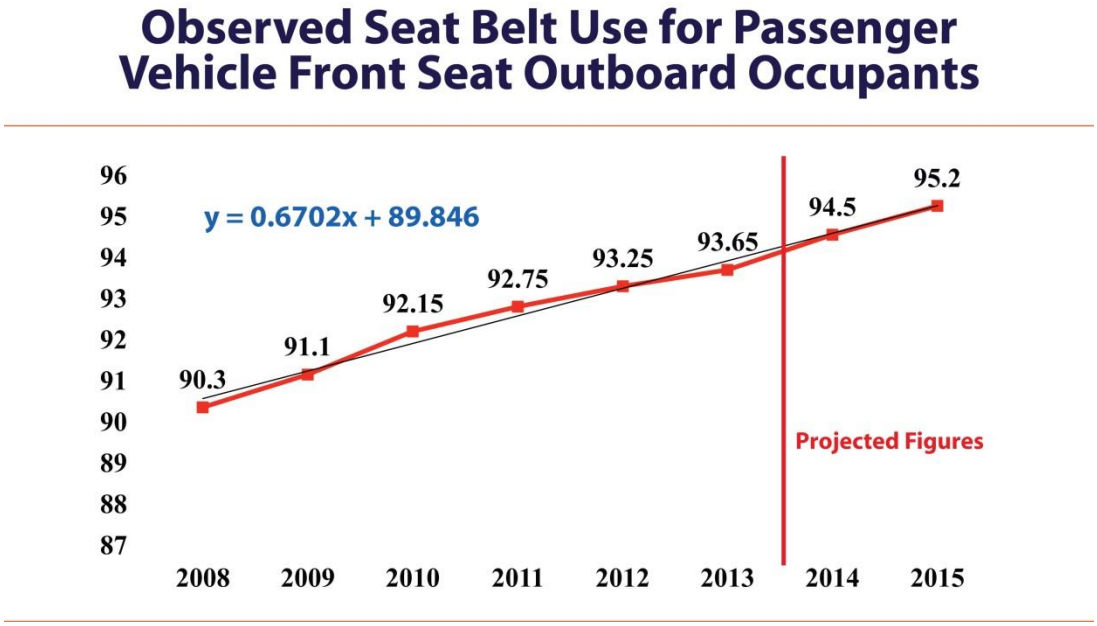
- 956 persons were killed in 886 crashes in 2012.
- Drivers killed amount to 62.7 percent of all fatalities in 2012.
- Drivers injured amount to 64.0 percent of all injuries for 2012.
- Passengers represent 19.6 percent of the total number of fatalities in 2012.
- Passengers represent 26.4 percent of the total number of injuries in 2012.
- There were 274,111 crashes involved motor vehicles in Illinois in 2012.
- Crashes involving "A" injury account for 16.0 percent of the injury crashes statewide in 2012.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 3)

Table 3: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group

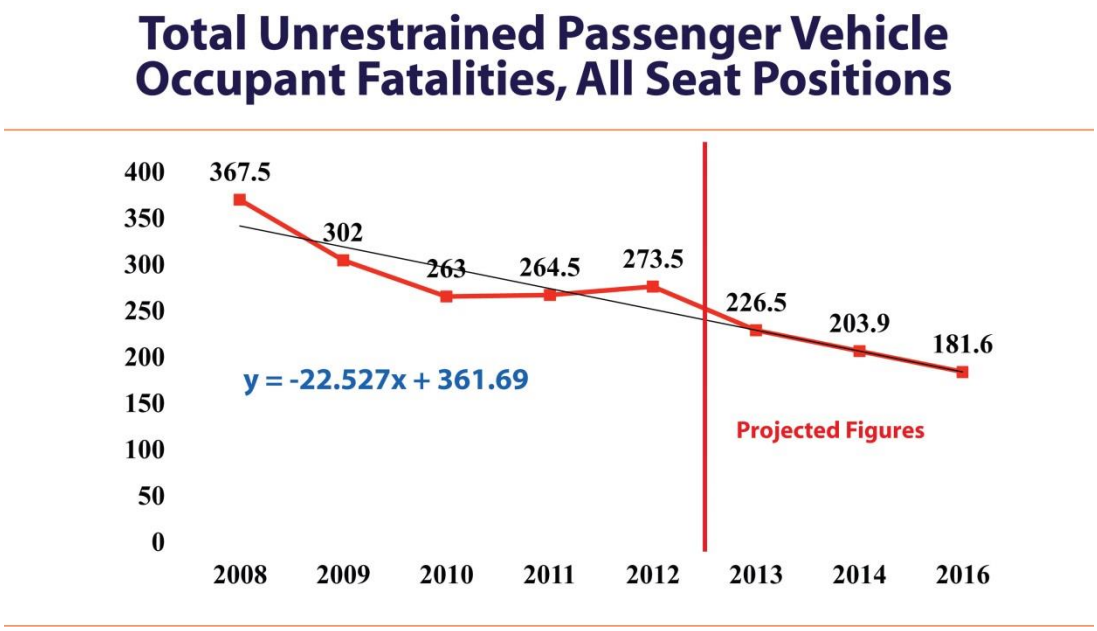
Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	1,069	758	568	74.9%
	9 to 15	1,496	847	562	66.4%
	16 to 20	4,665	4,176	2,483	59.5%
	21 to 34	11,157	10,046	5,100	50.8%
	35 to 64	15,293	13,400	7,437	55.5%
	65+	3,175	2,813	2,020	71.8%
Female	0 to 8	824	688	511	74.3%
	9 to 15	1,387	1,053	768	72.9%
	16 to 20	4,498	4,159	3,154	75.8%
	21 to 34	8,398	7,773	5,797	74.6%
	35 to 64	12,212	11,236	8,941	79.6%
	65+	3,291	2,977	2,586	86.9%
Total		67,465	59,926	39,927	66.6%

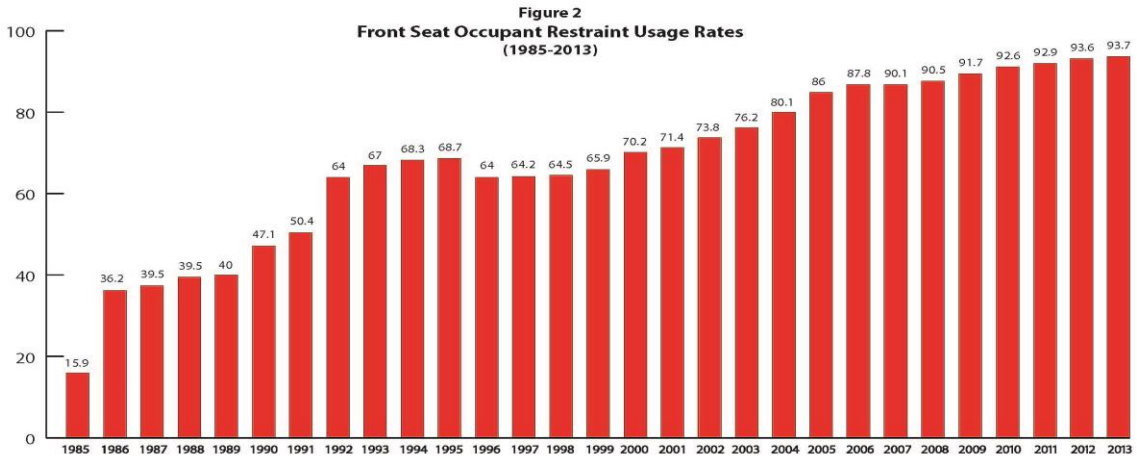
Program Goals

Goal: To increase the statewide seat belt usage rate from the 2008 level of 90.3 percent to 95.2 percent by December 31, 2015.



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 367.5 in 2008 to 181.6 by December 31, 2016.





Data Source: Annual Observational Survey

The chart above shows the occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois since 1985. During the first 12 months after the seat belt law came into effect in the mid-1980s, the observed usage rate increased from 15.9 percent to 36.2 percent. Since that time, the usage rate has shown a gradual increase. After the implementation of the primary seat belt law in 2003, usage rates increased from 76.2 percent to an all-time high of 93.7 percent in June 2013.

Occupant Protection Program Overview

The Illinois Department of Transportation's Division of Transportation Safety (DTS) is determined to reduce the number of unrestrained passenger vehicle occupant fatalities from 338 in 2008 to 221 by December 31, 2014. In FY 2015, the Occupant Protection Program will continue to contribute significantly to the achievement of the statewide goals by maintaining the STEP grant program, conducting paid and earned media campaigns and researching new ways to reach those motorists who choose to travel unbelted. The June 2013 Seat Belt Observational Survey showed a slight increase in daytime, front seat belt usage in Illinois with an increase from 93.6 to 93.7 percent. DTS will continue to focus efforts designed to maintain its high front seat belt use and implement new strategies to reach those who ride unrestrained in both the front seat and back. In FY 2015, DTS will continue to direct resources to increase enforcement of the belt law in Illinois with a focus on counties within the 23-county model and nighttime seat belt enforcement zones. Teen traffic safety outreach, procedures to increase and retain certified Child Passenger Safety Technicians, and a determination to increase seat belt compliance within the city of Chicago will also continue.

DTS will also strongly encourage law enforcement to continue enforcing seat belt legislation, which took effect on January 1, 2012, requiring that everyone in the vehicle ride restrained.

Click It or Ticket

With a daytime front seat belt compliance rate of nearly 94 percent, DTS will focus on maintaining the rate among current users and seek new ways to reach the final 6.3 percent of non-users. DTS will also develop and implement an outreach campaign designed to reach back seat passengers in an effort to increase overall compliance with the seat belt law, thusly reducing overall injuries and fatalities on Illinois roadways. DTS plans to continue support of occupant protection mobilizations that correspond with national seat belt campaigns. The STEP program will continue with grantees required to participate in both the Memorial Day and Thanksgiving mobilizations. At least 50 percent of the patrol hours during these campaigns must be conducted between the hours of 9 pm and 6 am, the time when data shows the number of unbelted fatalities is the highest.

These mobilizations will be complimented with paid and earned media campaigns that strategically market increased seat belt and car seat usage to, at minimum, 85 percent of Illinois' population. DTS will be continue to utilize NHTSA's paid media during the campaigns and focus more efforts on social marketing and online advertising in an effort to more effectively reach those who are not regular belt users - primarily 18-34 year old males, truck drivers, and minorities. DTS will launch a social media campaign during the summer of 2014 which will include belt messaging. Earned media messaging will focus on the 30th anniversary of the seat belt law in Illinois and the lives saved since the first belt law was enacted in Illinois.

DTS plans to support local law enforcement initiatives with on-line CIOT materials. The online materials will include media advisories and press releases to announce that local law enforcement activities will be held during nighttime hours. The online kit will also include an order form for items such as CIOT window clings to be posted at fast food, bank and pharmacy drive-thru lanes; bi-lingual posters for use at auto parts stores, athletic facilities, gas stations and scrap metal processing plants; premium items such as pencils, sun visor clips, and magnets for use at parades and health fairs will be offered until current supplies are depleted.

Based on the May 2013 process, impact and outcome evaluation of the CIOT campaign, it is strikingly apparent that more resources must go into increasing seat belt compliance within the city of Chicago where the seat belt usage rate is lower than the average statewide rate (91.7 percent versus 93.7 percent). DTS will continue to focus on partnerships in the Chicago area during mobilizations and throughout the year. Illinois' overall daytime seat belt usage rate increased by 0.1 percent points from 93.6 percent in 2012 to 93.7 percent after the May CIOT campaign in 2013. The usage rate for the Collar Counties decreased from 94.5 percent in 2012 to 93.6 percent in 2013. DTS will continue to foster business partnerships for the CIOT campaigns in FY 2015. DTS partnered with Casey's General Stores in May 2010, 2011 to place nearly 78,000 bottle tags on soft drinks, water and alcohol bottles in all 400 Casey's stores in Illinois. In 2012, each store was provided a window cling to post on their front door/window.

DTS sustained other partnerships from previous campaigns during the May 2012 and 2013 campaigns and will continue these partnerships in 2014. Some of the partnerships included: local farm stores such as Farm and Fleet, Big R and Rural King. These local farm stores are important because they help to reach the rural population in Illinois. Each store initially received a letter and then a follow-up call from a member of the Traffic Safety Liaison (TSL) team. Many of the stores utilized the order form to order posters and other educational materials for their stores.

CIOT Mobilization Recognition

DTS will again conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2015 CIOT National Enforcement mobilization. DTS will also offer incentives of enforcement equipment during the CIOT campaign. DTS plans on notifying local law enforcement agencies in October 2014 in order to generate momentum. DTS continues to believe this incentive program is one way to generate excitement throughout the law enforcement community in Illinois and it proves to be a key component in our strategic plan for raising the seat belt compliance rate in Illinois and energizes our partners to push Illinois seat belt compliance to another all-time high. DTS will support the Illinois Chief's Challenge; another program designed to encourage law enforcement agencies to be a top performer in writing car seat, seat belt and impaired driving citations.

Child Passenger Safety

Illinois has a current child vehicle restraint system usage rate of 90.5 percent. DTS will continue to focus on five key areas to increase car seat and booster seat usage (1) expansion of our public education program (2) increasing the technician base through certification training (3) retention of at minimum 65 percent of recertifying child passenger safety technicians (4) support of our car seat inspection station network at state and local agencies and (5) support of CPS programs through mini-grant opportunities. In an effort to meet these goals, DTS will hold close to 30 Skills Enhancements/Update Courses throughout the year, maintain www.buckleupillinois.org and provide a spring and fall mini-grant opportunity for local programs. DTS will conduct the annual Child Passenger Safety Observational Survey in July 2015 in an effort to evaluate the progress of the CPS program.

DTS CPS Local Programs

Traffic crashes are the leading cause of death among children. Six out of ten children who die in crashes are unbuckled. In Illinois for the year 2012, 19 children, from birth through nine years of age, were killed and 3,276 were injured as a result of motor vehicle crashes.

Researchers estimate that deaths could be reduced by 71 percent and injuries by 67 percent with the proper use of federally-approved car seats. National observation data shows car seat usage among children under four years of age is above 90 percent while booster seat usage among children four through seven is closer to 20 percent. Injury and fatality data indicates that a similar pattern is true in Illinois.

During FY2015, DTS will provide funding to plan, implement and evaluate a booster education program, in order to aid local communities in reducing the death and injury rate to booster seat age children. The main focus of the program will be increasing awareness among children and parents/caregivers in regards to the dangers of graduating to the adult seat belt too soon. This program will include mini-grants to local agencies.

DTS will develop an educational program to reach the "tween" population; primarily children age 8 – 12. This program will promote the importance of wearing a seat belt. DTS does not currently provide any programming for this age group as was identified in the 2010 Occupant Protection Program Assessment. This curriculum will reinforce the messages these children have learned throughout their childhood with the goal of an increase in seat belt use among teens and adults in the future.

DTS will also fund seven Transportation Safety Resource Centers (formerly called Traffic Safety Resource Centers) to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage the community in outreach and education. The resource centers will continue to lead the statewide teen initiative, implement car seat education programs, coordinate standardized child passenger safety technician certification courses throughout Illinois and sponsor Click It or Ticket programming statewide. The resource centers serve an instrumental role in promoting and advancing the national and statewide CIOT mobilizations at the local level not only by taking the message to the local communities in their area but also by assisting DTS with larger press events during the campaigns.

During Child Passenger Safety Awareness Week, DTS will once again host National Seat Check Saturday events. During Seat Check Saturday 2013, Illinois lead the nation in car seat check events by conducting approximately 90 checkpoints with more than 500 certified child passenger safety seat technicians volunteering statewide. Seat Check Saturday 2014 will be co-sponsored by AAA, the Illinois Office of the Secretary of State, and the Illinois Chapter of the American Academy of Pediatrics. The participating checkpoints will receive replacement car seats, flyers, posters, yard signs and t-shirts to support their events. Educational materials will be distributed to the general public by offering CPS Week printed materials to local libraries, schools, children's museums and the CPS technician network. DTS anticipates that it will follow a similar format for Child Passenger Safety Awareness Week 2015.

Public Information and Education

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates and healthcare professionals throughout the state. Our educational materials have been shipped to every county in Illinois covering 100 percent of the state. Materials are routinely updated and made available free of charge to all traffic safety advocates. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses and teachers.

Certified CPS Technicians

Illinois has made technician retention one of its top priorities. National data shows that the average state had a technician recertification rate of 58 percent in FFY2013. Illinois had a technician recertification rate of 62.5 percent, a 6.8 percent increase from FFY2010.

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

Illinois has more than 1,750 certified child passenger safety technicians and instructors. The Transportation Safety Liaisons (TSL) have been tasked with retaining 65 percent of expiring technicians, but from the state level, DTS will put the onus of recertification on the local technician and his/her sponsoring agency. TSL's retain technicians through a variety of methods including mailings, follow-up with all expiring technicians and courses located within close proximity of groups of expiring technicians. In FY 2015, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement/Update sessions providing CEUs towards recertification. CEU opportunities outside of Illinois, such as those offered by Safe Kids Worldwide, will be promoted through an electronic newsletter sent to all technicians and instructors in Illinois.

Occupant Protection Coordinator

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

Occupant Protection Assessment

In August, 2010, NHTSA conducted an assessment of Illinois' occupant protection program. Many recommendations from the assessment have been utilized in the years since and more will be added to the list in FY 2015.

Operation Teen Safe Driving

The TSL team is heavily involved with IDOT's Operation Teen Safe Driving (OTSD) program. OTSD is a peer-led program designed to increase safe driving practices among teens in Illinois. Participating schools are required to focus on seat belt use in addition to two of the following three areas: distracted driving, speed and impaired driving. Six of the seven TSLs coordinate an OTSD region, providing technical assistance, educational programs, and grant management.

Occupant Protection Program Strategies

- Continue to fund an Occupant Protection Coordinator to oversee all of DTS's occupant protection programs.
- Develop a paid/earned annual media plan.
- Identify and focus on part-time belt users (16-34 year old males).
- Develop a plan to increase back seat belt use.
- Identify and analyze unbelted/belted crash related fatalities and "A" injuries for a three-year period in counties comprising 85 percent of the statewide population (23 target counties).
- Support occupant restraint and child passenger safety educational efforts (traffic safety partners, statewide and regional child passenger safety coordinators).
- Utilize network of child passenger safety advocates.
- Support state and national child passenger safety observances.
- Continue to strengthen the awareness of enforcement of the Primary Seat Belt Law through paid and earned media.
- Continue with seven Regional Traffic Safety Resource Centers.
- Conduct earned media and outreach activities for Child Passenger Safety Week.
- Develop two new curricula designed to increase proper restraint usage for children 4 – 12.

Occupant Protection Project Tasks

Project Number: 15-02-02 (OP) (402)
Project Title: Regional Traffic Safety Resource Centers (Local)

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

Budget: $1,271,003

Project Number: 15-02-03 (OP) (402)
Project Title: Paid Media (DTS)

Project Description
This task provides funds for the creative advertising agency and the Chicago Fire during the Click It or Ticket campaign.

Budget: $306,919

Project Number: **15-02-04 (OP) (402)**
Project Title: **Phone Surveys (Local)**

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

Budget: **$50,342**

Project Number: **15-19-02 (M1CPS) (405 OP)**
Project Title: **Keep Kids in Safe Seats (KISS) (SOS Drivers)**

Project Description
This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing child safety seat installation check locations statewide. The program will also provide continuation of a child passenger safety component as an integral part of SOS Drivers youth traffic safety presentations.

Budget: **$36,900**

Project Number: **15-19-05 (M1CPS) (405 OP)**
Project Title: **CPS Week Mini-Grant Projects (Local)**

Project Description
This task provides funds for local agencies to implement mini-grants during child passenger safety seat week in September 2015. The goal of the mini-grants will be to conduct car seat checks, conduct educational presentations and to instruct parents/guardians that car seats must be on each trip in a vehicle to be effective. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in July 2015.

Budget: **$250,000**

Project Number: **15-19-07 (M1CSS) (405 OP)**
Project Title: **CPS Seats (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety seats in FY 2015.

Budget: **$10,000**

Project Number: **15-19-08 (M1PE) (405 OP)**
Project Title: **CPS PI&E Materials (DTS)**

Project Description
This task provides funds for DTS to purchase Child Passenger Safety public information and education materials for distribution at car seat checks, fairs and trainings in FY 2015.

Budget: **$50,000**

Project Number: **15-19-09 (M1TR) (405 OP)**
Project Title: **CPS Re-Certification (DTS)**

Project Description
This task provides funds to pay for DTS staff that is Child Passenger Safety technician re-certification fees in FY 2015.

Budget: **$500**

Project Number: **15-19-11 (M1TR) (405 OP)**
Project Title: **Paid Media (DTS)**

Project Description
This task provides funds for DTS to conduct a paid media campaign for the 2015 Memorial Day Click It or Ticket campaign.

Budget: **$800,000**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-02-02	RTSRC (Local)	$ 1,271,003	402
14-02-03	Paid Media (DTS)	$ 306,919	402
15-02-04	Phone Surveys (Local)	$ 50,342	402
15-19-02	KISS (SOS)	$ 36,900	405 OP
15-19-05	CPS Mini-Grants (Local)	$ 250,000	405 OP
15-19-07	CPS Seats (DTS)	$ 10,000	405 OP
15-19-08	CPS PI&E (DTS)	$ 50,000	405 OP
15-19-09	CPS Re-Certification (DTS)	$ 500	405 OP
15-19-11	Paid Media	$ 800,000	405 OP
402 Total		$ 1,628,264	
405 OP Total		$ 347,400	
Total All Funds		$ 1,975,664	

PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

Problem Statement

- Crashes involving pedestrians account for 1.7 percent of the overall crashes statewide in 2012.
- Crashes involving pedalcyclists account for 1.3 percent of the overall crashes in statewide in 2012.
- In 2012, there were 139 pedestrian fatalities and of the 4,770 injured, 903 suffered “A” injuries statewide.
- In 2012, there were 29 pedalcyclist fatalities and of the 3,254 injured, 427 suffered “A” injuries statewide.
- In 2012, there were 47 pedestrian fatalities and of the 2,807 injured, 399 suffered “A” injuries in the city of Chicago.
- In 2012, there were 8 pedalcyclist fatalities and of the 1,505 injured, 144 suffered “A” injuries in the city of Chicago.

Overview

Between 2008 and 2012, the groups which had the highest percentage of pedestrian-related A-injuries and fatalities were males aged 0 to 8 and males aged 9 to 15. The groups which had the second highest percentage of pedestrian-related A-injuries and fatalities were females aged 0 to 8 and females aged 9 to 15. (Refer to Table 4)

Table 4: Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	1,069	227	21.2%
	9 to 15	1,496	338	22.6%
	16 to 20	4,665	294	6.3%
	21 to 34	11,157	749	6.7%
	35 to 64	15,293	1,278	8.4%
	65+	3,175	279	8.8%
Female	0 to 8	824	114	13.8%
	9 to 15	1,387	234	16.9%
	16 to 20	4,498	269	6.0%
	21 to 34	8,398	465	5.5%
	35 to 64	12,212	815	6.7%
	65+	3,291	298	9.1%
Total		67,465	5,360	7.9%

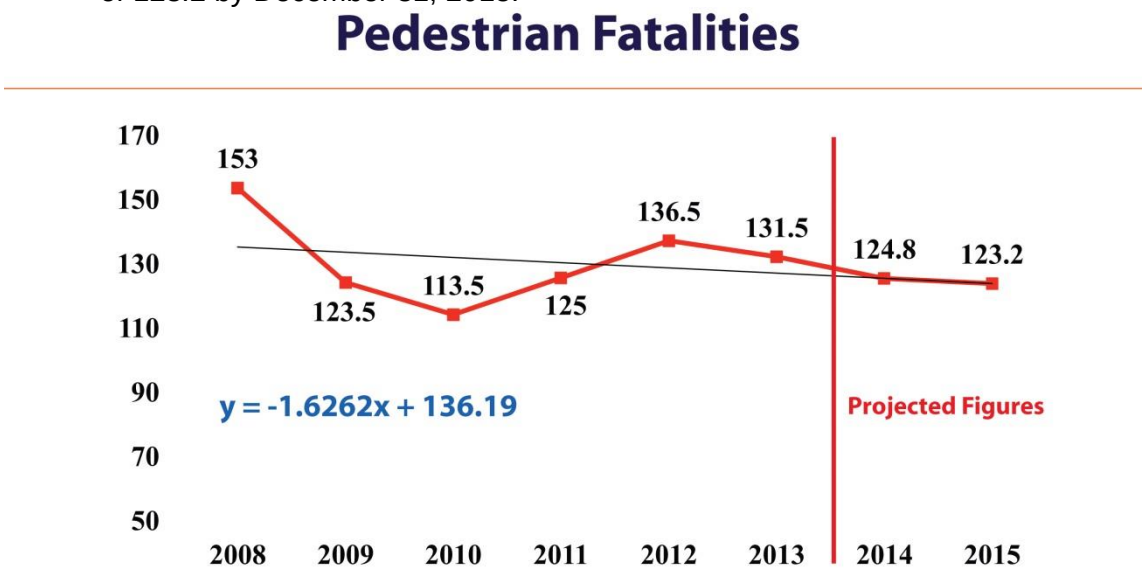
- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. Young males typically ride bicycles more than young females. (Refer to Table 5)

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

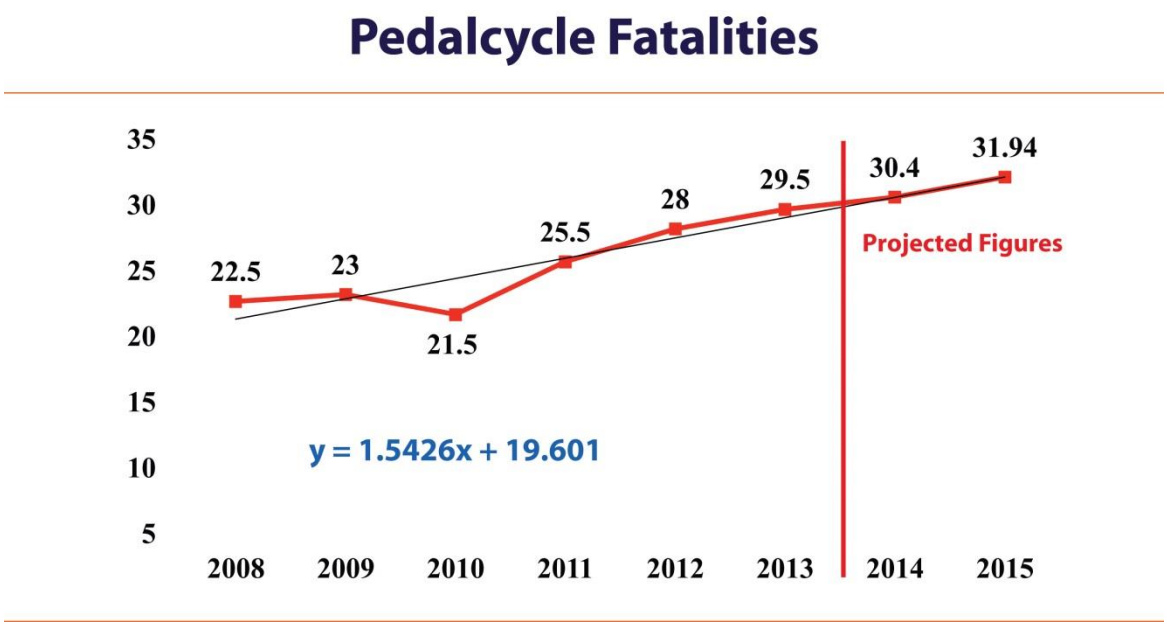
Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Pedalcycle A-Injuries & Fatalities	% Pedalcycle-related A-Injuries & Fatalities
Male	0 to 8	1,069	82	7.7%
	9 to 15	1,496	310	20.7%
	16 to 20	4,665	195	4.2%
	21 to 34	11,157	360	3.2%
	35 to 64	15,293	610	4.0%
	65+	3,175	74	2.3%
Female	0 to 8	824	21	2.5%
	9 to 15	1,387	97	7.0%
	16 to 20	4,498	67	1.5%
	21 to 34	8,398	160	1.9%
	35 to 64	12,212	152	1.2%
	65+	3,291	14	0.4%
Total		67,465	2,142	3.2%

Program Goals

Goal: To keep the number of statewide pedestrian fatalities under the projected figure of 123.2 by December 31, 2015.



Goal: To keep the statewide number of pedalcycle fatalities under the projected figure of 31.94 by December 31, 2015.



Pedestrian and Pedalcycle Program Overview

U.S. Secretary of Transportation, Anthony Foxx has identified pedestrian and bicycle safety as priority issues in FY 2015. The U.S. Department of Transportation has initiated a new, multi-modal pedestrian and bicycle safety initiative involving NHTSA, FHWA and the Federal Transit Administration. In FY 2015 DTS will fund two projects with the Chicago Department of Transportation (CDOT) and the Chicago Police Department (CPD) to reduce the number of crashes and fatalities among pedestrians and bicyclists in Chicago.

The CPD's Pedestrian and Bicycle Safety Enforcement initiative is to reduce the number of pedestrian-vehicle and bicycle-vehicle crashes throughout Chicago by publicizing and upholding pedestrian and bicycle safety laws. The Pedestrian and Bicycle Safety Enforcement Initiative seek to reduce pedestrian crashes in locations identified in the Chicago Pedestrian Crash Data Analysis. Additionally, based on the same crash data analysis, the Pedestrian Safety Enforcement initiative seeks to reduce the incidence of specific types of pedestrian crashes. Enforcement goals are twofold: the first is to increase driver and bicycle compliance and identified traffic laws and the second is to emphasize the presence and vulnerability of pedestrians and bicyclists everywhere. Focusing on driver behavior will reduce crashes at crosswalks and ensure that they are the safest places to cross and ensure that Chicago's bikeways are safe. To achieve these objectives, CPD will enforce pedestrian and bicycle safety laws and continue to train officers on vulnerable road user traffic safety issues.

CDOT's goal is to eliminate traffic fatalities in Chicago in ten years (2022), in keeping with the Illinois Strategic Highway Safety Plan's goal of zero fatalities in Illinois, and to reduce pedestrian and bicycle crash injuries by 50 percent in five years.

To meet these goals, CDOT will focus on enforcement and proven education strategies, these strategies fall under Enforcement and Creating Safe behaviors, all strategies are in NHTSA's *Countermeasures That Work* and are listed below:

1. Research and Training Efforts
2. Enforcement Efforts
3. Creating Safe Behaviors

Pedestrian and Pedalcycle Program Strategies

- Fund the Chicago Department of Transportation project dealing with proper bicycle-motor vehicle interaction and pedalcycle initiatives.
- Fund the Chicago Police Department's Chicago Pedestrian and Bicycle Safety Initiative.
- Partner with local, state and federal agencies on pedestrian and pedal cycle safety programs.
- Continued involvement with the Chicago Mayors Pedestrian and Bicycle Safety Advisory Committees.

Pedestrian and Pedalcycle Project Task

Project Number: 15-12-02 (PM) (402)
Project Title: Bicycle/Pedestrian Safety (Local)

Project Description
This task provides funds for the Chicago Department of Transportation (CDOT) and the Chicago Police Department to conduct pedestrian/bicycle safety programs. The Chicago Bicycle Safety Initiative is aimed at reducing the number of bicycle fatalities, injuries and crashes. The Chicago Pedestrian Safety Initiative is a multi-faceted approach to improving pedestrian safety, including engineering, enforcement, education and evaluation programs.

Budget: $308,920

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-12-02	Bicycle/Pedestrian Safety (Local)	$ 308,920	402
402 Total		$ 308,920	
Total All Funds		$ 308,920	

PLANNING AND ADMINISTRATION PROGRAM AREA

Planning and Administration, Management and Evaluation Overview

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

Planning and Administration, Management and Evaluation Project Tasks

Project Number: 15-01-01 (PA)
Project Title: Planning and Administration (DTS)

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

Budget: $40,000

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

Project Number	Project Title	Budget	Budget Source
15-01-01	Planning & Administration (DTS)	$ 40,000	402
402 Total		$ 40,000	
Total All Funds		$ 40,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

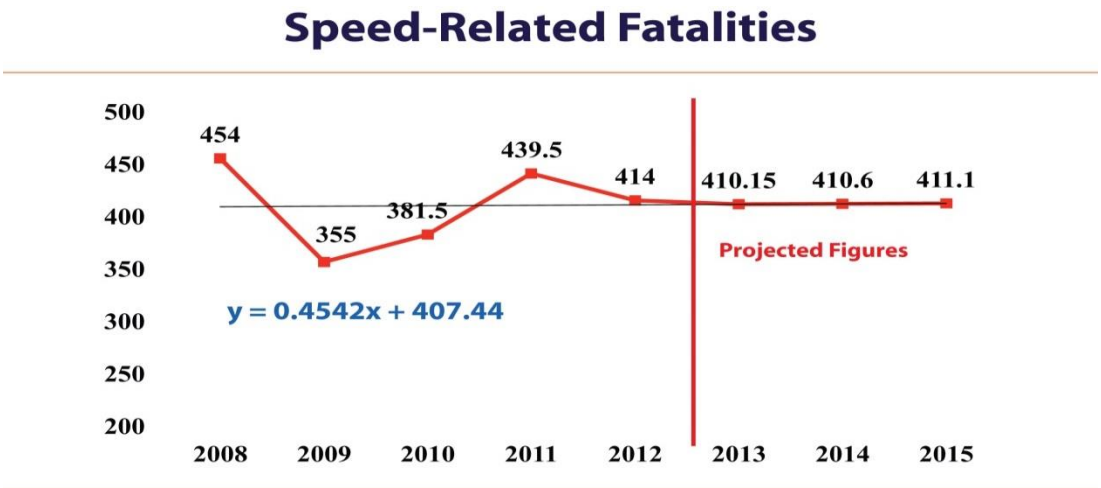
- In 2012, a total of 300 fatalities were a result of speed-related crashes, 31.4 percent of the total fatalities in Illinois.
- Crashes involving speed account for 29.9 percent of the fatal crashes and 34.1 percent of the injury crashes in 2012.
- The groups which had the highest percentage of A-injuries and fatalities due to speed were males aged 16 to 20, males aged 21 to 34, females aged 16 to 20 and females 21 to 34. Since males aged 16 to 34 are more prone to speed excessively, it is not surprising that this group is more prone to A-injuries and fatalities due to speed. Females aged 21 to 34 tend to speed to get their destinations more quickly. Females aged 16 to 20 are inexperienced drivers who would be more prone to be involved in car crashes due to excess speed. (Refer to Table 6)

Table 6: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities

Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	1,069	311	29.1%
	9 to 15	1,496	389	26.0%
	16 to 20	4,665	1,734	37.2%
	21 to 34	11,157	3,891	34.9%
	35 to 64	15,293	4,734	31.0%
	65+	3,175	767	24.2%
Female	0 to 8	824	256	31.1%
	9 to 15	1,387	441	31.8%
	16 to 20	4,498	1,616	35.9%
	21 to 34	8,398	2,897	34.5%
	35 to 64	12,212	3,968	32.5%
	65+	3,291	816	24.8%
Total		67,465	21,820	32.3%

Program Goal

Goal: To keep the statewide speed-related fatalities under the projected figure of 411.1 by December 31, 2015.



Police Traffic Services Program Overview

DTS will continue to direct significant resources toward enforcement of occupant protection and impaired driving laws in Illinois. DTS will focus on eight mobilizations throughout the year with increased focus during the national Click It or Ticket and the Labor Day Drive Sober or Get Pulled Over campaigns. Each mobilization will increase seat belt usage among identified populations that have lower seat belt usage rates and reduce impaired driving. In FY 2015, DTS will continue with the Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP), mini-mobilization and the Enforcement Local Alcohol Program (eLAP) enforcement projects with the local police departments. New to this year's enforcement strategies is the introduction of the eLAP projects which utilizes roadside safety checks to reduce drunk driving and motor vehicle crashes in specified counties. The local STEP grants focuses sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. In addition to regularly scheduled patrols, all grantees are required to participate in the national Click It or Ticket (CIOT) and Drive Sober or Get Pulled Over mobilizations.

DTS will continue to explore new innovative enforcement techniques (i.e. nighttime occupant protection enforcement zones, eLAP and flexible RSC's) with local and state agency projects. Also, DTS will encourage its local enforcement projects, Sustained Traffic Enforcement Program (STEP), mini-mobilization, Illinois State Police and Office of the Secretary of State Department of Police enforcement projects to participate in other seat belt and impaired driving enforcement campaigns during the year (Thanksgiving, Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July).

Evidence-Based Traffic Safety Enforcement

DTS meets the requirement for Evidence-Based Traffic Safety Enforcement Plan through the FY 2015 HSP. Based the problem identification outlined on pages 7-10, DTS has identified 23 counties where we will focus our resources. Through the selection of projects for inclusion into the FY 2015 HSP, DTS has dedicated Section 402, Section 405 Occupant Protection and Section 405 Impaired Driving funding for law enforcement projects as outlined in the following pages. DTS will conduct ongoing monitoring of our law enforcement projects during the year. DTS's Evaluation Unit will conduct an evaluation of each mobilization during the year to determine the effectiveness of the enforcement projects.

Impaired Driving Enforcement

DTS enforcement efforts will continue its strong emphasis on high-visibility impaired driving and late-night seat belt enforcement with local, county and state law enforcement agencies. Enforcement will be conducted during the time of day and days of the week when alcohol-related crashes occur most frequently. DTS has seven types of eligible enforcement activities: saturation patrol operations, overt operations focusing on youth parties, covert operations, mobilization enforcement, DUI strike force, sustained DUI enforcement and flexible roadside safety checks.

Illinois continues to implement high-visibility impaired driving enforcement campaigns with local and state enforcement agencies. The impaired driving crackdown is a comprehensive campaign featuring high-visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. All FY 2015 impaired driving crackdown enforcement periods will include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. The Illinois State Police (ISP), through its Driving Under the Influence Enforcement (DUIE) and Alcohol Countermeasures Enforcement (ACE) projects. The Office of the Illinois Secretary of State, Department of Police will conduct Drive Smart details during the mobilization periods focusing on U.S. and state routes. DTS will continue a strong emphasis on enforcement with state and local law enforcement agencies. DTS's local law enforcement projects provide another avenue to deliver the impaired driving enforcement component. DTS provides funding for the following local law enforcement impaired driving projects:

1. Local Alcohol Program (LAP) – encompasses all of the interrelated countermeasures required to produce a significant impact on a local community's impaired driving problem, including task force formation, enforcement, public information and education.
2. Enforcement Local Alcohol Program (eLAP) – is preventive in nature, utilizing Roadside Safety Checks (RSCs) to reduce drunk driving and motor vehicle crashes, injuries and deaths caused by drunk drivers.
3. Sustained Traffic Enforcement Program (STEP) – designed to reduce DUI through hire back enforcement. This project provides special enforcement for the Drive Sober or Get Pulled Over enforcement details during the Christmas/New Years, St. Patrick's Day, Fourth of July and Labor Day.
4. Mini-Mobilization Project- provides funds to local law enforcement agencies to conduct special enforcement of the impaired driving laws during campaigns.

Occupant Protection Enforcement

The Sustained Traffic Enforcement Program (STEP) grants will continue to help Illinois maximize the effect of sustained, stepped-up, year-long traffic enforcement. STEP focuses sharply on specific times of the year and also on specific times of the day when data show alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. Paired with a media effort during each enforcement period, the combined impaired driving and seat belt enforcement will make further positive impact on reducing serious injuries and fatalities on our state's roads.

Another intended outcome of STEP is to bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night seat belt usage rates. STEP requires participation in the Thanksgiving, Christmas/New Years', St. Patrick's Day, Memorial Day, Fourth of July and Labor Day campaigns. This creates a sustained, year-long emphasis on DTS's highest enforcement priorities: impaired driving and nighttime seat belt usage.

DTS also funds occupant protection enforcement grants with state agencies. The Illinois State Police will provide traffic enforcement on interstate and state routes while the Office of the Illinois Secretary of State Department of Police will provide coverage on the U.S. and state routes in Illinois during state and national mobilizations. In FY 2015, DTS will fund the following occupant protection state agency enforcement projects:

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

2. Occupant Restraint Enforcement Project (OREP) – this project provides funds for the ISP to identify and target specific areas within selected ISP districts for enforcement action of low safety belt usage. Patrols for the targeted area will focus on specific times of days and areas where there is low occupant restraint compliance.

3. Motorcycle Patrol Unit – this project provides funds for the ISP to continue motorcycle patrols statewide. The high-visibility patrols, coupled with an aggressive enforcement protocol which focuses on the "Fatal Four" violations, will instill recognition of police presence on Illinois' highways. The strategic deployment of these officers through the use of staggered shifts during peak traffic times will further contribute to a patrol saturation perception by motorist.

4. Nighttime Enforcement Program (NITE) – this project provides funds for the Illinois State Police to identify and focus on specific times of 11:00 pm to 6:00 am when alcohol-related fatalities are the highest and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.

5. Drive Smart – provides funds for the Office of the Secretary of State, Department of Police to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. The intent is to conduct enforcement during the state and national impaired driving and occupant protection mobilizations. SOS Police will also conduct RSC's with the Illinois State Police and local law enforcement agencies throughout the year.

6. Mini-Mobilization Project- provides funds for local law enforcement agencies to conduct special enforcement for the occupant protection mobilization during the Memorial Day campaign.

Law Enforcement Liaison

DTS will continue to fund eight Law Enforcement Liaisons (LELs) in FY 2015. The goal of the LELs is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of occupant protection and impaired driving issues. The LELs are responsible for overseeing and managing numerous local law enforcement projects as well as organizing media events for the impaired driving and occupant protection campaigns and assisting in the Operation Teen Safe Driving program.

Training

The DTS will provide federal highway safety funds to the Illinois Law Enforcement Training and Standards Board (ILETSB) to conduct specialized training to local law enforcement officers. NHTSA approved training classes are included in the ILETSB's section 402 and 405 impaired driving project agreements.

The ILETSB has 16 mobile team units (MTU's) to provide in-service law enforcement training to area law enforcement officers. The MTU's provide training opportunities that are available, accessible and affordable to local law enforcement officers.

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

Enforcement Incentive Programs

FY 2015 enforcement grantees will automatically be enrolled in the Holiday Mobilizations Enforcement Incentive Productivity Program. This program makes agencies eligible for valuable enforcement equipment drawings held after the following major holiday enforcement mobilizations: Thanksgiving, Christmas/New Years, Memorial Day, Fourth of July and Labor Day.

Police Traffic Services Program Strategies

- Provide funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP), Sustained Traffic Enforcement Program (STEP), Local Alcohol Program (LAP), Drive Smart and mini-mobilization enforcement projects.
- Continue with enforcement activities during the Click It or Ticket mobilizations. (November 17–30, 2014 and May 11–25, 2015)
- Continue to fund occupant protection enforcement through the Illinois State Police's Special Traffic Enforcement Project (sTEP), Occupant Restraint Enforcement Project (OREP), Office of the Illinois Secretary of State Drive Smart projects.
- Continue to conduct high-visibility and late-night enforcement campaigns.
- Continue full scale, impaired driving mobilization enforcement efforts utilizing local and state law enforcement agencies during the Fourth of July and Labor Day holidays. Full scale mobilization efforts include paid media and earned media supporting the enforcement. Alcohol Countermeasures Enforcement (ISP), Driving Under the Influence Enforcement (ISP), Sustained Traffic Enforcement Program (STEP), Office of the Secretary of State Drive Smart Project.
- To continue smaller scale impaired driving mobilization efforts conducted during other key times throughout the year (Holiday Season, Super Bowl, St. Patrick's Day and Fourth of July).
- Continue to provide specialized training to local law enforcement officers through the Illinois Law Enforcement Training and Standards Board (ILETSB) 16 mobile training units.
- DTS will hold two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2014 and the May 2015 Click It or Ticket mobilization.

Police Traffic Services Project Tasks

Project Number: 15-02-08 (OP) (402)
Project Title: Law Enforcement Liaison Program (Local)

Project Description
This task provides funds 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 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 occupant protection issue while incorporating other traffic safety issues such as speeding and DUI. Also, the LEL's manage all law enforcement highway safety projects for DTS. Approximately 50 percent of the 8 LEL's salary will be charged to this task. See addendum 3 for list of LEL projects.

Budget: $545,143

Project Number: **15-03-03 (AL) (402)**
Project Title: **Operation Drive Smart (SOS)**

Project Description
This task provides funds for the Illinois Office of the Secretary of State, Department of Police to conduct DUI, seat belt and speed enforcement efforts utilizing roving patrols. SOS Police will concentrate enforcement efforts during the state and national mobilization campaigns.

Budget: **$166,600**

Project Number: **15-03-04 (AL) (402)**
Project Title: **Law Enforcement Liaison Program (Local)**

Project Description
This task provides funds 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 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 manage all law enforcement highway safety projects for DTS. Approximately 50 percent of the 8 LEL's salary will be charged to this task. The Grant Management Coordinator, Impaired Driving Coordinator and Office Systems Specialists will also be charged to this task. See addendum 3 for list of LEL projects.

Budget: **$1,148,071**

Project Number: 15-04-01 (PT) (402)
Project Title: Police Traffic Training

Project Description

This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinate's the specialized police training activities. The training is most often delivered through ILETSB's 16 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. In addition, training will be targeted in IDOT's 23 county breakdown.

In FY 2015, the following NHTSA approved courses will be offered on a statewide basis:

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

Budget: $50,000

Project Number: **15-04-02 (PT) (402)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

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

Budget: **$2,586,249**

Project Number: **15-04-04 (PT) (402)**
Project Title: **Nighttime Enforcement Program (NITE) (ISP)**

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

Budget: **$996,500**

Project Number: **15-04-05 (PT) (402)**
Project Title: **Special Traffic Enforcement Program (sTEP) (ISP)**

Project Description
This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of all traffic laws with a primary emphasis on the maximum speed limit, occupant restraint and impaired driving laws during the 2014 Thanksgiving Holiday campaign. Off-duty officers will be hired back to patrol on those days of the week and during those times of the day when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police and the Department of Transportation using the High Accident Location and Information System (HALIS), safety belt usage survey data and arrest data.

Budget: **$924,800**

Project Number: **15-04-07 (PT) (402)**
Project Title: **Illinois Traffic Safety Challenge (Local)**

Project Description
This task provides funds for the operation of the Illinois Traffic Safety Challenge awards program. The Traffic Safety Challenge recognizes law enforcement agencies that excel throughout the year as they addressed all traffic safety issues in their jurisdiction. Awards are given to each agency based on their performance in several categories, with specific attention to impaired driving, seat belt/car seat safety and speeding.

Budget: **$93,558**

Project Number: **15-04-09 (PT) (402)**
Project Title: **Motorcycle Patrol Unit Project (ISP)**

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

Budget: **$87,500**

Project Number: **15-04-10 (PT) (402)**
Project Title: **Mobilization Equipment (DTS)**

Project Description
This task provides funds for DTS to purchase equipment for law enforcement agencies who participated in the May 2015 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: **$50,000**

Project Number: **15-04-11 (PT) (402)**
Project Title: **CIOT Mobilization Luncheons (DTS)**

Project Description
This task provides funds for DTS to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2014, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2015 Click It or Ticket National Enforcement mobilization.

Budget: **$10,000**

Project Number: **15-13-01 (M6OT) (405 ID)**
Project Title: **Driving Under the Influence-Enforcement (DUIE) (ISP)**

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

Budget: **$1,039,500**

Project Number: **15-13-04 (M6OT) (405 ID)**
Project Title: **Mini Mobilization Projects (Local)**

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2014 Holiday Season Campaign, July 4th and Labor Day mobilizations. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in October 2014, April 2015 and June 2015.

Budget: **$350,000**

Project Number: **15-13-06 (M6OT) (405 ID)**
Project Title: **Alcohol Police Traffic Training (ILETSB)**

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

In FY 2015, the following NHTSA approved courses will be offered on a statewide basis:

- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- Drug Recognition Expert Pre-School (16 hours); Drug Recognition Expert DRE School (53 hours); Drug Recognition Expert Field Certification (40-60 hours) – all IACP courses.
- DUI Detection and Standardized Field Sobriety Testing (24 hours)
- DUI Detection and Standardized Field Sobriety Testing One Day Refresher Course (8 hours)
- Enforcing Underage Drinking Laws: 24/40 hour course.

- High Visibility Enforcement
- Illinois Vehicle Code
- Legal Aspects of DUI Enforcement
- Pre-Trial Preparation and Testifying in a DUI Case
- Principles and Techniques of Training in Standardized Field Sobriety Testing – The SFST Instructor Training School (40 hours)
- Road Side Safety Checkpoints
- Underage Drinking – Course – Alcohol and Tobacco Compliance Checks (40, 24, 16, 4)

Budget: **$175,000**

Project Number: **15-13-07 (M6OT) (405 ID)**
Project Title: **Sustained Traffic Enforcement Program (STEP) (Local)**

Project Description
This task provides funds for local law enforcement agencies to reduce DUI through hire back enforcement. This program provides for participation in special enforcement campaign as "Drive Sober or Get Pulled Over". This program includes up to five (5) enforcement periods. Enforcement details during Christmas/New Years' Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the impaired driving campaigns. See addendum 3 for list of STEP projects.

Budget: **$1,629,516**

Project Number: **15-13-11 (M6OT) (405 ID)**
Project Title: **Alcohol Countermeasures Enforcement (ACE) (ISP)**

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

Budget: **$998,600**

Project Number: **15-13-12 (M6OT) (405 ID)**
Project Title: **Local Alcohol Project (LAP) (Local)**

Project Description
This task provides funds for two local law enforcement agencies to conduct comprehensive DUI enforcement countermeasure activities and nine non-enforcement projects. These projects will include task forces, enforcement, public information and education, prevention/youth efforts, DUI Courts and a new No-Refusal program. See addendum 3 for list of LAP projects.

Budget: **$1,149,955**

Project Number: **15-19-01 (M1HVE) (405 OP)**
Project Title: **Occupant Restraint Enforcement Project (OREP) (ISP)**

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

Budget: **$899,300**

Project Number: **15-19-04 (M1HVE) (405 OP)**
Project Title: **Memorial Day Mini Mobilization Projects (Local)**

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2015 Click It or Ticket Memorial Day Campaign. At this time there are no agencies signed up, advertising for the mini-mobilization projects will occur in March 2015.

Budget: **$150,000**

Project Number: 15-19-06 (M1HVE) (405 OP)
Project Title: Sustained Traffic Enforcement Program (STEP) (Local)

Project Description
This task provides funds for local law enforcement agencies to increase occupant protection usage through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over". This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Christmas/New Years' Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the occupant protection campaigns. See addendum 3 for list of STEP projects.

Budget: $1,489,214

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-02-08	Evaluation (Local)	$ 440,688	402
15-03-03	Drive Smart (SOS Police)	$ 166,600	402
15-03-04	DUI LEL (Local)	$ 1,148,071	402
15-04-01	Police Traffic Training (ILETSB)	$ 50,000	402
15-04-02	STEP (Local)	$ 2,586,249	402
15-04-04	NITE Patrol (ISP)	$ 996,500	402
15-04-05	STEP (ISP)	$ 924,800	402
15-04-07	TS Challenge (Local)	$ 93,558	402
15-04-09	MC Patrol Unit (ISP)	$ 87,500	402
15-04-10	Mobilization Equipment (Local)	$ 50,000	402
15-04-11	Mobilization Luncheons (DTS)	$ 10,000	402
15-13-01	DUIE (ISP)	$ 1,039,500	405 ID
15-13-04	Mini Mobilization's (Local)	$ 350,000	405 ID
15-13-06	Alcohol-PTT (ILETSB)	$ 175,000	405 ID
15-13-07	STEP (Local)	$ 1,629,516	405 ID
15-13-11	ACE (ISP)	$ 998,600	405 ID
15-13-12	LAP (Local)	$ 1,149,955	405 ID
15-19-01	OREP (ISP)	$ 899,300	405 OP
15-19-04	Memorial Day Mini Mobilization (Local)	$ 150,000	405 OP
15-19-06	STEP (Local)	$ 1,489,214	405 OP
402 Total		$ 6,553,966	
405 ID Total		$ 5,342,571	
405 OP Total		$ 2,538,514	
Total All Funds		$14,435,051	

TEEN INITIATIVE PROGRAM AREA

Problem Statement

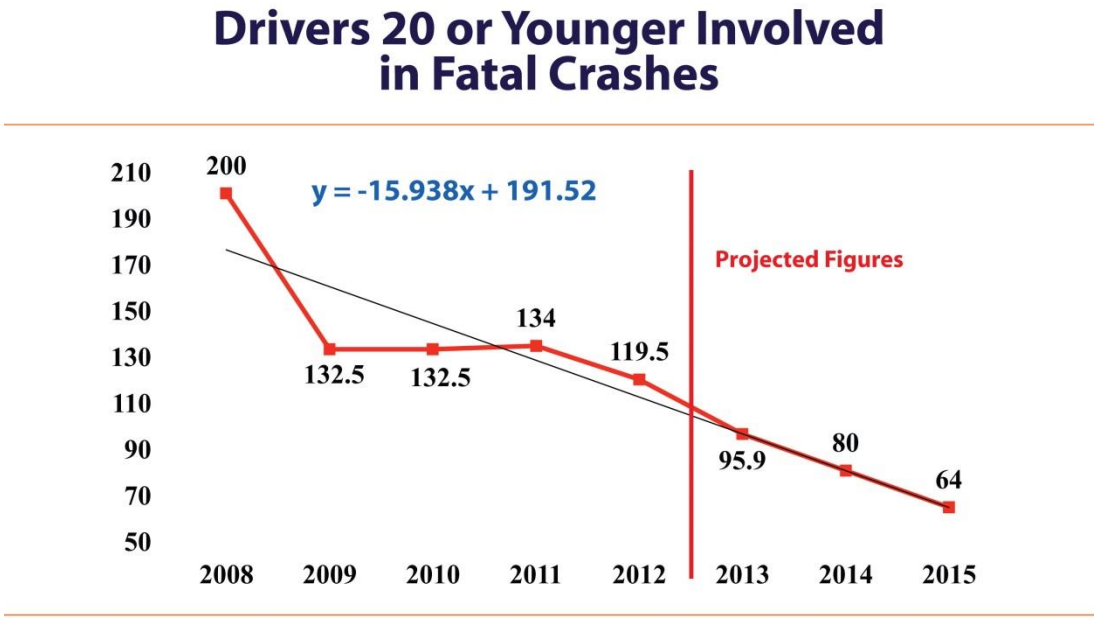
- Teen fatalities accounted for 7.43 percent of the total fatalities in 2012.
- Teens aged 16-19 make up 7.43 percent of the total crash fatalities in 2012.
- Nationally in 2012, there were 4,283 young drivers involved in fatal crashes – a 46 percent decrease from the 7,937 involved in 2003.
- There were 211.9 million licensed drivers in the United States in 2011, young drivers accounted for 6 percent of the total, a .8 percent increase from the 12.5 million young drivers in 2002.
- Nationally in 2012, there were 194 young motorcycle riders (15 to 20 years old) killed and 6,000 injured.
- The two groups which are over-represented with regards to A-injuries and fatalities are males aged 16 to 20 and females aged 16 to 20. Thus, young drivers are the most over-represented group. Young drivers are inexperienced and tend to get into more car crashes than the rest of the population. This in turn leads to higher incidence of A-injuries and fatalities for young drivers. (Refer to Table 7)

Table 7: A-Injuries & Fatalities by Gender and Age Group to Population

Gender	Age Group	Total A-Injuries & Fatalities (2008-2012)	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 - 8	1,069	775,560	0.02	0.06	0.26
	9 - 15	1,496	632,068	0.02	0.05	0.45
	16 - 20	4,665	472,021	0.07	0.04	1.88
	21 - 34	11,157	1,245,878	0.17	0.10	1.70
	35 - 64	15,293	2,489,833	0.23	0.19	1.17
	65 +	3,175	676,916	0.05	0.05	0.89
Female	0 - 8	824	744,121	0.01	0.06	0.21
	9 - 15	1,387	605,616	0.02	0.05	0.44
	16 - 20	4,498	446,331	0.07	0.03	1.92
	21 - 34	8,398	1,229,430	0.12	0.10	1.30
	35 - 64	12,212	2,580,143	0.18	0.20	0.90
	65 +	3,291	932,297	0.05	0.07	0.67
Total		67,465	**12,830,214**			

Program Goal

Goal: To reduce the total number of drivers 20 years old or younger from the 2008 level of 200 to 64 by December 31, 2015.



Teen Initiative Overview

Program Tasks

Program tasks for the teen initiative are covered by numerous task covered throughout the FY 2015 HSP. These tasks incorporate other areas of interest for DTS, i.e. occupant protection, impaired driving, outreach, education, etc. The following tasks are:

- Regional Traffic Safety Resource Centers - #15-02-02
- Paid Media - #15-13-14 and #15-19-11
- Operation Straight ID #15-13-02
- Local Alcohol Program - #15-13-12
- Operation Teen Safe Driving - #15-19-10

Operation Teen Safe Driving

IDOT/DTS will continue to fund the Operation Teen Safe Driving (OTSD) peer-led initiative statewide in FY 2015. In the spring of 2007, OTSD was launched in rural Tazewell County after statistics showed that automobile crashes took 15 teen lives in 15 consecutive months. In the seven years since Operation Teen Safe Driving was implemented there have been no additional teen fatalities in Tazewell County. After the success in rural Tazewell County, the Ford Motor Company Fund and the Governors Highway Safety Association agreed to team up, once again, with the IDOT/DTS and The Allstate Foundation, to take this lifesaving program statewide in 2008.

DTS' mission is to provide the initiative and resources required to challenge the creativity of Illinois teens to develop and implement community-based programs to reduce fatalities and injuries due to traffic crashes among their peers. The selected schools develop and implement a peer to peer based program and are required to make a presentation at the conclusion of the program. Five (5) winning schools are selected from each of the seven (7) regions and each receives prize money to host a post-prom activity. Seat belts are a required component and distracted driving, speeding and impaired driving are suggested components of their programs.

The top five schools from each region are invited to send students to a "Driving Skills for Life, Ride and Drive" event which is sponsored by the Ford Motor Company Fund. Students will observe professional drivers sitting in the passenger seat to provide tips and assistance. The "Driving Skills for Life Ride and Drive" events are held at US Cellular Field in Chicago and the Abraham Lincoln Capital Airport in Springfield. Areas in which the students have an opportunity to learn improved driving skills and included Hazard Recognition/Accident Avoidance, Vehicle Handling/ Skid Control, Speed/Space Management and fatal vision goggles.

Please Return on Monday

Prom is a big event in teens' lives and too many are killed or seriously injured over prom weekend. To help bring awareness, DTS will continue to implement the Please Return on Monday (PROM) program to assist high schools in their efforts to get teens to drive safely. DTS will assemble 150 PROM packages and make them available to Illinois high schools. The packages will represent pre-prom reminders to students that they should have fun at prom, but please return on Monday.

Drive for Tomorrow

IDOT/DTS has developed the Drive for Tomorrow program. The program is designed to supplement and reinforce classroom and behind-the-wheel instruction for Driver's Education students. Presentations and active participation is used to deliver important safe-driving information to the high school students. This program is sponsored by local businesses, corporations and the Illinois State Police. Each day is structured like a regular school day with a new group of students divided into six groups and rotating through the presentations. Through the course of the day, students are exposed to many safe-driving presentations and activities during six class periods. The following is a list of presentations: golf cart course use of fatal vision goggles, virtual reality simulator, seat belt convincer, roll-over simulator, work zone safety, motorcycle awareness, defensive driving, no-zone semi display and street smart presentation.

Underage Prevention Program

IDOT/DTS will continue to fund a project with Prevention First in FY 2015. This project will provide training, technical assistance and outreach to Students Against Destructive Decisions (SADD) chapters statewide. The SADD coordinator will provide opportunities for chapters to network, share promising and proven strategies to encourage youth to make effective decisions regarding high risk behaviors including alcohol, tobacco and other drug use. The coordinator will encourage chapters to engage in teen traffic safety events, programs and projects.

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

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

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

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

- Fatal Vision Goggles Demonstrations.
- Distracted Driving – interactive curriculum for teens.
- Teen Traffic Safety Programs – in collaboration with community partners the following will be conducted: crash re-enactments, Operation Destination, Fatal Road Trip and Teen Victim Panels.
- Junior Red Cross program provides an effective peer network to encourage, support and promote safe habits and attitudes for teens, including avoiding impaired driving and always buckling up. .

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

- Youth Drinking and Driving Prevention Presentation – a presentation designed for large school assemblies that discusses Zero Tolerance and DUI laws. During the Fatal Vision goggles demonstration, participants simulate what it is like to be impaired by alcohol or other drugs.
- Illinois Graduated Driver Licensing Program – a program that discusses the three-tiered Illinois driver licensing program, Zero Tolerance and DUI laws.
- Faces of DUI Video – a 20-minute video of interviews with DUI victims and victim families, DUI offenders, law enforcement and members of the legal and medical communities.
- DUI Victim Wall – a display of pictures and testimonials from victims and their families on the deadly effects of drinking and driving.

Teen Initiative Strategies

- Continue to support the Operation Teen Safe Driving (OTSD) program statewide.
- Deliver DTS's highway safety messages to the 16-20 year old age group.
- Continue to promote traffic safety themes focusing on young males age 16-20.
- Continue to conduct the Drive for Tomorrow program.

TRAFFIC RECORDS PROGRAM AREA

Traffic Records Overview

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

Illinois' last statewide Traffic Record Assessment was held in April of 2011. NHTSA assembled a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). The purpose was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the counter-measures applied in attempts to reduce or eliminate those problems and to evaluate those efforts for their effectiveness.

Since 2006, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

Crash Data

- Accessibility of crash data has been improved dramatically because of the availability of the external online "Safety Data Mart" which allows users to produce a variety of reports as well as map-based output from the IDOT GIS. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections. The Safety Data Mart was updated in FY 2014 for better availability for our internal and external partners.
- Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates.
- IDOT has developed an automated process to provide electronic large truck related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof of financial responsibility.
- Illinois has successfully partnered with six approved third party vendors to assist local agencies in collecting their XML crash data to be submitted to DTS.

- In FY 2015 DTS will continue to implement the Safety Portal initiative. This is a comprehensive and collaborative environment for anyone involved with realizing safety improvement measures on Illinois roadways. This environment will bring together data, knowledge, training and tools which will assist DTS, Bureau of Safety Engineering, Bureau of Local Roads and Streets, District personnel, county engineers, federal, state and local law enforcement agencies to provide better analysis of crash information to achieve improvements in safety.

EMS Data

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

Roadway Data

- The state has demonstrated notable progress in the roadway component of the traffic records system since the 2006 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information.

Driver and Vehicle Data

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

- The Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.
- In FY 2015 DTS will continue to fund the Data Dictionary project with the Illinois Office of the Secretary of State. This project will document data dictionaries and data flow diagrams for the existing databases supporting SOS Driver Services and Vehicle Services processes.
- DTS will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State. This project assists SOS in handling the increased volume of "suspension review" cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver's license suspensions.

Statewide Injury Surveillance System (SWISS) Records

- Illinois has an injury surveillance system consisting of multiple datasets collected or managed under the direction of the Illinois Department of Public Health (IDPH). These data sets include:
    - Pre-hospital EMS data
    - Emergency Department data
    - Hospital Discharge data
    - Trauma Registry data
    - Vital Statistics data
    - Head and Spinal Cord Registry data

- Since the 2006 assessment, the state has made significant improvements in the type, quality, and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the State's hospitals. Finally, in 2010, the Division of Emergency Medical Services, with section 408 funding support from IDOT, began the implementation of a new NEMSIS Gold compliant pre-hospital data collection system.

Data Integration

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

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

Traffic Records Assessment Major Recommendations

Roadway Information

- ❑ Evaluate the additional data requirements of the Safety Analyst and HSM tools and consider adding the data to the IRIS database based on MIRE guidelines.

Driver and Vehicle Records

- ❑ Pursue authorization to allow previous traffic conviction history to be retained for new license applicants moving to Illinois from another State.

- ❑ Make driver history data available for use in Safety Analysis and linkage to other traffic records components.

Citation and Adjudication Records

- ❑ Establish a statewide citation tracking system that would include all citations within the state and their dispositions—which would include convictions as well as non-convictions.

- ❑ Develop XML data standards to support data exchange with electronic citation systems, court case management systems, the Secretary of State's driver history file and police records management systems, as well as any future statewide citation tracking system.

Traffic Records Coordinating Committee (TRCC)

- ❑ Formalize an Executive Group that consists of individuals who can feasibly meet on a regular basis to provide overall direction and leadership for ITRCC activities.

- ❑ Continue to engage the Planning Subcommittee to conduct planning activities for the ITRCC, including meeting planning, in a collaborative fashion that includes a representative set of agency participants in ITRCC meetings and activities.

Crash Records System

- ❑ Continue to work with the Chicago Police Department on the implementation of electronic field data collection and reporting.

- ❑ Formalize the quality control program. In particular, the following features of the current quality control program could be enhanced:
    - Feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs.

- Tracking of reports returned for correction to ensure that they are resubmitted in a timely fashion.
- Periodic audits of crash reports for logical consistency between the narrative, diagram, and the coded information on the form.
- Development of additional data quality metrics to address various aspects of accuracy, completeness and accessibility that are not fully measured now. Use of the Safety Data Mart should be included among the accessibility measures.
- Data quality reporting to stakeholders including the Illinois Traffic Records Coordinating Committee, users of the Safety Data Mart and safety decision makers who are using the crash data.

Strategic Planning

- ❑ Create a data quality improvement project for each component of the traffic records system as part of the 2011 strategic plan update. Ensure that each custodial agency works with the ITRCC to develop a set of data quality metrics designed to measure overall system performance independent of any other projects that might be included in the strategic plan.

For additional information refer to the traffic safety site at http://trafficsafety.illinois.gov/.

Racial Profiling

For the 10th annual Illinois Traffic Stop Study (ITSS) report, IDOT collected data from 943 law enforcement agencies throughout Illinois. These agencies submitted 2,095,876 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 2013 annual report is available on IDOT's website July 1, 2014.

The 97th General Assembly passed two bills that were signed by the Governor that changed the data elements being collected for the Illinois Traffic Stop Study. Public Act 97-0469 required data to be collected on the use of police canines for traffic stops and Public Act 97-0396 changed the race categories to coincide with the 2010 census data. Currently the study is set to end July 1, 2015, however, HB 4442 extends the traffic stop study through July 1, 2019 and is currently awaiting the Governor's signature.

The Racial Profiling Prevention and Data Oversight Board held a board meeting on March 13, 2014. The next meeting is scheduled for June 24, 2014. The board's activities were reported to the Governor, General Assembly and Secretary of State as required in Public Act 094-0997.

Developing a Traffic Records Strategic Plan

In 2012, based on the recommendations of the Illinois Traffic Records assessment team, DTS plans to develop a comprehensive safety data improvement strategic plan for the 408 application which is considered part of the multi-year Statewide Traffic Records plan required by the SAFETEA-LU. In developing the *Illinois Traffic Records Strategic Plan (ITRSP)* Illinois took an important step in establishing the goals, policies and actions that would lead to the development of an efficient and effective system for traffic records.

Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under the Section 408 grant. Changes to the Strategic Plan are still in the process of being made to comply with the requirements for MAP-21.

The purpose of this plan is to provide the Illinois Traffic Records Coordinating Committee (TRCC), DTS and other traffic safety stakeholders of the state of Illinois with a *Strategic Plan for Traffic Records Improvements*.

This plan is aimed primarily at actions that the Illinois TRCC can help accomplish through its membership while pursuing the goal of improving traffic records. The plan will include major goals, objectives and steps to completion, an action item table and a set of pert charts that graphically illustrate the order and interdependencies of the various steps to completion.

Traffic Records Program Strategies

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- DTS will phase out of Mobile Capture and Reporting (MCR) System with Illinois law enforcement agencies on December 31, 2014 and promote the use of 3rd party vendors.
- Continue to fund the Illinois Department of Public Health's NEMSIS program, Office of the Secretary of State's Imaging Enhancement and Data Dictionary projects.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC) that forges partnership's, assures that all constituents who have a stake in injury/crash reporting are represented; and can facilitate the sharing of traffic records information, address quality issues (timeliness, completeness, accuracy and accessibility) and jointly implement solutions.
- Continue to have the TRCC meet on a quarterly basis.
- Continue to fund a full-time Traffic Records Coordinator.
- Continue the Racial Profiling Prevention and Data Oversight Board.
- Solicit the cooperation of TRCC members to educate and encourage their respective disciplines on the value of providing timely, accurate and complete crash data.
- Fund and implement the Illinois Crash Reporting Project.
- Continue to support a comprehensive statewide Global Positioning. System/Geographic Information System (GPS/GIS) user group to include state and local departments and agencies, community stakeholders and organizations and individuals interested in highway-related GPS/GIS applications and continue to fully explore the appropriate use of this technology on a statewide basis to provide for a statewide traffic records system which includes data from all public highways.
- Design and implement an automated, statewide citation/conviction system, using the Cook County citation accountability system as a foundation. (This project is currently being implemented by the Illinois State Police with support from the TRCC and federal funding.)
- Explore using interactive websites to provide available routinely requested reports in a user-friendly format to organizations and the general public.

- Provide a forum for review and comment of traffic records issues within the state of Illinois regarding the Illinois Traffic Records Strategic Plan.
- Review traffic-related data systems and discuss suggested changes to data systems before they are implemented.
- Review the perspectives of organizations in the state that are involved in the administration, collection and use of highway safety data.
- Review and evaluate new technologies to keep the highway safety data systems up-to-date.
- Continue with the Crash Outcomes Data Reporting System (CODES) project.
- Authorize each agency to access selected data from other agencies data files for the purpose of the data linkage project.

Traffic Records Project Tasks

Project Number: 15-18-01 (K9) (408)
Project Title: Traffic Records Coordinator (DTS)

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

Budget: $100,000

Project Number: 15-18-02 (K9) (408)
Project Title: EMS Data Access (IDPH)

Project Description
This task provides funds for the Illinois Department of Public Health (IDPH) to convert the Illinois pre-hospital run report system from NEMSIS version 2 to NEMSIS version 3.

Budget: $156,000

Project Number: 15-18-04 (K9) (408)
Project Title: Prehospital and Trauma Data Linkage (IDPH)

Project Description
This task provides funds for the Illinois Department of Public Health (IDPH) to directly link prehospital run data with hospital trauma registry data on a small-scale pilot basis.

Budget: $18,000

Project Number: **15-18-06 (K9) (408)**
Project Title: **Crash Reconstruction (ISP)**

Project Description
This task provides funds for the Illinois State Police to provide specialized training and equipment for ISP's certified Traffic Crash Reconstruction Officers to improve crash data recovery.

Budget: **$50,000**

Project Number: **15-18-07 (K9) (408)**
Project Title: **CODES (DTS)**

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

Budget: **$152,355**

Project Number: **15-18-09 (K9) (408)**
Project Title: **BIP Consultants (DTS)**

Project Description
This task provides funds for the DTS to fund Bureau of Information Processing (BIP) consultants on creating and developing the Safety Portal initiative for DTS. The Safety Portal will be the primary go-to source for crash/safety data.

Budget: **$340,000**

Project Number: **15-18-10 (K9) (408)**
Project Title: **FARS Analyst (DTS)**

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

Budget: **$75,000**

Project Number: **15-18-12 (K9) (408)**
Project Title: **Imaging Enhancement (SOS)**

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

Budget: **$30,500**

Project Number: **15-18-13 (K9) (408)**
Project Title: **Data Analysis (Local)**

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

Budget: **$118,986**

Project Number: **15-18-14 (K9) (408)**

Project Description
This task provides funds to the Illinois Office of the Secretary of State to document data dictionaries and data flow diagrams for the existing databases supporting SOS Driver Services and Vehicle Services processes.

Project Title: **Data Dictionary and Flow Process Diagram (SOS)**
Budget: **$393,900**

Project Number: **15-23-01 (K10) (1906)**
Project Title: **Racial Profiling Study (DTS)**

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

Budget: **$93,000**

Project Number: **15-23-04 (K10) (1906)**
Project Title: **Racial Profiling Committee Meetings (DTS)**

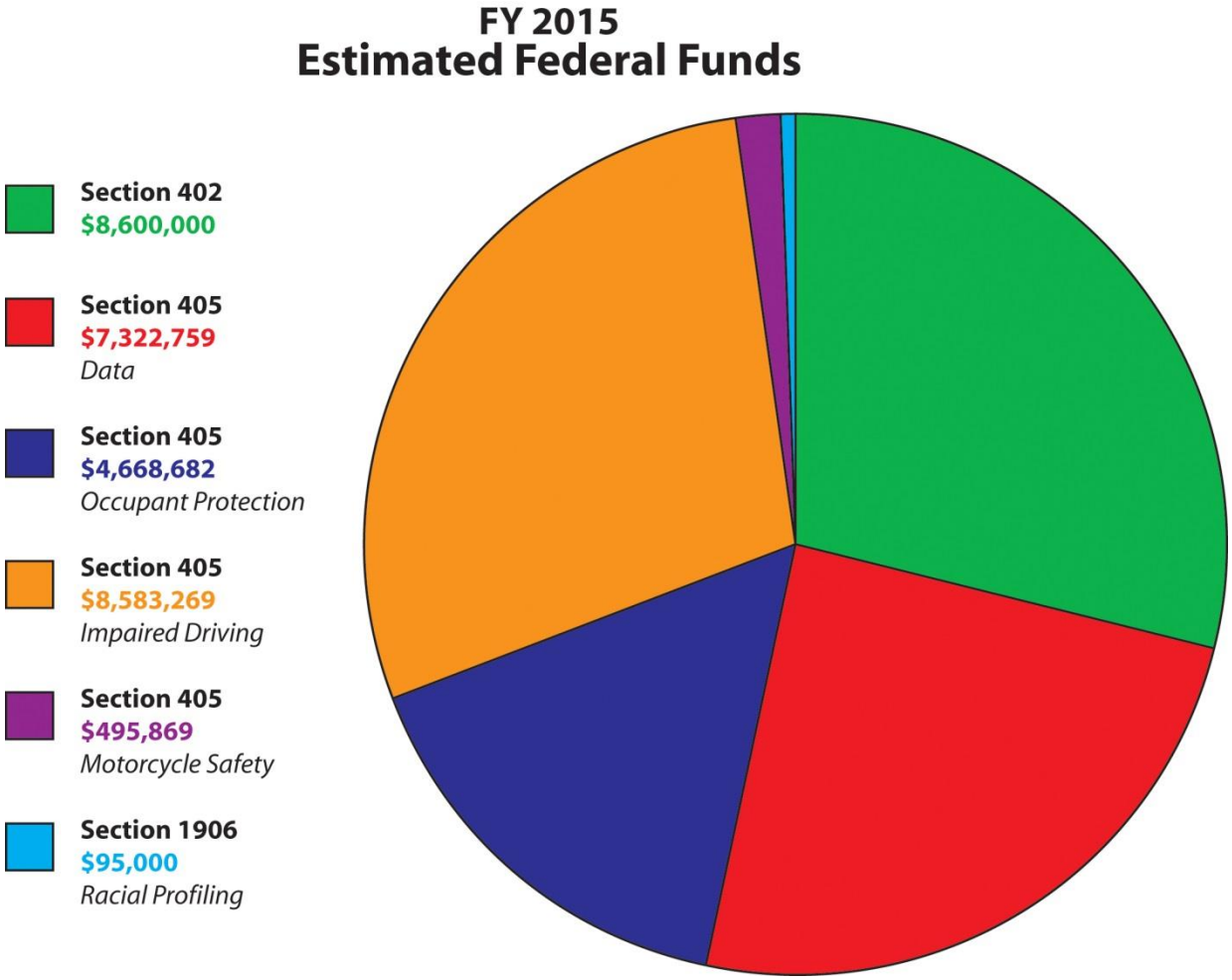
Project Description
This task provides funds for the DTS to assist with meetings for the Racial Profiling Prevention and Data Oversight Board. The Board will coordinate the development, adoption and implementation plans and strategies to eliminate racial profiling in Illinois and to coordinate the development, adoption and implementation of plans and strategies to create public awareness programs in minority communities, designed to educate individuals regarding racial profiling and their civil rights.

Budget: **$2,000**

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
15-18-01	408 Coordinator (DTS)	$ 100,000	408
15-18-02	EMS Data Access (IDPH)	$ 156,000	408
15-18-04	Prehospital Linkage (IDPH)	$ 18,000	408
15-18-06	Crash Reconstruction (ISP)	$ 50,000	408
15-18-07	CODES (DTS)	$ 152,355	408
15-18-09	BIP Consultants (DTS)	$ 340,000	408
15-18-10	FARS Analyst (DTS)	$ 75,000	408
15-18-12	Imaging Enhancement (SOS)	$ 30,500	408
15-18-13	Data Analysis (Local)	$ 118,986	408
15-18-14	Data Dictionary (SOS)	$ 393,300	408
15-23-01	Racial Profiling RFP (DTS)	$ 93,000	1906
15-23-04	Racial Profiling Committee (DTS)	$ 2,000	1906
405 TR Total		$ 1,434,141	
1906 Total		$ 95,000	
Total All Funds		$ 1,529,141	

Funding Levels



On July 6, 2012, the President of the United States signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which restructured and made various substantive changes to the highway safety grant programs administered by the National Highway Traffic Safety Administration (NHTSA). MAP-21 modified the existing formula grant program codified at 23 U.S.C. 405 (Section 402) by requiring States to develop and implement the State highway safety program using performance measures. MAP-21 also rescinded a number of separate incentive grant programs that existed under the safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and replaced them with the National Priority Safety Programs, codified in a single section of United States Code 23 U.S.C. 405. The national Priority Safety Programs include Occupant Protection, State Traffic Safety Information Systems, Impaired Driving Countermeasures, Motorcyclist Safety and two new grant programs – Distracted Driving and State Graduated Driver Licensing. The estimated funding levels for the FY 2015 HSP are based on Illinois' FY 2009 Section 402 distribution. Refer to addendum 1 for the Highway Safety Plan Cost Summary.

Estimated Federal Funding Available

Section	New Allocation	Reprogrammed Funds	Total
402	$ 8,600,000	$ 0	$ 8,600,000
405 OP	$ 2,368,682	$ 2,300,000	$ 4,668,682
405 ID	$ 5,583,269	$ 3,000,000	$ 8,583,269
405 Data	$ 2,078,676	$ 5,244,083	$ 7,322,759
405 MC	$ 176,134	$ 319,735	$ 495,869
1906 Racial Profiling	$ 0	$ 95,000	$ 95,000
Total	**$ 18,806,761**	**$ 10,958,818**	**$ 29,765,579**

Maintenance of Effort (MOE)

MAP-21 mandates maintenance of effort in states receiving Section 405 funding for occupant protection, traffic safety information systems and impaired driving countermeasures. The requirement specifies that states maintain aggregate levels of expenditures for all state and local sources at or above the average level of expenditures in FY 2010 and 2011. At this time Illinois is still waiting to receive the average level of expenditures in FY 2010 and 2011 from NHTSA to calculate the level of MOE required in meeting the requirement in FY 2015. Illinois has identified potential initiatives for MOE.

Mobilizations

Memorial Day 2015 National Enforcement Mobilization

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

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement, and continues throughout the entire campaign. An earned media event, like a media event or media release, typically is used to announce an ensuing enforcement program. In addition to the coverage generated by the DTS news conferences, DTS 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, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

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

In FY 2015, DTS will utilize $2.8 million in Section 402, 405 Occupant Protection and 405 Impaired Driving federal highway safety funds on paid advertising for the CIOT and impaired driving campaigns. Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

A creative agency will continue to design campaigns respectively to existing efforts identifying and focusing on the at-risk population, ages 18-34. DTS will continue to follow NHTSA's lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime will be approved by NHTSA prior to the beginning of the campaigns. Through extensive evaluation, DTS has shown its paid media efforts are successful at delivering a specific message to a particular demographic of the Illinois driving population. DTS will use the following types of media to deliver its messages: television (45 percent), radio (45 percent) and alternative media such as Facebook, Twitter, You Tube and in-theatre (10 percent).

DTS considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes four, paid media periods in FY 2015—Holiday Season, Memorial Day (national mobilization), Fourth of July (state mobilization) and Labor Day (national mobilization) campaigns.

Paid Media Events

The media campaign includes both paid and earned media activities. Each campaign will use paid media before, during and after each enforcement campaign. IDOT considers paid and earned media a vital and necessary part of the overall highway safety process and proposes the following campaigns in FY 2015:

1. **Holiday Season – December 19, 2014–January 4, 2015**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford, and St. Louis.
    - Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
    - Earned Media: An estimated four media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
    - Enforcement: Local and state law enforcement agencies will be conducting roadside safety checks, saturation and roving patrols.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Drive Sober or Get Pulled Over*
    - Goal: Reduce the incidence of drinking and driving.

2. **Memorial Day, CIOT National Mobilization May 11–25, 2015**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
    - Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
    - Earned Media: An estimated nine media events will be planned in each media market with a satellite uplink for other media markets to pick up the story. OP Coordinators will plan earned media events throughout the month.
    - Enforcement: Local and state law enforcement agencies will be conducting saturation patrols and occupant protection enforcement zones.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Click It or Ticket*
    - Goal: Increase seat belt usage.

3. **Fourth of July – June 22–July 5, 2015**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
    - Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
    - Earned Media: An estimated five media events will be planned in each media market with a satellite uplink for other media markets to pick up the story.
    - Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, saturation and roving patrols.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Drive Sober or Get Pulled Over*
    - Goal: Reduce the incidence of drinking and driving.

4. **Labor Day National Impaired Driving Campaign – August 24–September 7, 2015**

    - Media Markets: Chicago, Champaign, Davenport, Paducah, Peoria, Quincy, Rockford and St. Louis.
    - Paid Media: Television (55 percent), radio (35 percent) and alternative media (10 percent).
    - Earned Media: An estimated five media events will be planned in each media market. LELs will assist on planning media events throughout the two week national campaign.
    - Enforcement: Local and state law enforcement agencies will be conducting roadside safety checkpoints, roving and saturation patrols.
    - Focus: African Americans, Hispanic and Caucasian males 18–34 years of age.
    - Message: *Drive Sober or Get Pulled Over*
    - Goal: Reduce the incidence of drinking and driving.

Mobilization Enforcement

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

Evaluation Plan

CIOT programs are evaluated in a number of ways: observed seat belt use and motorists' attitudes and knowledge of police activity are tracked through driver facility survey and telephone surveys. Data are collected week-by-week; before, during and at the height of the enforcement effort and just after the conclusion of special enforcement and media activities. Evaluation methods are explained in more detail in the Evaluation of Highway Safety Programs and Projects section. It should be noted that the entire evaluation activities will be coordinated and conducted by the Evaluation Unit at the Division of Transportation Safety. The following table shows the evaluation activities for the 2015 Click It or Ticket mobilization:

Proposed Evaluation Activities During the May 2015 Mobilization				
Survey Type	**CIOT Pre-Surveys**	**CIOT Paid Media**	**CIOT Enforcement**	**CIOT Post Surveys**
Seat Belt Observational	April 20-May 3, 2015 N= 50 sites	May 8-25, 2015	May 8-25, 2015	June 1-14, 2015 N=285 sites
Telephone	April 28-May 3, 2015 N=500/600			May 26-June 8, 2015 N=500/600

Proposed Activities for the Labor Day 2015 National Enforcement Crackdown Mobilization

An impaired driving crackdown is a comprehensive campaign featuring a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on impaired driving. An intense public information and education campaign will be run concurrently with the enforcement blitz to inform the motoring public of the highly-visible enforcement of impaired driving violations and increases awareness that those driving impaired will be arrested. All FY 2015 impaired driving crackdown enforcement periods will include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. A nighttime seat belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. For the FY 2015 National Enforcement Crackdown, DTS proposes 4-6 media events statewide that will occur the week of the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, DTS will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the DTS news conferences, DTS 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, both IDOT and DTS grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

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

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2015, DTS will utilize targeted, paid social media to further increase exposure to anti-impaired driving messages.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on a selected 23-counties in which approximately 85 percent of the state's population resides and in which approximately 70 percent of alcohol-related fatalities occurred. A complete list of the 23-counties can found on page 9 of this plan. The programmed budget for the paid media for the Labor Day National Enforcement Crackdown mobilization is $800,000.00.

Evaluation Plan

The Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, DTS will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, DTS will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available. The following table shows the evaluation activities for the 2015 Labor Day Enforcement Crackdown:

Proposed Evaluation Activities During the Labor Day 2015 Mobilization				
Survey Type	**Alcohol Pre-Surveys**	**Paid Media**	**Enforcement**	**Post Surveys**
Telephone	July 17- August 2, 2015 N=500/600	August 24-September 7, 2015	August 24-September 7, 2015	September 14-20, 2015 N=500/600

Evaluation of Highway Safety Programs and Projects

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

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

Proposed Evaluation Methodology

1. Develop a Highway Evaluation Plan—this section includes all necessary activities that must be prepared before the evaluation study. All the evaluation objectives and measures of effectiveness, analytical framework and data requirements are examined in this section. If there are several similar projects in different locations, it would be advantageous to combine them in a group and treat them as a single project. This is true in the case of some of the highway safety projects such as Local Alcohol Program (LAP), Enforcement Local Alcohol Program (eLAP) and the Sustained Traffic Enforcement Program (STEP) programs.

2. Collect and Reduce Data—this section includes the data collected before and after any proposed interventions. These data should include all injuries and fatalities (from crash report) and other data required to be collected from the locals, such as citation data collected by local police officers.

3. Compare Measures of Effectiveness—this section will include preparation of summary data tables, performing descriptive analysis, such as percent change, rate, ratio or proportion, expected frequency of fatalities and injuries.

4. Perform Test of Significance—this section includes observed percent change in each project site, which will be analyzed to determine whether the change occurred by chance or because of the project.

5. Perform Economic Analysis—perform cost/benefit analysis to determine whether the project is cost-effective in meeting the proposed objectives and reducing fatalities.

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

The table below represents enforcement activities conducted by DTS projects from FY 2006 to FY 2013. Based on the GHSA's set of performance measures, these results reflect DTS's enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (2006-2013)						
			Citation Type			
Year	**Hours**	**Total Citations**	**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%	**113,374** 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	**141,946.75**	**150,197** 100.0%	**7,712** 4.8%	**64,217** 38.6%	**24,458** 16.3%	**68,413** 41.1%
2013	**106,988**	**117,288** 100.0%	**5,119** 4.4%	**44,080** 37.6%	**20,550** 17.5%	**47,539** 40.5%

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

Performance Measures on Safety Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2008-2013)						
Safety Belt	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**
When driving, how do you wear your seat belt (composite of shoulder & lap)? **(Percent Always)**	91%	91.6%	91%	94%	94.1%	96.3%
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%
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%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seatbelt violations? **(Percent Yes)**	33%	34%	32%	24.9%	24.9%	51.1%
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%
If you drove after having too much to drink to drive safely, how likely do you think you are to being stopped by a police officer? Would you say this is: **(Percent Almost Certain +Very Likely)**	40.5%	48%	40%	NA	36.2%	44.6%
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%
Percent of responders who had alcoholic beverages in the last 30 days.	46%	47%	53.4%	NA	52.8%	45.9%
Of those 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%

Speed	2008	2009	2010	2011	2012	2013
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? **(Percent Very Likely)**	NA	NA	31.4%	NA	32.9%	25.6%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35? **(Percent Most of the Time)**	NA	NA	14.2%	NA	13.3%	10.2%
On interstate or toll-way with a speed limit of 65 mph, how often do you drive faster than 70? **(Percent Most of the Time)**	NA	NA	21.3%	NA	15.4%	17.1%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? **(Percent Yes)**	NA	NA	38.6%	NA	29.6%	34.4%

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Illinois** Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS
To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for

Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
    - Establishing a drug-free awareness program to inform employees about:
    - o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

    - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will – o Abide by the terms of the statement.
    - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

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

    - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
    - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such

materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)
The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)
Certification for Contracts, Grants, Loans, and Cooperative Agreements
The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily

excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:
1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees.

NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.9

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.
I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Tonya D Loker 6.26.14
Signature Governor's Representative for Highway Safety Date

Tonya Loker
Printed name of Governor's Representative for Highway Safety

Addendum 1

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

State: Illinois

Highway Safety Plan Cost Summary

2015-HSP-1

For Approval

Report Date: 06/27/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-01-01-00	P&A (NHTSA)	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$40,000.00**	**$40,000.00**	**$.00**
Alcohol								
	AL-2015-03-03-00	Drive Smart (SOS Police)	$.00	$.00	$.00	$166,600.00	$166,600.00	$.00
	AL-2015-03-04-00	Law Enforcement Liaison (Local)	$.00	$.00	$.00	$1,148,071.00	$1,148,071.00	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$1,314,671.00**	**$1,314,671.00**	**$.00**
Occupant Protection								
	OP-2015-02-02-00	RTS Resource Centers (Local)	$.00	$.00	$.00	$1,271,003.00	$1,271,003.00	$.00
	OP-2015-02-03-00	Paid Media (DTS)	$.00	$.00	$.00	$306,919.00	$306,919.00	$.00
	OP-2015-02-04-00	Phone Surveys (Local)	$.00	$.00	$.00	$50,342.00	$50,342.00	$.00
	OP-2015-02-08-00	Evaluation (Local)	$.00	$.00	$.00	$440,688.00	$440,688.00	$.00
	OP-2015-02-09-00	State Match (Local)	$.00	$561,735.00	$.00	$.00	$.00	$.00
Occupant Protection Total			**$.00**	**$561,735.00**	**$.00**	**$2,068,952.00**	**$2,068,952.00**	**$.00**
Pedestrian/Bicycle Safety								
	PS-2015-12-02-00	Bike/Pedestrian Safety (Local)	$.00	$.00	$.00	$308,290.00	$308,290.00	$.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$308,290.00**	**$308,290.00**	**$.00**
Police Traffic Services								
	PT-2015-04-01-00	Police Training (ILETSB)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	PT-2015-04-02-00	STEP (Local)	$.00	$.00	$.00	$2,586,249.00	$2,586,249.00	$.00
	PT-2015-04-03-00	ISP Match	$.00	$1,688,620.00	$.00	$.00	$.00	$.00
	PT-2015-04-04-00	NITE Patrol (ISP)	$.00	$.00	$.00	$996,500.00	$996,500.00	$.00

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	PT-2015-04-05-00	STEP (ISP)	$.00	$.00	$.00	$924,800.00	$924,800.00	$.00
	PT-2015-04-07-00	Traffic Safety Challenge (Local)	$.00	$.00	$.00	$93,558.00	$93,558.00	$.00
	PT-2015-04-09-00	MC Patrol Unit (ISP)	$.00	$.00	$.00	$87,500.00	$87,500.00	$.00
	PT-2015-04-10-00	Mobilization Equipment (DTS)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	PT-2015-04-11-00	Mobilization Luncheons (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
Police Traffic Services Total			**$.00**	**$1,688,620.00**	**$.00**	**$4,798,607.00**	**$4,798,607.00**	**$.00**
NHTSA 402 Total			***$.00***	***$2,250,355.00***	***$.00***	***$8,530,520.00***	***$8,530,520.00***	***$.00***
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2015-18-01-00	408 Coordinator (DTS)	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	K9-2015-18-02-00	EMS Data Access (IDPH)	$.00	$.00	$.00	$156,000.00	$156,000.00	$.00
	K9-2015-18-04-00	Prehospital Linkage (IDPH)	$.00	$.00	$.00	$18,000.00	$18,000.00	$.00
	K9-2015-18-06-00	Crash Reconstruction (ISP)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	K9-2015-18-07-00	CODES (DTS)	$.00	$.00	$.00	$152,355.00	$152,355.00	$.00
	K9-2015-18-08-00	ISP Match	$.00	$1,450,042.00	$.00	$.00	$.00	$.00
	K9-2015-18-09-00	BIP Consultants (DTS)	$.00	$.00	$.00	$340,000.00	$340,000.00	$.00
	K9-2015-18-10-00	FARS Analyst (DTS)	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	K9-2015-18-12-00	Imaging Enhancement (SOS)	$.00	$.00	$.00	$30,500.00	$30,500.00	$.00
	K9-2015-18-13-00	Data Analysis (Local)	$.00	$.00	$.00	$118,986.00	$118,986.00	$.00
	K9-2015-18-14-00	Data Dictionary (SOS)	$.00	$.00	$.00	$393,300.00	$393,300.00	$.00
408 Data Program Incentive Total			**$.00**	**$1,450,042.00**	**$.00**	**$1,434,141.00**	**$1,434,141.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$1,450,042.00***	***$.00***	***$1,434,141.00***	***$1,434,141.00***	***$.00***
1906 Prohibit Racial Profiling								
1906 Prohibit Racial Profiling								
	K10-2015-23-01-00	Racial Profiling (DTS)	$.00	$.00	$.00	$93,000.00	$93,000.00	$.00

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	K10-2015-23-02-00	ISP Match	$.00	$23,778.00	$.00	$.00	$.00	$.00
	K10-2015-23-03-00	Racial Profiling Committee (DTS)	$.00	$.00	$.00	$2,000.00	$2,000.00	$.00
1906 Prohibit Racial Profiling Total			***$.00***	***$23,778.00***	***$.00***	***$95,000.00***	***$95,000.00***	***$.00***
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2015-19-01-00	OREP (ISP)	$.00	$.00	$.00	$899,300.00	$899,300.00	$.00
	M1HVE-2015-19-03-00	ISP Match	$.00	$912,529.00	$.00	$.00	$.00	$.00
	M1HVE-2015-19-04-00	Memorial Day Mini Mobilization (Local)	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	M1HVE-2015-19-06-00	STEP (Local)	$.00	$.00	$.00	$1,489,214.00	$1,489,214.00	$.00
405b High HVE Total			**$.00**	**$912,529.00**	**$.00**	**$2,538,514.00**	**$2,538,514.00**	**$.00**
405b High Training								
	M1TR-2015-19-09-00	CPS Re-Certification (DTS)	$.00	$.00	$.00	$500.00	$500.00	$.00
405b High Training Total			**$.00**	**$.00**	**$.00**	**$500.00**	**$500.00**	**$.00**
405b High Public Education								
	M1PE-2015-19-08-00	CPS PI&E (DTS)	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	M1PE-2015-19-10-00	State Match	$.00	$162,500.00	$.00	$.00	$.00	$.00
405b High Public Education Total			**$.00**	**$162,500.00**	**$.00**	**$50,000.00**	**$50,000.00**	**$.00**
405b High Community CPS Services								
	M1CPS-2015-19-02-00	KISS (SOS)	$.00	$.00	$.00	$36,900.00	$36,900.00	$.00
	M1CPS-2015-19-05-00	CPS Mini-Grants (Local)	$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
405b High Community CPS Services Total			**$.00**	**$.00**	**$.00**	**$286,900.00**	**$286,900.00**	**$.00**
405b High CSS Purchase/Distribution								
	M1CSS-2015-19-07-00	CPS Seats (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
405b High CSS Purchase/Distribution Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**

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405b High Paid Advertising								
	M1*PM-2015-19-11-00	Paid Media (DTS)	$.00	$.00	$.00	$800,000.00	$800,000.00	$.00
405b High Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$800,000.00**	**$800,000.00**	**$.00**
MAP 21 405b OP High Total			***$.00***	***$1,075,029.00***	***$.00***	***$3,685,914.00***	***$3,685,914.00***	***$.00***
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	M6OT-2015-13-01-00	DUIE (ISP)	$.00	$.00	$.00	$1,039,500.00	$1,039,500.00	$.00
	M6OT-2015-13-02-00	Operation Straight ID (SOS)	$.00	$.00	$.00	$99,200.00	$99,200.00	$.00
	M6OT-2015-13-03-00	Breath Analysis (ISP)	$.00	$.00	$.00	$94,400.00	$94,400.00	$.00
	M6OT-2015-13-04-00	Mini Mobilizations (Local)	$.00	$.00	$.00	$350,000.00	$350,000.00	$.00
	M6OT-2015-13-05-00	DRE/SFST Coordinator (Local)	$.00	$.00	$.00	$88,664.00	$88,664.00	$.00
	M6OT-2015-13-06-00	Alcohol Police Training (ILETSB)	$.00	$.00	$.00	$175,000.00	$175,000.00	$.00
	M6OT-2015-13-07-00	STEP (Local)	$.00	$.00	$.00	$1,629,516.00	$1,629,516.00	$.00
	M6OT-2015-13-09-00	Probation Services (Match)	$.00	$2,125,000.00	$.00	$.00	$.00	$.00
	M6OT-2015-13-11-00	ACE (ISP)	$.00	$.00	$.00	$998,600.00	$998,600.00	$.00
	M6OT-2015-13-12-00	Local Alcohol Project (Local)	$.00	$.00	$.00	$1,149,955.00	$1,149,955.00	$.00
	M6OT-2015-13-13-00	Judicial Training (AOIC)	$.00	$.00	$.00	$45,000.00	$45,000.00	$.00
	M6OT-2015-13-14-00	Paid Media (DTS)	$.00	$.00	$.00	$2,000,000.00	$2,000,000.00	$.00
	M6OT-2015-13-16-00	BASSET (ILCC)	$.00	$.00	$.00	$18,000.00	$18,000.00	$.00
405d Low Other Based on Problem ID Total			**$.00**	**$2,125,000.00**	**$.00**	**$7,687,835.00**	**$7,687,835.00**	**$.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$2,125,000.00***	***$.00***	***$7,687,835.00***	***$7,687,835.00***	***$.00***
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2015-22-03-00	MC Winter Conference (DTS)	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00

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

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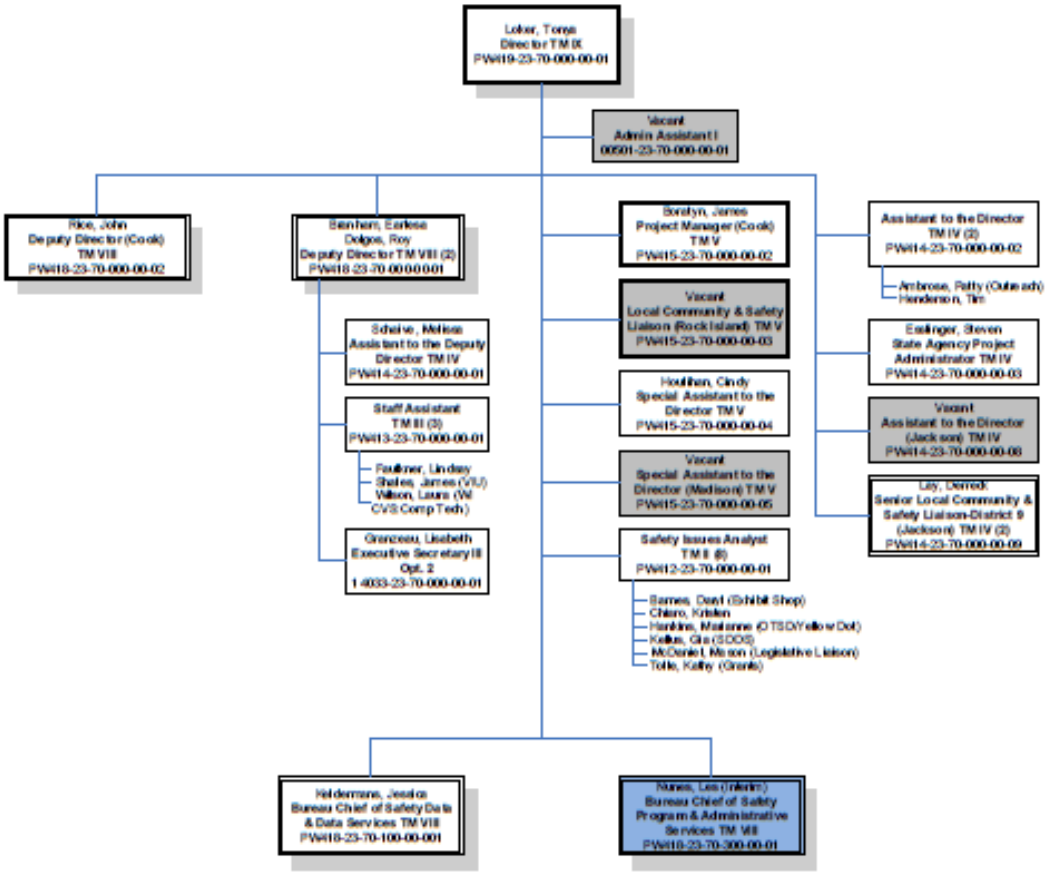
RePort Date: 06/27/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405f Motorcyclist Training Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**
405f Motorcyclist Awareness								
	M9MA-2015-22-01-00	PI&E Campaign (DTS)	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$.00**	**$.00**	**$75,000.00**	**$75,000.00**	**$.00**
MAP 21 405f Motorcycle Programs Total			***$.00***	***$.00***	***$.00***	***$85,000.00***	***$85,000.00***	***$.00***
NHTSA Total			***$.00***	***$6,924,204.00***	***$.00***	***$21,518,410.00***	***$21,518,410.00***	***$.00***
Total			***$.00***	***$6,924,204.00***	***$.00***	***$21,518,410.00***	***$21,518,410.00***	***$.00***

Addendum 2

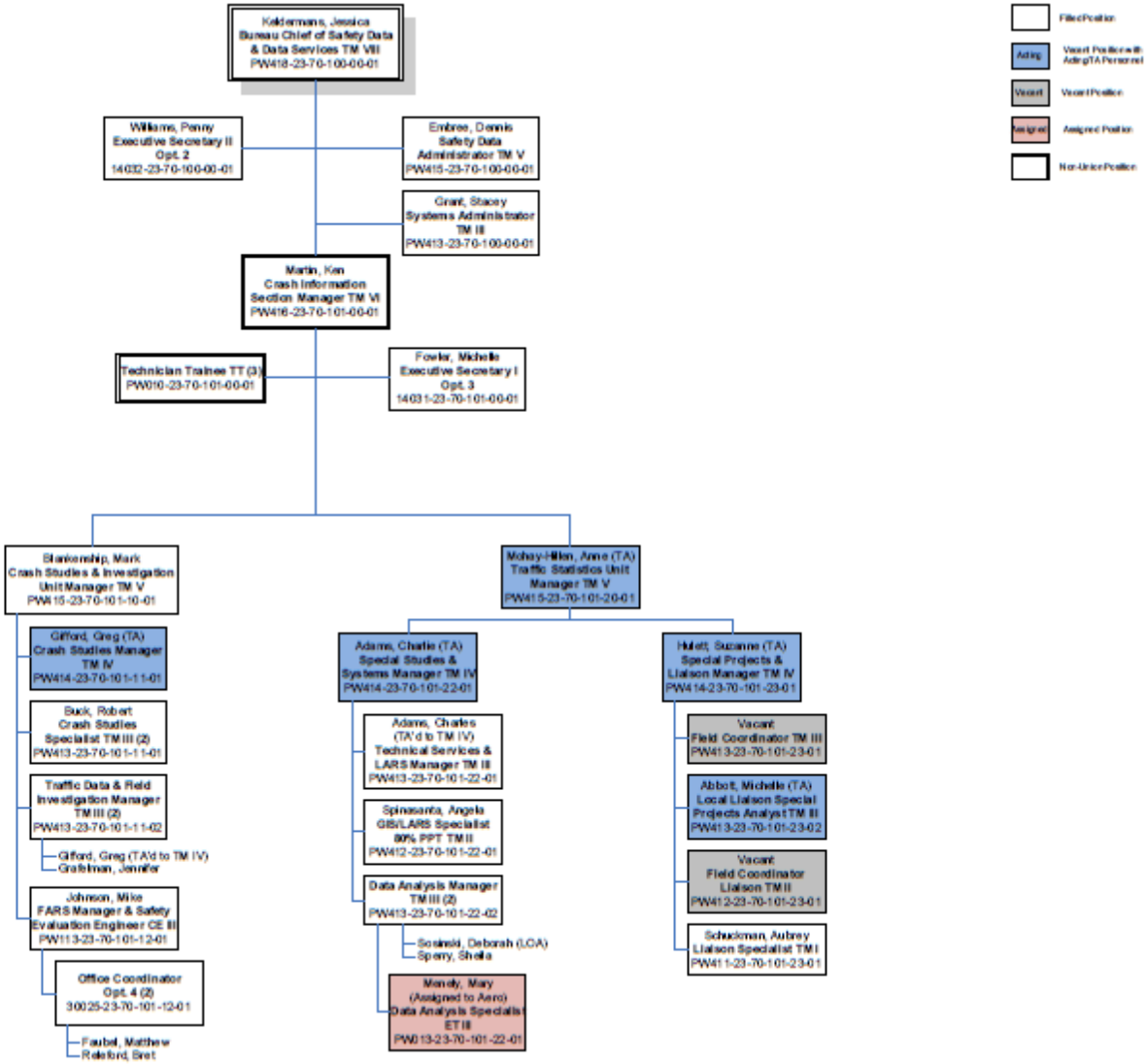
Illinois Department of Transportation
Division of Traffic Safety
Executive Office

6/3/2014



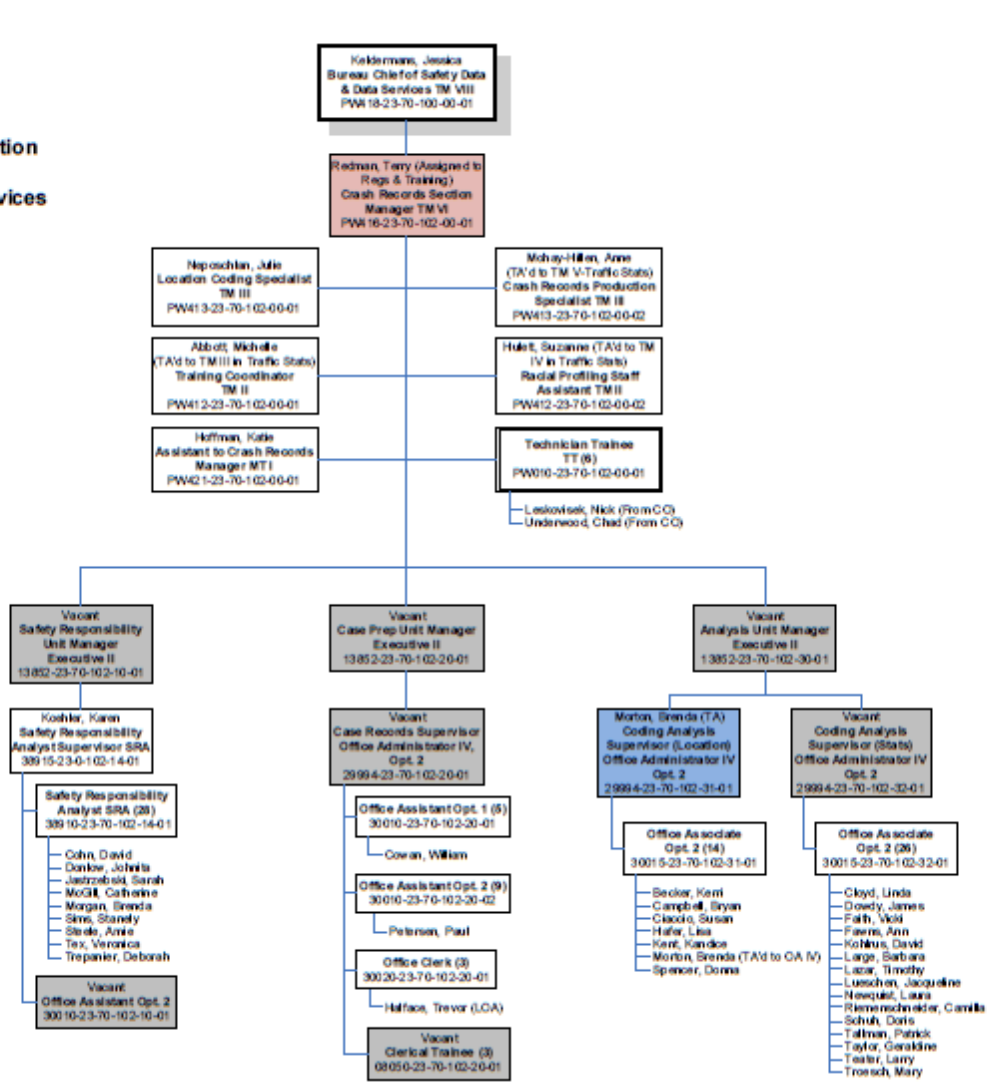
Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Information Section

6/3/2014



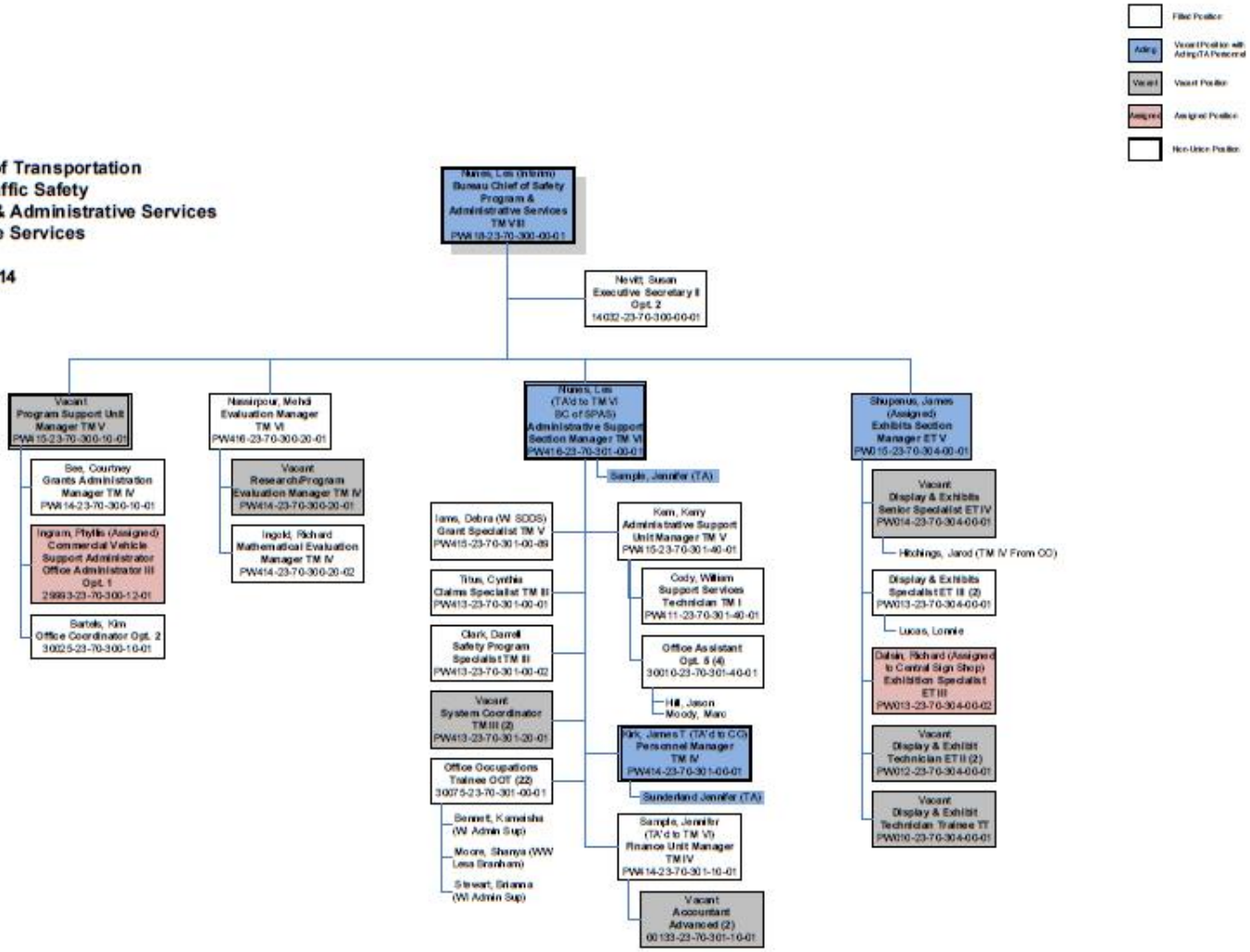
Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Data & Data Services
Crash Records Section

6/3/2014



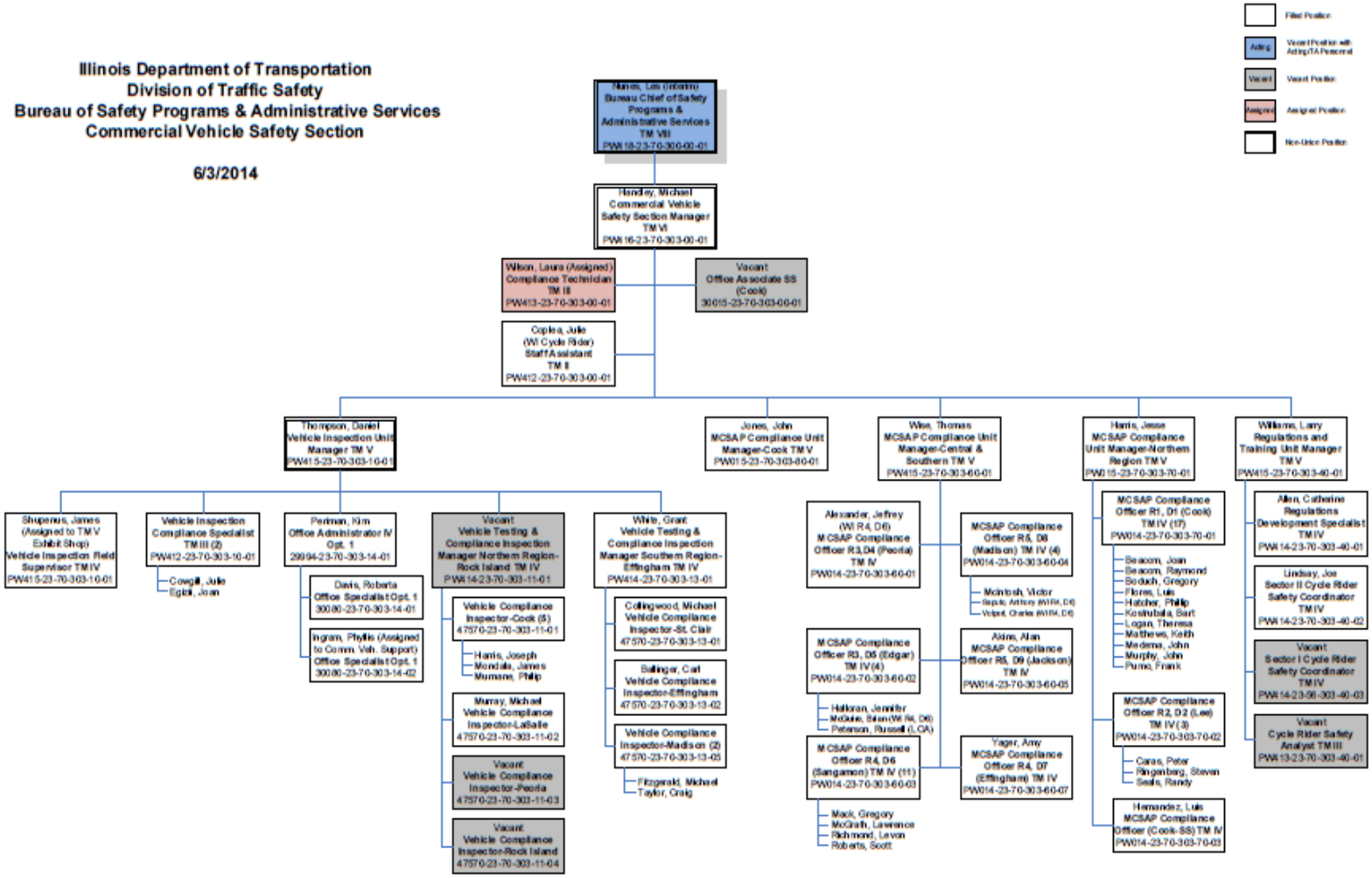
Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Programs & Administrative Services
Administrative Services

6/3/2014



Illinois Department of Transportation
Division of Traffic Safety
Bureau of Safety Programs & Administrative Services
Commercial Vehicle Safety Section

6/3/2014



Addendum 3

LOCAL AGENCY PROJECTS

RTSRC GRANTS	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Child Care Resource and Referral	OP	15	0198	15-02-02	$	531,172.01
Illinois Association of Chiefs of Police-RTSRC	OP	15	0175	15-02-02	$	110,236.09
Rincon Family Services	OP	15	0124	15-02-02	$	208,746.50
Rush Copley Medical Center	OP	15	0057	15-02-02	$	130,907.00
Saint Francis Medical Center	OP	15	0083	15-02-02	$	165,982.10
Southern Illinois University	OP	15	0159	15-02-02	$	123,959.35
					$	**1,271,003.05**

LEL GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Illinois Association of Chiefs of Police-LEL	OP	15	0172	15-03-04	$	1,148,071.25
					$	**1,148,071.25**

STEP GRANTS	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Algonquin Police Department	OP	15	0084	15-04-02	$	24,523.60
Alton Police Department	OP	15	0068	15-04-02	$	148,920.00
Arlington Heights Police Department	OP	15	0150	15-04-02	$	39,517.30
Bartlett Police Department	AP	15	0044	15-04-02	$	23,874.30
Belvidere Police Department	AP	15	0048	15-04-02	$	35,616.00
Boone County Sheriff's Office	OP	15	0041	15-04-02	$	24,840.00
Bradley Police Department	AP	15	0136	15-04-02	$	24,510.00
Buffalo Grove Police Department	OP	15	0002	15-04-02	$	41,776.80
Bull Valley Police Department	AP	15	0031	15-04-02	$	8,760.00
Cahokia Police Department	AP	15	0130	15-04-02	$	43,146.00
Calumet City Police Department	AP	15	0050	15-04-02	$	75,180.00
Carbondale Police Department	AP	15	0211	15-04-02	$	25,744.85
Carol Stream Police Department	AP	15	0089	15-04-02	$	113,499.55
Caseyville Police Department	AP	15	0191	15-04-02	$	24,494.40
Champaign Police Department	OP	15	0186	15-04-02	$	11,821.50
Chatham Police Department	OP	15	0018	15-04-02	$	13,024.20
Cherry Valley Police Department	AP	15	0067	15-04-02	$	17,248.00
Chicago Heights Police Department	AP	15	0017	15-04-02	$	44,287.80
Chicago Police Department	AP	15	0206	15-04-02	$	339,540.00
Chicago Ridge Police Department	AP	15	0182	15-04-02	$	31,886.40
Cicero Police Department	OP	15	0177	15-04-02	$	27,689.64
Clarendon Hills Police Department	OP	15	0033	15-04-02	$	14,697.90
Collinsville Police Department	OP	15	0163	15-04-02	$	45,390.00
Columbia Police Department	OP	15	0090	15-04-02	$	14,429.00
Cook County Sheriff's Police Department	OP	15	0134	15-04-02	$	140,699.06

Crete Police Department	AP	15	0024	15-04-02	$	14,249.60
Creve Coeur Police Department	AP	15	0040	15-04-02	$	17,748.00
Crystal Lake Police Department	OP	15	0062	15-04-02	$	27,554.40
Danville Police Department	AP	15	0051	15-04-02	$	21,712.00
Decatur Police Department	AP	15	0118	15-04-02	$	53,144.00
Dekalb Police Department	OP	15	0153	15-04-02	$	34,800.00
Dewitt County Sheriff's Office	AP	15	0142	15-04-02	$	25,500.00
Downers Grove Police Department	AP	15	0087	15-04-02	$	24,752.00
East Hazel Crest Police Department	OP	15	0011	15-04-02	$	5,760.00
East Moline Police Department	AP	15	0143	15-04-02	$	16,883.10
East Peoria Police Department	OP	15	0053	15-04-02	$	19,407.20
Edwardsville Police Department	AP	15	0056	15-04-02	$	18,656.00
Elgin Police Department	AP	15	0098	15-04-02	$	87,050.00
Elk Grove Village Police Department	OP	15	0080	15-04-02	$	94,155.54
Elmhurst Police Department	AP	15	0110	15-04-02	$	68,991.12
Evanston Police Department	OP	15	0075	15-04-02	$	34,453.00
Flora Police Department	AP	15	0215	15-04-02	$	17,820.00
Forest Park Police Department	OP	15	0152	15-04-02	$	17,312.80
Franklin Park Police Department	AP	15	0071	15-04-02	$	36,686.26
Freeport Police Department	AP	15	0072	15-04-02	$	10,623.56
Galesburg Police Department	AP	15	0001	15-04-02	$	14,540.88
Grandview Police Department	OP	15	0188	15-04-02	$	4,800.00
Granite City Police Department	OP	15	0193	15-04-02	$	10,396.00
Grayslake Hainesville Police Department	OP	15	0112	15-04-02	$	36,176.38
Grundy County Sheriff's Office	OP	15	0049	15-04-02	$	31,824.00
Gurnee Police Department	OP	15	0146	15-04-02	$	27,090.00
Hanover Park Police Department	AP	15	0073	15-04-02	$	24,965.28
Highland Park Police Department	OP	15	0009	15-04-02	$	13,917.50
Hillside Police Department	OP	15	0140	15-04-02	$	66,512.50
Hinsdale Police Department	OP	15	0003	15-04-02	$	38,628.00
Hoffman Estates Police Department	AP	15	0022	15-04-02	$	34,037.76
Jerome Police Department	OP	15	0063	15-04-02	$	17,351.40
Joliet Police Department	AP	15	0074	15-04-02	$	146,520.00
Kankakee Police Department	OP	15	0185	15-04-02	$	28,350.00
Kirkland Police Department	OP	15	0021	15-04-02	$	8,524.80
Lake Bluff Police Department	AP	15	0092	15-04-02	$	7,499.07
Lake Villa Police Department	AP	15	0046	15-04-02	$	17,056.00
Lake Zurich Police Department	AP	15	0128	15-04-02	$	23,664.00
Lakemoor Police Department	OP	15	0036	15-04-02	$	17,162.40
Leland Grove Police Department	OP	15	0218	15-04-02	$	14,859.00

					$	2,586,249.85

STEP GRANTS (OP ONLY)	PROJECT NUMBER			TASK CODE	APPROVED AMOUNT	
Alorton Police Department	OP	15	0025	15-19-06	$	3,657.60
Bartonville Police Department	OP	15	0091	15-19-06	$	9,806.40
Berwyn Police Department	OP	15	0034	15-19-06	$	36,477.00
Blue Island Police Department	OP	15	0216	15-19-06	$	15,241.04
Homewood Police Department	OP	15	0156	15-19-06	$	23,312.00
Justice Police Department	OP	15	0187	15-19-06	$	16,256.80
Oak Forest Police Department	OP	15	0139	15-19-06	$	50,837.50
Riverdale Police Department	OP	15	0012	15-19-06	$	25,059.84
Rolling Meadows Police Department	OP	15	0042	15-19-06	$	19,584.00
Sangamon County Sheriff's Office	AP	15	0149	15-19-06	$	3,954.20
Thornton Police Department	OP	15	0125	15-19-06	$	5,727.96
Tinley Park Police Department	OP	15	0160	15-19-06	$	16,869.60
					$	**226,783.94**

STEP GRANTS (AL ONLY)	PROJECT NUMBER			TASK CODE	APPROVED AMOUNT	
Barrington Police Department	AP	15	0020	15-13-07	$	9,576.00
Bourbonnais Police Department	AP	15	0088	15-13-07	$	6,678.00
Elmwood Park Police Department	AP	15	0183	15-13-07	$	18,768.00
Kildeer Police Department	AP	15	0076	15-13-07	$	6,620.12
Lake in the Hills Police Department	AP	15	0007	15-13-07	$	23,642.88
Lincolnshire Police Department	AP	15	0055	15-13-07	$	18,711.00
Mattoon Police Department	AP	15	0111	15-13-07	$	14,448.00
Northern Illinois University	AP	15	0202	15-13-07	$	17,530.50
Rock Island County Sheriff's Office	AP	15	0120	15-13-07	$	9,100.00
Sherman Police Department	AP	15	0086	15-13-07	$	6,750.00
Williamson County Sheriff's Office	AP	15	0037	15-13-07	$	37,005.12
					$	**168,829.62**

STEP GRANTS (SPLIT TASK)	PROJECT NUMBER			TASK CODE	APPROVED AMOUNT	
Lake County Sheriff's Office	AP	15	0126	15-19-06 & 15-13-07	$	135,259.92
Libertyville Police Department	AP	15	0047	15-19-06 & 15-13-07	$	16,102.68
Lincolnwood Police Department	OP	15	0064	15-19-06 & 15-13-07	$	14,400.00
Lisle Police Department	OP	15	0060	15-19-06 & 15-13-07	$	17,923.44
Lockport Police Department	AP	15	0165	15-19-06 & 15-13-07	$	26,460.00
Lombard Police Department	OP	15	0214	15-19-06 & 15-13-07	$	40,814.28
Loves Park Police Department	AP	15	0113	15-19-06 & 15-13-07	$	12,631.68
Lyons Police Department	OP	15	0122	15-19-06 & 15-13-07	$	19,322.16

Macomb Police Department	OP	15	0052	15-19-06 & 15-13-07	$	8,319.12
Marseilles Police Department	OP	15	0119	15-19-06 & 15-13-07	$	15,908.40
McCullom Lake Police Department	OP	15	0154	15-19-06 & 15-13-07	$	9,900.00
McHenry County Sheriff's Office	OP	15	0109	15-19-06 & 15-13-07	$	43,163.64
McHenry Police Department	OP	15	0157	15-19-06 & 15-13-07	$	33,097.85
Midlothian Police Department	OP	15	0081	15-19-06 & 15-13-07	$	41,620.80
Moline Police Department	OP	15	0141	15-19-06 & 15-13-07	$	12,870.00
Montgomery Police Department	AP	15	0135	15-19-06 & 15-13-07	$	13,920.00
Morton Police Department	AP	15	0167	15-19-06 & 15-13-07	$	34,208.28
Naperville Police Department	AP	15	0132	15-19-06 & 15-13-07	$	81,670.68
Niles Police Department	AP	15	0138	15-19-06 & 15-13-07	$	75,220.00
North Aurora Police Department	OP	15	0010	15-19-06 & 15-13-07	$	20,865.00
North Pekin Police Department	AP	15	0129	15-19-06 & 15-13-07	$	20,217.60
North Riverside Police Department	AP	15	0082	15-19-06 & 15-13-07	$	39,901.76
Oak Brook Police Department	AP	15	0093	15-19-06 & 15-13-07	$	14,086.60
Oak Lawn Police Department	OP	15	0148	15-19-06 & 15-13-07	$	45,847.50
Oak Park Police Department	AP	15	0158	15-19-06 & 15-13-07	$	57,632.01
Oakbrook Terrace Police Department	OP	15	0166	15-19-06 & 15-13-07	$	11,520.00
Olympia Fields Police Department	OP	15	0013	15-19-06 & 15-13-07	$	11,520.00
Orland Park Police Department	OP	15	0027	15-19-06 & 15-13-07	$	62,531.52
Oswego Police Department	OP	15	0105	15-19-06 & 15-13-07	$	33,600.00
Palatine Police Department	AP	15	0043	15-19-06 & 15-13-07	$	52,128.00
Palos Heights Police Department	OP	15	0217	15-19-06 & 15-13-07	$	17,619.65
Park City Police Department	OP	15	0213	15-19-06 & 15-13-07	$	22,723.80
Park Forest Police Department	AP	15	0039	15-19-06 & 15-13-07	$	19,017.52
Park Ridge Police Department	AP	15	0079	15-19-06 & 15-13-07	$	22,001.44
Peoria County Sheriff's Office	OP	15	0170	15-19-06 & 15-13-07	$	24,052.38
Peoria Police Department	OP	15	0019	15-19-06 & 15-13-07	$	20,713.48
Peru Police Department	AP	15	0035	15-19-06 & 15-13-07	$	16,646.00
Plainfield Police Department	OP	15	0006	15-19-06 & 15-13-07	$	38,624.00
Prairie Grove Police Department	AP	15	0131	15-19-06 & 15-13-07	$	5,600.00
Prospect Heights Police Department	OP	15	0061	15-19-06 & 15-13-07	$	11,136.00
Quincy Police Department	OP	15	0029	15-19-06 & 15-13-07	$	64,719.36
River Forest Police Department	AP	15	0059	15-19-06 & 15-13-07	$	17,937.92
River Grove Police Department	AP	15	0195	15-19-06 & 15-13-07	$	49,643.20
Riverside Police Department	AP	15	0121	15-19-06 & 15-13-07	$	37,932.65
Rock Island Police Department	OP	15	0171	15-19-06 & 15-13-07	$	44,700.00
Rockford Police Department	AP	15	0058	15-19-06 & 15-13-07	$	28,036.80
Romeoville Police Department	OP	15	0184	15-19-06 & 15-13-07	$	22,100.00
Roselle Police Department	AP	15	0004	15-19-06 & 15-13-07	$	43,008.00
Rosemont Police Department	OP	15	0115	15-19-06 & 15-13-07	$	26,880.00

Round Lake Heights Police Department	AP	15	0054	15-19-06 & 15-13-07	$	3,312.00
Round Lake Park Police Department	OP	15	0023	15-19-06 & 15-13-07	$	19,253.52
Saint Charles Police Department	AP	15	0032	15-19-06 & 15-13-07	$	19,678.12
Saint Clair County Sheriff's Office	OP	15	0070	15-19-06 & 15-13-07	$	247,280.00
Schaumburg Police Department	OP	15	0095	15-19-06 & 15-13-07	$	49,815.34
Shorewood Police Department	OP	15	0127	15-19-06 & 15-13-07	$	15,362.59
Silvis Police Department	OP	15	0099	15-19-06 & 15-13-07	$	8,640.00
Skokie Police Department	AP	15	0101	15-19-06 & 15-13-07	$	54,990.40
Sleepy Hollow Police Department	AP	15	0028	15-19-06 & 15-13-07	$	6,048.00
South Barrington Police Department	OP	15	0016	15-19-06 & 15-13-07	$	13,115.00
South Chicago Heights Police Department	OP	15	0102	15-19-06 & 15-13-07	$	15,153.60
South Elgin Police Department	AP	15	0085	15-19-06 & 15-13-07	$	53,235.95
South Holland Police Department	AP	15	0117	15-19-06 & 15-13-07	$	18,019.78
Southern View Police Department	AP	15	0200	15-19-06 & 15-13-07	$	18,376.80
Spring Grove Police Department	OP	15	0133	15-19-06 & 15-13-07	$	3,913.56
Springfield Police Department	AP	15	0144	15-19-06 & 15-13-07	$	63,675.04
Streamwood Police Department	OP	15	0045	15-19-06 & 15-13-07	$	17,802.00
Summit Police Department	AP	15	0066	15-19-06 & 15-13-07	$	47,621.80
Tazewell County Sheriff's Office	AP	15	0194	15-19-06 & 15-13-07	$	35,920.32
Troy Police Department	AP	15	0030	15-19-06 & 15-13-07	$	23,552.00
Villa Park Police Department	AP	15	0008	15-19-06 & 15-13-07	$	24,406.56
Waukegan Police Department	OP	15	0038	15-19-06 & 15-13-07	$	62,288.00
West Chicago Police Department	OP	15	0014	15-19-06 & 15-13-07	$	18,975.88
Westchester Police Department	OP	15	0145	15-19-06 & 15-13-07	$	33,984.00
Western Illinois Task Force/Monmouth PD	OP	15	0169	15-19-06 & 15-13-07	$	16,793.92
Wheeling Police Department	OP	15	0005	15-19-06 & 15-13-07	$	49,140.00
Will County Sheriff's Office	OP	15	0155	15-19-06 & 15-13-07	$	38,338.56
Winnebago County Sheriff's Office	AP	15	0026	15-19-06 & 15-13-07	$	44,407.44
Winthrop Harbor Police Department	AP	15	0065	15-19-06 & 15-13-07	$	28,638.72
Wood Dale Police Department	AP	15	0168	15-19-06 & 15-13-07	$	37,680.00
Woodridge Police Department	OP	15	0103	15-19-06 & 15-13-07	$	29,299.20
Woodstock Police Department	AP	15	0096	15-19-06 & 15-13-07	$	48,643.88
					$	**2,723,117.10**

LAP GRANTS	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
AAIM	AP	15	0162	15-13-12	$	119,382.83
Adams County States Attorney	AP	15	0199	15-13-12	$	33,788.03
Chicago Police Department	AP	15	0207	15-13-12	$	540,199.28
Macon County Court Services	AP	15	0100	15-13-12	$	40,000.00
Macon County State's Attys Ofc.	AP	15	0097	15-13-12	$	84,670.45
MADD Illinois	AP	15	0192	15-13-12	$	248,216.48

Peoria Count Courts Administration	AP	15	0180	15-13-12	$	72,602.57
River Grove Police Department	AP	15	0196	15-13-12	$	11,096.00
					$	**1,149,955.64**

BIKE/PED GRANTS	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Chicago Department of Transportation BIKE/PED	OP	15	0201	15-12-02	$	172,156.00
Chicago Police Department BIKE/PED	OP	15	0208	15-12-02	$	136,134.00
					$	**308,290.00**

PHONE SURVEY GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
University of Illinois BOT SURVEY	OP	15	0212	15-02-04	$	50,342.00
					$	**50,342.00**

STATE FUNDED GRANTS	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
American National Red Cross	OP	15	0107	15-02-09	$	91,814.25
Cadence Health	OP	15	0104	15-02-09	$	89,262.00
Illinois Association of Chiefs of Police-TIO	AP	15	0176	15-02-09	$	74,999.00
Prevention First	AP	15	0151	15-02-09	$	75,270.00
SIU Board of Trustees	OP	15	0108	15-02-09	$	224,952.00
Williamson County Sheriff's Office	OP	15	0179	15-02-09	$	5,437.50
					$	**561,735.75**

CHIEFS CHALLENGE GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Illinois Association of Chiefs of Police-TSC	OP	15	0174	15-04-07	$	93,558.00
					$	**93,558.00**

EVALUATION GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
University of Illinois BOT EVAL	OP	15	0161	15-02-08	$	440,688.23
					$	**440,688.23**

DRE/SFST GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Illinois Association of Chiefs of Police-DRE/SFST	AP	15	0173	15-13-05	$	88,664.00
					$	**88,664.00**

CPS GRANT	PROJECT NUMBER			TASK CODE		APPROVED AMOUNT
Child Care Resource and Referral	OP	15	0197	15-19-05	$	250,000.00
					$	**250,000.00**