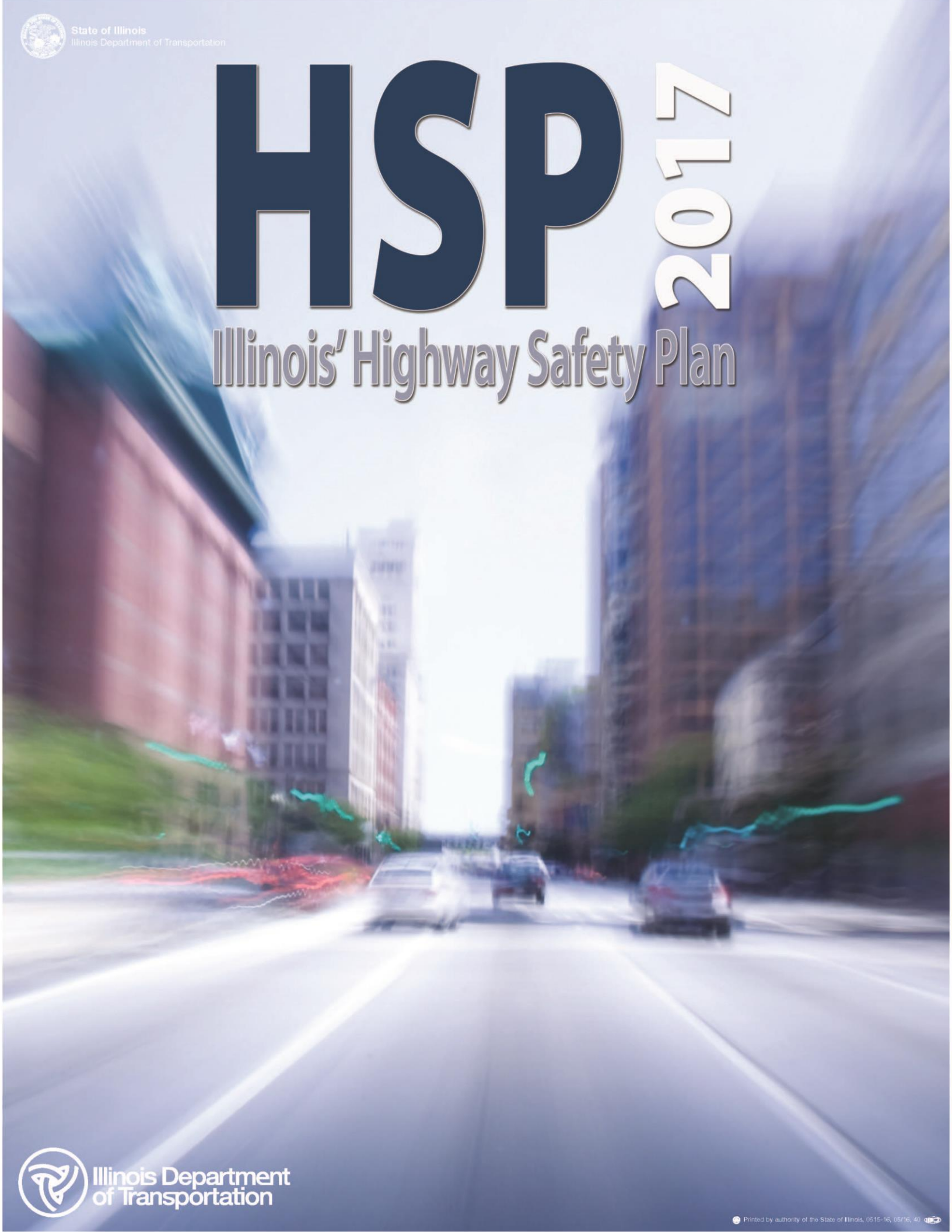
State of Illinois
Illinois Department of Transportation

HSP 2017

Illinois' Highway Safety Plan



Illinois Department of Transportation

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Executive Summary

In accordance with 23 CFR 1200, Uniform Procedures for State Highway Safety Grant Programs, Illinois is submitting our annual consolidated Highway Safety Plan (HSP) for FY 2017. 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 2017.

Beginning July 1, 2015 the state of Illinois failed to pass a state budget that would provide FY 2016 appropriation's for the Illinois Department of Transportation (IDOT) to reimburse highway safety grantees. Currently a state budget has not been passed for FY 2016 or FY 2017. Illinois will continue to plan our highway safety programs and will update the National Highway Traffic Safety Administration (NHTSA) on changes with the state budget and reimbursement process.

Effective February 16, 2016 IDOT announced a reorganization of the entire Department. The reorganization will dissolve the Division of Traffic Safety and disperse sections of the Division throughout the new structure. A majority of the highway safety program will be place in the Bureau of Safety Programs and Engineering under the Office of Program Development. The Bureau of Safety Data and Data Services will fall under the Office of Planning and Programming.

Upon reorganization, IDOT's Bureau of Safety Programs and Engineering (BSPE) will be the state's highway safety office responsible for producing the annual Highway Safety Plan (HSP) which serves as Illinois' guide for the implementation of highway safety initiatives and an application for grant funding from NHTSA. This document plans Illinois' highway safety activities for federal FY 2017. State crash data along with seat belt usage rates, telephone surveys and project evaluations are used to ensure that the planned projects are focused on the areas of greatest need.

IDOT will ensure that at least 40 percent of the annual Section 402 federal funds will be used for the benefit of political subdivisions of the state in carrying out local highway safety programs. Illinois' Highway Safety Plan serves to promote best practices and strategies that could have a substantial impact on reducing fatal and injury crashes on Illinois' roadways IDOT's main traffic safety goals. The FY 2017 HSP will fund the Traffic Safety Resource Prosecutor, 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, implement recommendations from the Traffic Records Assessment, the Technical Assessment of the Driver Education Program and support national safety campaigns.

Final figures for 2014 show a total of 924 persons died in 845 crashes in Illinois. Illinois has experienced an increase in fatalities during the past four years. With that in mind, the FY 2017 Highway Safety Plan will continue with aggressive and proven highway safety programs based on a continuing goal to reduce fatalities and injuries.

Highway Safety Plan Process

Highway Safety Plan Committee

The Highway Safety Plan (HSP) Committee was created within the Office Safety Programs and Engineering, to identify traffic safety problems, review Illinois experience in the existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, pedestrian safety), and review and select highway safety grant applications for funding. The committee is made up of technical and professional staff representing each of our highway safety programs. The committee members include: Director of Program Development, Interim Bureau Chief of Safety Programs and Administrative Services, Interim Occupant Protection Coordinator, Evaluation Unit Manager, State Agency Project Administrator, and the Impaired Driving Coordinator. In April and May 2016, the HSP Committee convened to select appropriate countermeasures:

- Reviewed data evaluating the previous year's projects.
- Reviewed updated program goals including: a new five-year study of crash data within counties that make up 85 percent of Illinois' population, vehicle fatality and crash data from various sources and annual seat belt and motorcycle helmet survey results.
- Presentations were made to the HSP Committee by the impaired driving and interim occupant protection coordinators regarding strategies and goals for FY 2017.
- Problem identification was based information from Illinois crash and health care data, national data and information from other organizations, such as NHTSA, FHWA, Center for Disease Control (CDC), and Transportation Research Board (TRB).

Project Selection Criteria

During the last two years, Illinois has developed a process for selecting the appropriate projects for solving our highway safety problems and meeting our highway safety performance goals. The primary goal of all highway safety programs is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned roads and tribal roads. All highway safety programs require a strategic data-driven, approach improving highway safety. In addition, all the local project specifications were revised in December 2015 to include new objectives, strategies and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways. The Evaluation Unit provided updated objectives and performance driven measures for, local project specifications and grantees are required to focus enforcement squarely behind each holiday mobilization.

In 2016, Illinois received 210 local agency and 22 state agency grant applications for FY 2017. These applications fall into three types:

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

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

Table 1: Existing Enforcement Grantees Criteria and Scoring

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

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

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

The Evaluation Unit gathered all the scores and ranked the project applications by their average score of the two reviews. Based on the overall average and any discussion, the HSP committee voted for either approval or denial. Once the HSP Committee completed its recommendations for all the applications, a list of the approvals and denials was presented to the Governors Highway Safety Representative for approval and inclusion into the HSP. Using the performance goals as a guideline, the committee selected the state and local agency projects that will allow IDOT to achieve its short and long term program goals projections. The FY 2017 HSP, which is detailed in the remainder of this document, was then formulated including funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

Evaluation Unit

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

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

Program Feedback

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

The HSP is formatted using program assessments, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas. On May 2-6, 2016 NHTSA conducted a management review of IDOT's highway safety programs from FY 2014 - FY 2016, a draft report will be provided to this office by the end of June 2016 on the findings and management considerations.

Coordination of HSP and Strategic Highway Safety Plan

Our safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides strategic direction for the HSP as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). We have also have incorporated the SHSP high level goals (total fatalities, total fatality rate, and total injury rate), emphases areas, and strategies into the HSP. The HSP was developed in a cooperative process and consistent safety goals and objectives that support a performance-based highway safety program. The current HSP committee has a representative from the Bureau of Safety Engineering (BSE) who develops and oversees Illinois' SHSP. In 2016, Priscilla Tobias was named Director of Program Implementation. Director Tobias will oversee the implementation of both the SHSP and HSP.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Action	Details
December – February	Problem Identification Project Spec Revisions Goal Development FY 2017 Project Request due.	Development of IDOT's 23-county breakdown. Project Applications.
March – May	Local Project Selection for FY 2017. State Agency Selection for FY 2018.	Meetings (8–12), present projects to committee for inclusion in FY 2017 HSP.
May	Internal IDOT 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 2017 local grants. Conduct orientation meetings.
November – December	Annual Evaluation Report (AER)	Meetings (1-2) to discuss and review FY 2016 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, IDOT identifies traffic safety problems using several existing databases, such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data; vehicle miles traveled (VMT) data, survey data, results of telephone and observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to effective and cost-effective projects and programs. A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience than normal expectations. Problem identification through over-representation studies involves the relationships between crashes and the population, licensed drivers, registered vehicles and vehicle miles of travel, as well as characteristics of specific subgroups that may contribute to crashes.

For the FY 2017 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. Over the last 14 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 11). These 23 counties account for 87.0 percent of the total crashes, 87.9 percent of the injury crashes, 79.0 percent of the A-injury crashes and 72.1 percent of the fatal crashes in 2014. The highway safety problem areas identified and currently being addressed are: occupant protection, impaired driving, youthful drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2010-2014)
2. FARS data (2010-2014)
3. VMT data (2010-2014)
4. Census data (2014)
5. Observational seat belt and car seat surveys (1985-2015)
6. Telephone surveys (2007-2015)

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

Problem Identification

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using the last five recent crash reports (2010-2014).

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), 2010 – 2014 FARS and Police Reports were also used. Starting in 2010, IDOT has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using the Statistical Analysis System (SAS). Performance measures of selected goals include ratio and percent.

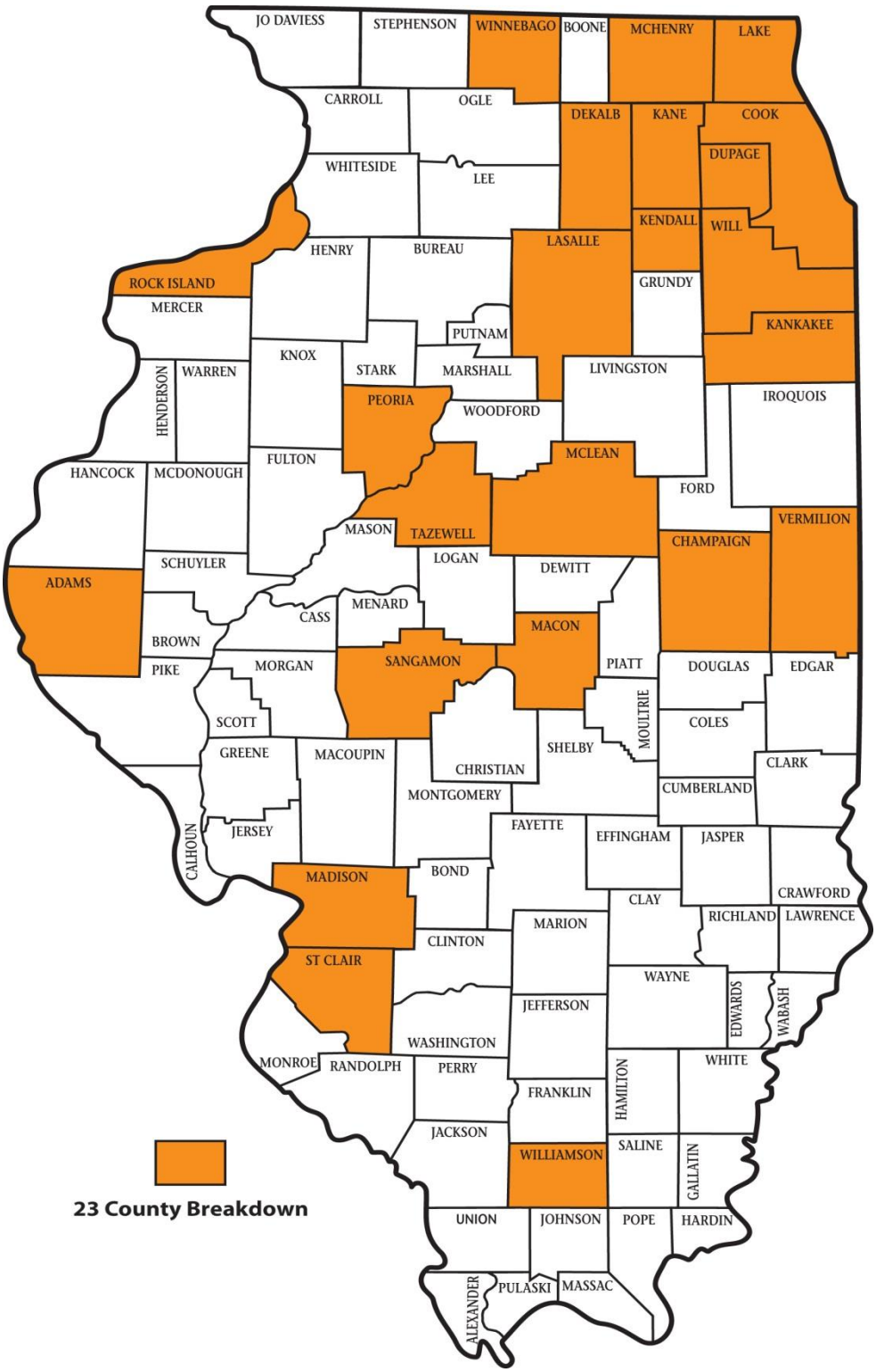
Illinois' Highway System

Illinois has the third largest roadway network in the nation with just under 147,000 miles of highways, streets and roads. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and averages over 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 2,185-mile interstate highway network. The state highway system totals just over 16,000 miles of roads, including 294 miles of toll roads. Less than 12 percent of all mileage on Illinois' highway, street and road network occurs on the state highway system, although it carries almost 63 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 130,000 miles and makes up 88 percent of Illinois' highway, street and road network. Rural highways and roads account for more than 65 percent of Illinois' highway, street and road system, although this system handles less than 24 percent of Illinois' vehicle travel miles.

Illinois Census

Based on the United States Census Bureau estimates for 2015, Illinois has an estimated population of 12,859,995 compared to the United States population of 321,418,820. Illinois remains the fifth largest state in the nation, Cook County remains the second largest county in the nation and Chicago remains the third largest city in the nation. According to the estimated 2015 census, the top five counties in Illinois based on population are: Cook, DuPage, Lake, Will and Kane.


JO DAVIESS
STEPHENSON
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LEE
KENDALL
WILL
LASALLE
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BUREAU
GRUNDY
ROCK ISLAND
MERCER
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PUTNAM
KNOX
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MCDONOUGH
FORD
VERMILION
MASON
TAZEWELL
CHAMPAIGN
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LOGAN
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COLES
GREENE
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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

County Breakdown Facts

- There were 84,652 persons injured in motor vehicles crashes in 2014, of these 87.9 percent occurred within the 23 counties.
- 11,755 persons had “A” type injuries resulting from these crashes, with 78.4 percent of these “A” injuries in the 23 counties.
- 924 persons were fatally injured in crashes in 2014, 71.4 percent of these within the 23 counties.
- There were 580 drivers fatally injured in motor vehicle crashes in 2014. 67.1 percent of these drivers were fatally injured in the 23 counties.
- 188 motor vehicle passengers were killed in 2014. 70.2 percent of these passengers were within the 23 counties.
- 89.8 percent of the fatally injured pedestrians occurred in these 23 counties.
- 23 of the 27 pedalcyclists were fatally injured within these 23 counties.
- 96 of the 118 fatally injured motorcyclists, 81.4 percent, were killed within these 23 counties.
- There were 845 fatal crashes in 2014, 30.4 percent of these crashes involved alcohol, with 71.2 percent of those crashes occurring within these 23 counties.
- 924 persons were killed in motor vehicle crashes in 2014. 30.8 percent of these fatalities were alcohol-related, 71.6 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.6 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 96.1 percent of the total statewide pedestrian crashes, 89.7 percent of the total statewide pedestrian fatal crashes and 96.2 percent of the statewide pedestrian injury crashes in 2014.
- Crashes involving pedalcyclists account for 1.1 percent of the overall crashes statewide. 94.8 percent of the total pedalcyclist crashes, 85.2 percent of the fatal pedalcyclist crashes and 94.8 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 32.4 percent of the overall crashes, 34.9 percent of the fatal crashes and 37.4 percent of the injury crashes in 2014. Crashes involving speed within these 23 counties account for 90.3 percent of these total statewide speed-related crashes, 71.9 percent of the fatal speed-related crashes and 88.3 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 1.2 percent of the total crashes, 13.7 percent of the fatal crashes and 4.0 percent of the injury crashes statewide. 80.4 percent of these total crashes, 81.9 percent of the fatal crashes and 78.2 percent of the injury crashes occurred within these 23 counties.

Outcome Goals

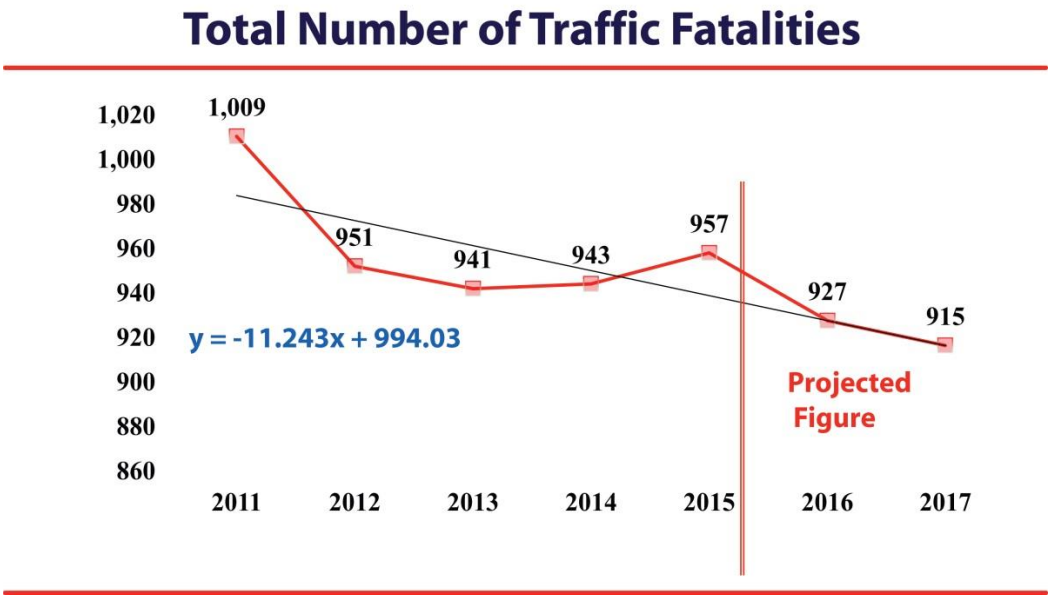
The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FY 2010. In the FY 2017 HSP, Illinois continues with the goals on the 15 core outcome and behavior measures based on the data sources required by NHTSA and GHSA. Also, with each performance goal is a performance measure that will enable Illinois to track the progress of each goal. For additional information on the performance measures refer to Addendum 5 entitled: Methodology Used to Set Targets for 2014-2016 for Core Traffic Safety Performance Measures in Illinois.

Core Highway Safety Performance Measures							
Selected Core Measures	Actual Data					Projected Figures (Target)	
	2011	2012	2013	2014	2015*	2016	2017
Total Fatalities	918	956	991	924	998		
Five-Year Average	1,009	951	941	943	957	927	915
Total Severe Injuries**	11942	12401	12299	11755	11755		
Five-Year Average	13379	12686	12455	11207	12030	11098	10681
Total Fatality Rate	0.89	0.91	0.94	0.88	0.9		
Five-Year Average	0.95	0.90	0.90	0.90	0.91	0.89	0.88
Rural Fatality Rate	1.51	1.5	1.61	1.53	1.7		
Five-Year Average	1.54	1.49	1.49	1.54	1.60	1.58	1.60
Urban Fatality Rate	0.68	0.72	0.73	0.69	0.7		
Five-Year Average	0.75	0.71	0.70	0.69	0.70	0.67	0.66
Severe Injury Rate**	11.95	11.55	11.87	11.66	11.20		
Five-Year Average	13.62	12.66	12.08	11.9	11.40	10.8	10.3
Unrestrianed Occupants	268	279	287	245	242		
Five-Year Average	305	282	272	268	264	249	240
Impaired**	278	322	334	317	317		
Five-Year Average	336	312	308	309	314	302	297
Speed	441	387	421	348	348		
Five-Year Average	423	395	402	407	389	386	381
Motorcyclist Fatalities	145	148	152	118	146		
Five-Year Average	140	138	141	139	142	142	142
Unhelmeted	108	115	113	81	102		
Five-Year Average	106	105	108	105	104	104	104
Young Driver**	126	118	132	117	117		
Five-Year Average	157	130	127	126	122	110	103
Pedestrian	134	138	124	123	150		
Five-Year Average	133	127	125	127	134	130	130
Pedalcycle	27	29	30	27	27		
Five-Year Average	23	25	26	27	28	29	31
Belt Usage Rate	92.9	93.6	93.7	94.1	95.2		
Five-Year Average	91.6	92.3	92.9	93.4	93.9	94.5	95.1

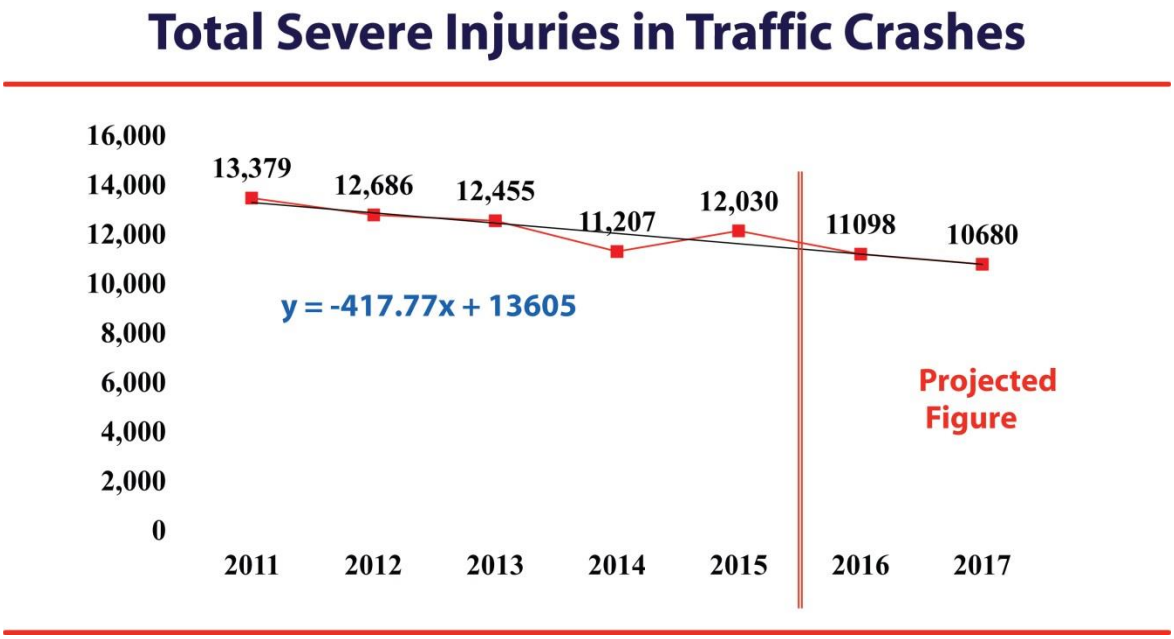
***2015 data are provisional** ****2015 data are not available**

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.

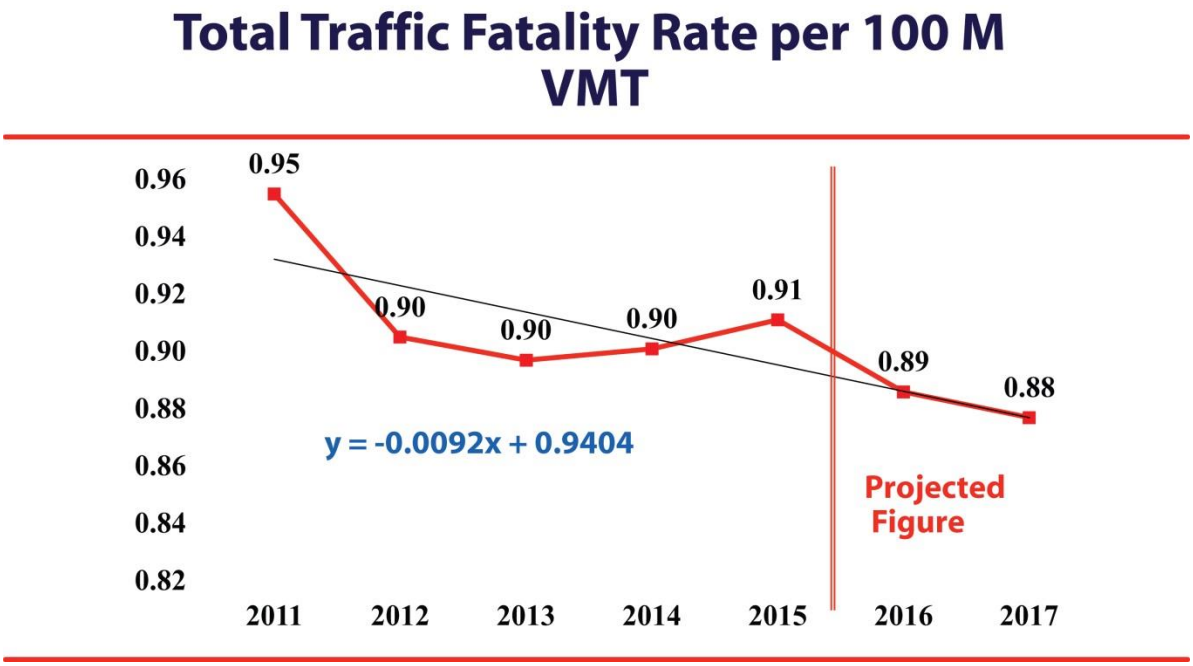
Goal: To keep the statewide traffic fatalities under the projected figure of 915 by December 31, 2017.



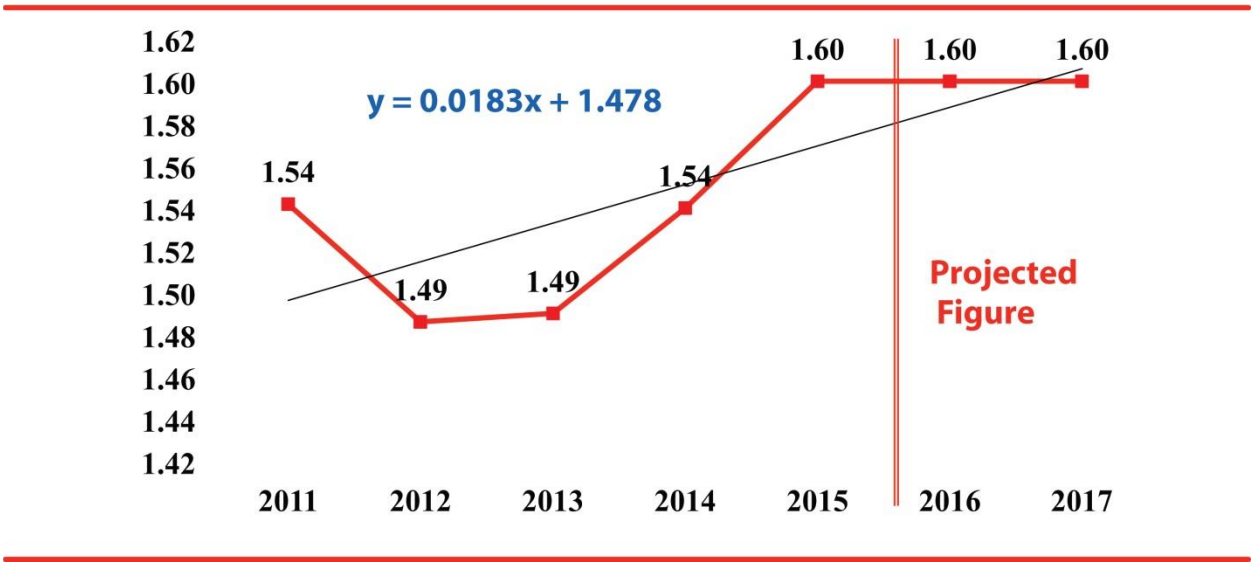
Goal: To reduce the statewide severe injuries in traffic crashes from the 2011 level of 13,379 to 10,680 by December 31, 2017.



Goal: To keep the statewide traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 0.88 by December 31, 2017.

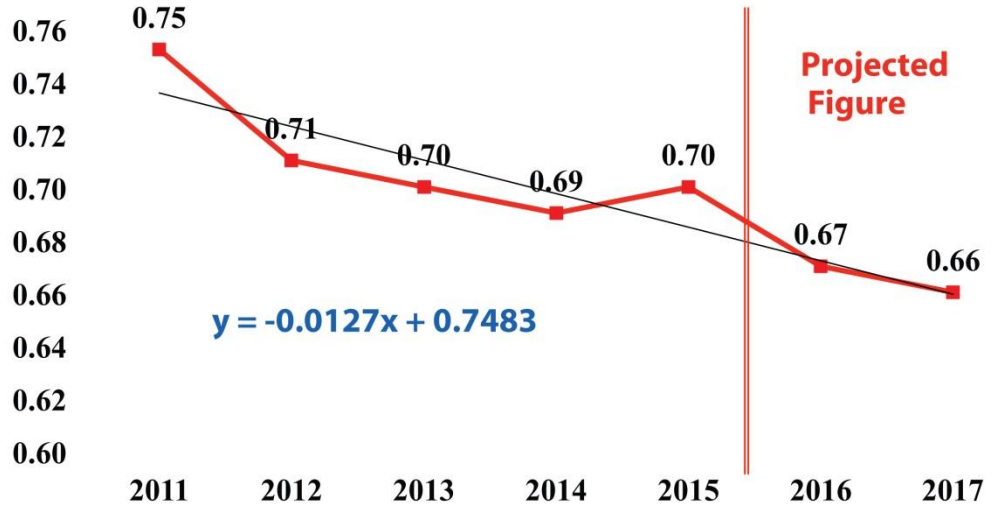


Goal: To keep the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) under the projected figure of 1.60 by December 31, 2017.



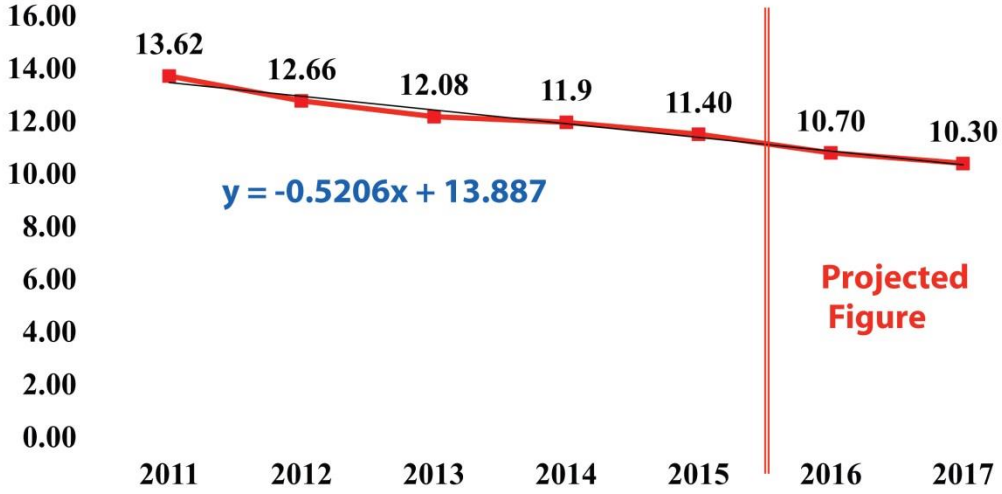
Goal: To keep the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) under 0.66 by December 31, 2017.

Total Number of Urban Fatality Rate



Goal: To keep the total severe injury rate per 100 million vehicle miles of travel (VMT) under the projected figure of 10.30 by December 31, 2017.

Total Severe Injury Rate per 100M VMT



Fiscal Year 2017 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)	$1,120,893
OP	02-03	402	Paid Media (IDOT)	$300,000
OP	02-04	402	Phone Surveys (Local)	$69,117
OP	02-08	402	Evaluation (Local)	$1,140,428
OP	**02-09**	**State**	**State Match (Local)**	**$688,137**
AL	03-03	402	Drive Smart (SOS Police)	$170,700
AL	03-04	402	Law Enforcement Liaison (Local)	$584,974
PT	04-01	402	Police Training (ILETSB)	$60,000
PT	04-02	402	STEP (Local)	$4,199,670
PT	**04-03**	**State**	**ISP Match**	**$1,909,782**
PT	04-04	402	NITE Patrol (ISP)	$1,164,500
PT	04-05	402	STEP (ISP)	$939,800
PT	04-06	402	Vision Zero (Local)	$75,395
PT	04-07	402	TS Challenge (Local)	$93,379
PT	04-09	402	MC Patrol Unit (ISP)	$67,500
PT	04-10	402	Mobilization Equipment (IDOT)	$50,000
PT	04-11	402	Mobilization Luncheons (IDOT)	$10,000
TSP	05-01	402	Parent/Teen Handbook (SOS)	$90,000
PS	12-02	405h	Bike/Pedestrian Safety (Local)	$325,186
M6OT	13-01	405d	DUIE (ISP)	$1,100,600
M6OT	13-02	405d	Operation Straight I.D. (SOS)	$30,400
M6OT	13-03	405d	Breath Analysis (ISP)	$236,800
M6OT	13-04	405d	Mini Mobilizations (Local)	$200,000
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	$256,000
M6OT	13-07	405d	STEP (Local)	$707,586
M6OT	**13-09**	**State**	**Probation Services (Match)**	**$1,770,990**
M6OT	13-11	405d	ACE (ISP)	$1,050,300
M6OT	13-12	405d	Local Alcohol Project (Local)	$1,434,272
M6OT	13-13	405d	Judicial Training (AOIC)	$49,000
M6OT	13-14	405d	Paid Media (IDOT)	$2,000,000
M6OT	13-15	405d	BASSET (ILCC)	$19,000

Fiscal Year 2017 Planning Document

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
K9	18-01	408	408 Coordinator (IDOT)	$120,000
K9	18-02	408	NEMSIS Conversion (IDPH)	$123,900
K9	18-03	408	CDOT Data Integration (Local)	$200,000
K9	18-07	408	CODES (IDOT)	$130,000
K9	**18-08**	**State**	**ISP Match**	**$378,773**
K9	18-10	408	FARS Analyst (IDOT)	$75,000
K9	18-12	408	Imaging Enhancement (SOS)	$30,500
K9	18-13	408	Data Analysis (Local)	$120,013
K9	18-14	408	Verification System (SOS)	$967,000
M1HVE	19-01	405b	OREP (ISP)	$1,013,000
M1CPS	19-02	405b	KISS (SOS)	$32,200
M1HVE	**19-03**	**State**	**ISP Match**	**$634,379**
M1HVE	19-04	405b	Memorial Day Mini Mob. (Local)	$150,000
M1HVE	19-06	405b	STEP (Local)	$643,226
M1CSS	19-07	405b	CPS Seats (IDOT)	$10,000
M1CSS	19-08	405b	CPS & Training (Local)	$38,328
M1TR	19-09	405b	CPS Re-Certification (IDOT)	$500
M1*PM	19-11	405b	Paid Media (IDOT)	$650,000
M9MT	22-01	405f	CRSTP Training (IDOT)	$132,000
M9MT	22-02	405f	PI&E Materials (IDOT)	$25,000
M9MT	22-03	405f	MC Winter Conference (IDOT)	$10,000
	23-01	1906	Racial Profiling Study (IDOT)	$130,000

FY 2017 PROGRAM OVERVIEWS

IMPAIRED DRIVING

Problem Statement

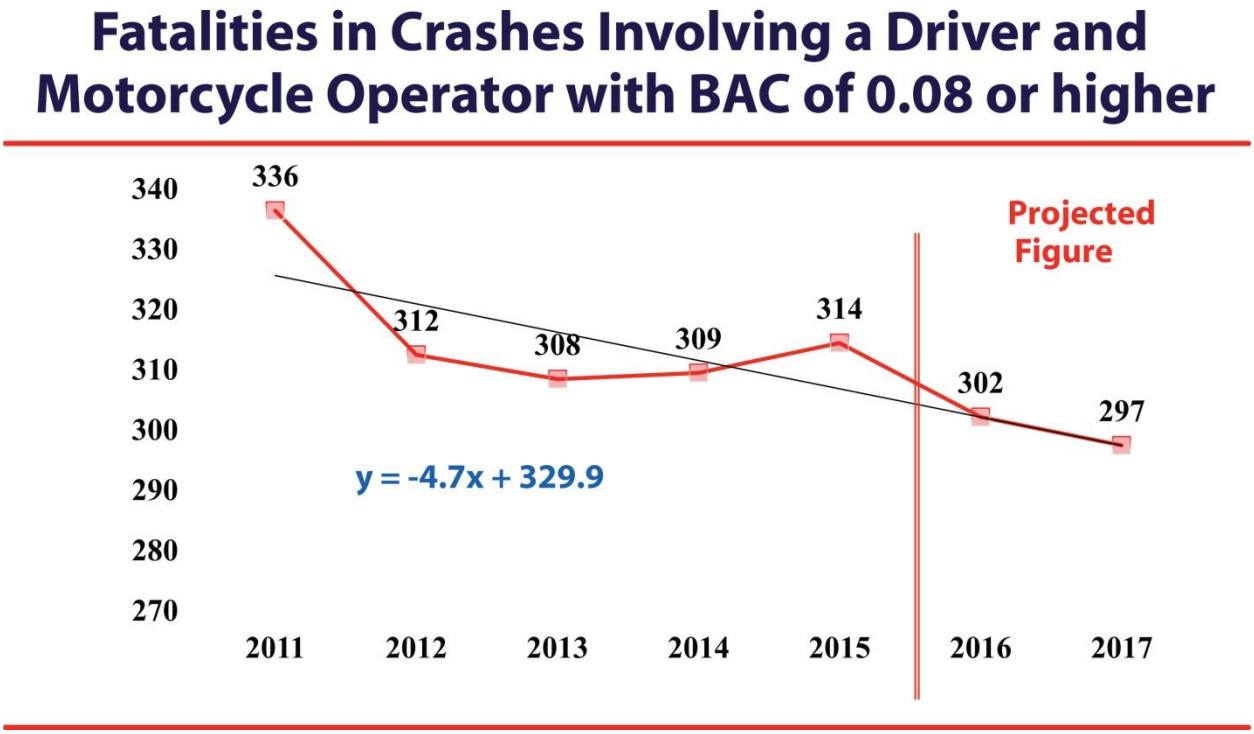
- There were 845 fatal crashes in 2014, 30.4 percent of these crashes involved alcohol.
- 924 persons were killed in motor vehicle crashes in 2014. 30.8 percent of these fatalities were alcohol-related.
- There were 580 drivers killed in motor vehicle crashes in 2014. 509 of these drivers were tested, 38.9 percent tested positive with a BAC of 0.01 or greater.
- Motorcycle operators accounted for 11.6 percent of the fatalities in 2014. 93 of these operators were tested and 43.0 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 (2010-2014)

Gender	Age Group	Total A-Injuries & Fatalities	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	960	66	6.9%
	9 to 15	1,392	78	5.6%
	16 to 20	4,236	646	15.3%
	21 to 34	10,598	2,817	26.6%
	35 to 64	14,863	2,432	16.4%
	65+	3,254	170	5.2%
Female	0 to 8	797	72	9.0%
	9 to 15	1,321	103	7.8%
	16 to 20	4,200	411	9.8%
	21 to 34	8,355	1,292	15.5%
	35 to 64	11,707	1,041	8.9%
	65+	3,317	101	3.0%
Total		65,000	9,229	14.2%

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 336 in 2011 to 297 by December 31, 2017.



Impaired Driving Program Overview

Purpose, mission and goal

The purpose of the Impaired Driving Program and the entire highway safety program is to save lives.

While the highway safety plan's main measure of impaired driving progress is the number of impaired driving fatalities, another vital metric used to evaluate Illinois' impaired driving performance and progress is the alcohol-impaired fatality rate. The alcohol-impaired fatality rate is reliable and equitable because it places drunk driving fatalities in the context of exposure (vehicle miles traveled). Additionally, it is currently the one measure utilized by FAST-Act, the federal highway funding law, to rank each state's impaired driving performance.

Therefore, the Impaired Driving Program's mission is: ***"Improve Illinois' Drunk Driving Fatality Rate through the implementation of priority programs."***

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

Overview

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

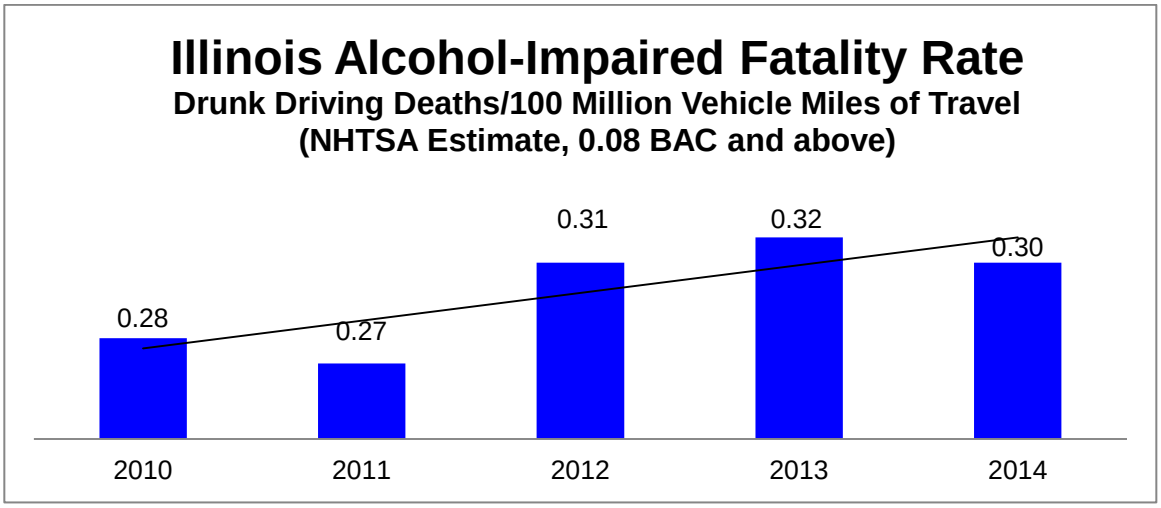
As the state's highway safety agency and recipient of federal highway safety funding, IDOT is Illinois' sole provider of hire-back traffic enforcement grants. The FY 2017 Impaired Driving Program fights to uphold its number one priority in the face of drastically reduced local and state law enforcement agency resources. This has contributed to annual DUI arrests dropping significantly in recent years although raw numbers of alcohol-impaired fatalities and the alcohol-impaired fatality rates have decreased over the same timeframe. These factors and the fact that the annual alcohol-impaired fatality rate has increased recently brings to light the necessity to maximize the deterrent effect of each and every enforcement hour funded with federal highway safety dollars. The Impaired Driving Program seeks to accomplish this with continued funding of high-visibility enforcement details in key counties and cities and through a more comprehensive media strategy.

In FY 2017, IDOT will continue to evaluate its paid media commitment to ensure the messaging and target demos are as effective as possible. In addition, the eLAP program, started in FY15, will continue funding additional, highly-visible roadside safety checks on non-holiday period weekends throughout the year and only within the most populous counties of the state. As the eLAP program continues to evolve, IDOT will consider geo-tagging options via social media to better advertise roadside safety checks within their communities. IDOT will build on its effort to continue restoration of the local Sustained Traffic Enforcement Program (STEP) grant program to more robust funding levels in an effort to make grant-funded productivity more effective. As always, STEP grants integrate impaired driving and seat belt enforcement during six and up to eight major campaigns throughout the year (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day and Labor Day). The holiday equipment incentive programs and additional impaired driving holiday mini-grants are still an important part of the impaired driving program. Key to the incentive program will be restoration of the law enforcement banquets in FY 2017 for grantee and other agencies participating in major holiday campaigns.

Illinois' well-established practice of integrating nighttime seat belt law enforcement into the impaired driving crackdowns remains a key tactic in IDOT's enforcement grant programs. In addition, the Illinois State Police (ISP) are perhaps the most crucial piece of the impaired driving program, conducting the majority of roadside safety checks during holiday campaigns and also adding significant saturation and nighttime patrols with their various grant programs – Driving Under the Influence-Enforcement (DUIE), Occupant Restraint Enforcement Program (OREP), Sustained Traffic Enforcement Program (STEP), Alcohol Countermeasures Enforcement (ACE) and Nighttime Enforcement (NITE). ISP grant enforcement provides vital statewide coverage including the all-important rural roads of Illinois.

New for FY 2017, actually began in FY 2016, is the implementation of the Illinois Impaired Driving Task Force that will play a key role in the development of a Statewide Impaired Driving Strategic Plan ahead of the FAST Act requirement to do so.

In FY 2017, IDOT will also utilize federal impaired driving funds to support the following countermeasures: an impaired driving coordinator; SFST/DRE Program; a Traffic Safety Resource Prosecutor, a Judicial Outreach Liaison; 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 five years (most recent NHTSA estimates available). As shown here, Illinois' alcohol-impaired fatality rate has risen above 0.31 in the last 3 years. Illinois' rate remains below the national average of 0.33. This rate is based on crashes in which at least one driver was at 0.08 BAC or higher (legally drunk). The rate is estimated by NHTSA because of the large number of fatal crashes for which driver BAC is unknown.

Impaired Driving Crackdowns

The FY 2017 Impaired Driving Program keeps its strong commitment to three comprehensive impaired driving crackdowns showcasing high-visibility, impaired driving and seat belt law enforcement taking place around Labor Day, Christmas/New Years and Independence Day. In fact, Illinois maintains strong impaired driving enforcement during all 5 major holiday campaigns including Memorial Day and Thanksgiving when the primary message is "Click It or Ticket." In addition, Illinois has additional campaigns during Super Bowl Weekend, St. Patrick's Day and Halloween with St. Patrick's Day showcasing similar amounts of grant-funded enforcement as the major holidays. IDOT enforcement grantees are also given latitude to place enforcement details when and where needed in their communities with optional "additional enforcement" requests throughout the grant year. This allows flexibility by community to adjust for local events and other needs.

All FY 2016 impaired driving crackdowns 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 goal of every enforcement crackdown is encouraging increased participation by non-grantee law enforcement agencies. As such, equipment incentive programs are used to encourage law enforcement agency participation and activity reporting during crackdowns with the opportunity to earn traffic enforcement equipment.

Impaired Driving Program 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 is responsible for the development and administration of a comprehensive impaired driving program bringing together enforcement, public relations, education and training.

Law Enforcement / Prosecution / Judiciary

The Impaired Driving Program incorporates other fundamental components of the criminal justice system in order to maximize general and specific deterrence to impaired driving. The following three programs – SFST/DRE Training for law enforcement, Traffic Safety Resource Prosecutor and Judicial Outreach Liaison – currently lacking in Illinois can help provide the most comprehensive program possible.

Standardized Field Sobriety Testing / Drug Recognition Expert Program

In mid-FY 2014, IDOT initiated a full-time Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) Statewide Coordinator Position through the Illinois Association of Chiefs of Police. In FY 2015, the coordinator position transitioned and was filled until April 2016 on an interim basis by the Illinois Law Enforcement Training and Standards Board. Illinois has conducted two DRE trainings in each of the last two years training 50 new DRE officers. In FY 2016, with the onset of medical marijuana and the possibility of increased cannabis per se levels, Illinois has once again established a permanent Statewide SFST/DRE Statewide Coordinator position that has been filled by a very qualified individual. This represents an important and necessary step in the development of a comprehensive Statewide Drug Evaluation and Classification Program (DEC).

Prosecution / No-Refusal-Search Warrant Programs

For many years, Illinois had a Traffic Safety Resource Prosecutor Program but the program was discontinued in FY 2014. For FY 2017, IDOT will consider bringing back a Traffic Safety Resource Prosecutor (TSRP), a former prosecutor with extensive experience in the prosecution of impaired driving cases. The first and foremost priority of an Illinois TSRP would be to further promote the use of “No-Refusal” search warrant programs in state’s attorney’s offices and their respective law enforcement agencies.

Another high priority of a TSRP would be to work closely with the SFST/DRE Coordinator and Judicial Outreach Liaison to help ensure synergy between law enforcement, prosecutors and the judiciary regarding blood/breath testing rules and laws in Illinois. This is in anticipation of changing laws governing the use of cannabis and the increased THC per se level for drivers in Illinois.

Judicial / DUI Courts

Also in FY 2017, IDOT will consider the addition of a Judicial Outreach Liaison (JOL), a retired Illinois judge with extensive experience in traffic safety issues and DUI law. IDOT envisions the number one priority of an Illinois JOL to be promotion of the use of DUI Courts throughout Illinois. In addition, a JOL in Illinois would identify issues of concern to judges and other court officials regarding impaired driving or other traffic issues and bring them to the attention of appropriate criminal justice and IDOT highway safety officials; develop a network of contacts with judges and judicial educators to promote judicial education-related to sentencing and supervision of DWI offenders, court trial issues; and alcohol/drug testing and monitoring technology; and promoting other evidence-based and promising court, sentencing and supervision practices.

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, potential de-criminalization of marijuana and the possible increase of THC per se levels makes this type of training even more vital for Illinois' judiciary.

IDOT continues in FY 2017 assisting Macon and Peoria Counties with the operation of their DUI Courts. IDOT has assisted with funding these courts for a few years and both jurisdictions are moving into the evaluation stage of their respective programs. These courts are great models to look at when promoting the proliferation of DUI courts throughout the state.

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

Productivity Incentive Program

IDOT recognizes that limited federal resources can only fund a small portion of the impaired driving and belt enforcement in Illinois. Illinois' successes combatting impaired driving are due in large part to non-grant-funded enforcement from local and state law enforcement agencies conducted throughout the year.

IDOT offers 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). During each major holiday mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued by their officers are placed in a drawing to win portable/preliminary breath testers, LIDAR, moving radar and handheld radar units. It is anticipated in FY 2017, IDOT will restore the bi-annual law enforcement banquets for agencies participating in the program. These banquets give IDOT the opportunity to say, "Keep up the grant work" and also communicate directly with the top traffic safety agencies in the state, fostering more buy in form the every-shrinking pool of agencies able to commit to impaired driving and traffic enforcement.

Statewide Impaired Driving Task Force

In April of 2016, a statewide Impaired Driving Task Force (IDTF) was formed. While a delay in data has allowed Illinois to retain its FAST-Act designation as a "Low-Range" state for an additional year, Illinois has chosen to adopt a task force a year prior to its imminent "Mid-Range" state designation. The IDTF will allow individuals and organizations interested in impaired driving issues in Illinois to share ideas to formulate suggested changes to law, enforcement activity, driver licensing, prosecution and adjudication, prevention, communication and adult and underage drinking.

To accomplish its mission, the IDTF will leverage the expertise of its members to developing a Statewide Impaired Driving Strategic Plan. The strategic plan will work in tandem with the annual Illinois Highway safety plan; lending overall direction to the programs for which federal highway safety funding will be provided and also providing guidance to Illinois' numerous individuals, organizations and governmental bodies who play a role in the fight against impaired driving.

Impaired Driving Program Strategies

- Fund an Illinois Impaired Driving Program Coordinator.
- Fund an Illinois SFST/DRE Coordinator to improve the overall coordination of law enforcement SFST training and continue development of an Illinois Drug Recognition Expert Program.
- Support Illinois' Impaired Driving Task Force
- Consider re-establishment of a Traffic Safety Resource Prosecutor Program and establishment of a Judicial Outreach Liaison in order to create a better-rounded impaired driving program incorporating all the vital components of the criminal justice system.
- Retain the fundamental core of high-visibility impaired driving and late-night seat belt enforcement with local, county and state police agencies by maximizing support and funding of high-visibility enforcement details in key counties and cities.
- Establish target for enforcement grants, identify and analyze alcohol-related crash fatalities in counties comprising 60 percent of all alcohol-related crash fatalities for a five year period and counties comprising 85 percent of the statewide population (23 counties).
- Maintain grant-funded enforcement priorities of high-visibility impaired driving and nighttime seat belt (funded with occupant protection funds) details.
- Utilize eLAP program to fund roadside safety check details on non-holiday period weekends throughout the year within the most populous counties of the state.
- Maintain strong commitment to high-visibility enforcement and comprehensive media efforts during five major holiday campaigns as well as Halloween, Super Bowl weekend and St. Patrick's Day.
- Promote "Drive Sober or Get Pulled Over" and "Click It or Ticket" in all earned media materials and media buys during major impaired driving crackdown periods.
- Re-tool paid media plan ensuring the messaging and target demographics are as effective as possible.
- Integration of nighttime seat belt law enforcement message into the impaired driving paid messaging to better support the two-tiered grant (alcohol and belts) enforcement.
- More innovative use of social media, particularly in the area of promoting enforcement efforts.

- Via SFST/DRE Program, encourage more officers to keep up-to-date with their SFST training to foster new generation of DUI officers.
- Recognize accomplishments of IDOT's Traffic Safety Partners (i.e., TOP Cops, MADD Heroes Awards, DUI Pin Awards Program, Impaired Driving Incentive Program and 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.
- Assist with funding to expand Peoria County DUI Court to include 24/7 Sobriety programs for its most hard-core offenders.
- Fund and support the use of courtroom monitoring projects, particularly in high-priority jurisdictions.
- 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 and No-Refusal activities.
- Administer statewide productivity incentive program to encourage more law enforcement agencies to participate in impaired driving crackdowns.

Impaired Driving Project Tasks

Project Number: 17-13-02 (M6OT) (405d)
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: $30,400

Project Number: 17-13-03 (M6OT) (405d)
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: $236,800

Project Number: **17-13-13 (M6OT) (405d)**
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: **$49,000**

Project Number: **17-13-14 (M6OT) (405d)**
Project Title: **Paid Media (IDOT)**

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 2017. This task also helps support the media buyer for these three campaigns.

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

Project Number: **17-13-15 (M6OT) (405d)**
Project Title: **BASSET (ILCC)**

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

Budget: **$19,000**

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-13-02	Operation Straight ID (SOS)	$ 30,400	405d
17-13-03	Breath Analysis (ISP)	$ 236,800	405d
17-13-13	Judicial Training (AOIC)	$ 49,000	405d
17-13-14	Paid Media (IDOT)	$ 2,000,000	405d
17-13-15	BASSET (ILCC)	$ 19,000	405d
405d Total		$ 2,335,200	
Total		$ 2,335,200	

MATCH TASKS

Match Task Overview

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

Match Project Tasks

Project Number: 17-02-09 (State Funds) (402 Match)
Project Title: State Match (Local)

Project Description
This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury. A total of five injury prevention projects will be funded in FY 2017, see addendum 3 for a list of individual projects. Illinois will not seek federal reimbursement for this task during FY 2017.

Budget: $688,137

Project Number: 17-04-03 (State Funds) (402 Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 41,400 hours of regular traffic patrol will be conducted in FY 2017.

Budget: $1,909,782

Project Number: 17-13-09 (State Funds) (405d Impaired Driving Match)
Project Title: Probation Services (AOIC)

Project Description
The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. There were 12,372 DUI defendants supervised by Illinois probation departments in 2015, at an average cost per case of $1,762 per DUI Offender and $4,405 per Specialized DUI Program offender. Total estimated expenditures for DUI probation supervision in 2015 was $25,153,431. For this program IDOT only needs a state match of $1,770,990.

Budget: $1,770,990

Project Number: 17-18-08 (State Funds) (405c Data Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 8,211 hours of regular traffic patrol will be conducted in FY 2017.

Budget: $378,773

Project Number: 17-19-03 (State Funds) (405b Occupant Protection Match)
Project Title: State Police Traffic Services (ISP)

Project Description
This task identifies the regular traffic patrol efforts of the Illinois State Police and utilizes only state funds. It is estimated that approximately 13,752 hours of regular traffic patrol will be conducted in FY 2017.

Budget: $634,379

Match Tasks: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-02-09	State Match (Local)	$ 688,137	State Match
17-04-03	ISP Match	$ 1,909,782	State Match
17-13-09	Probation Services (Match)	$ 1,770,990	State Match
17-18-08	ISP Match	$ 378,773	State Match
17-19-03	ISP Match	$ 634,379	State Match
Total Match Funds		$ 5,382,061	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Statement

In 2014, Illinois experienced a total of 116 fatal crashes involving motorcycles, resulting in the death of 118 motorcycle operators and passengers. Motorcyclist fatalities decreased more than 22 percent from 152 in 2013 marking the lowest number of motorcycle fatalities since 2002 (100). Other significant factors include:

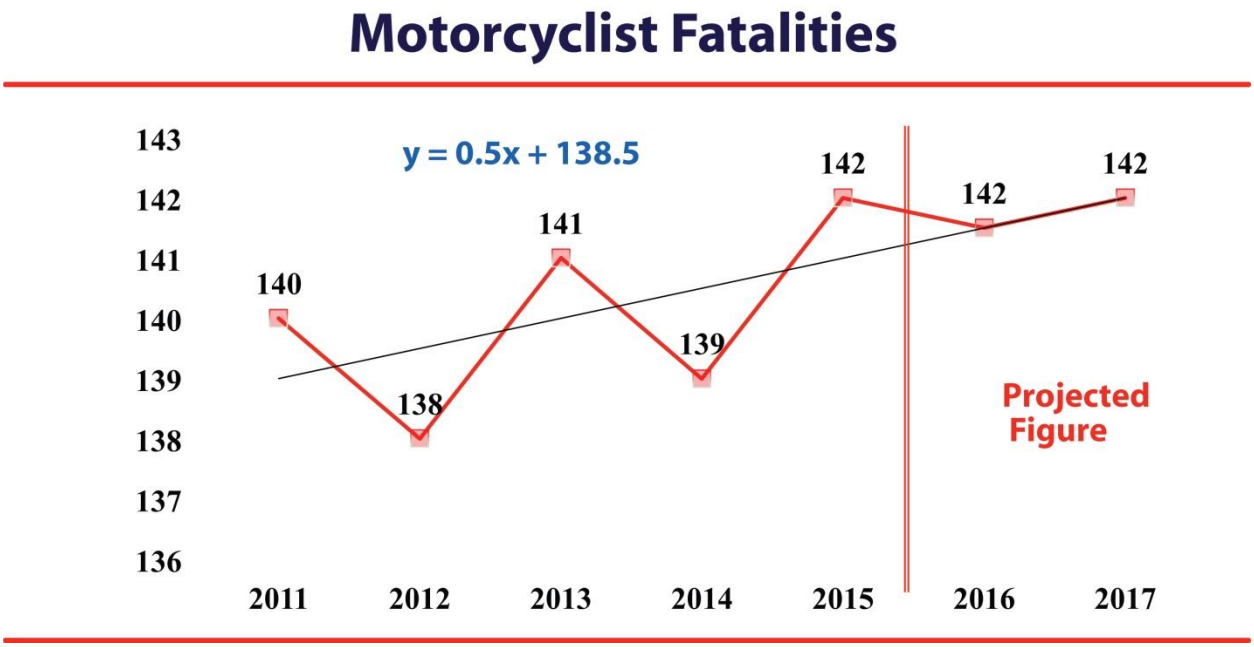
- The 118 motorcyclists killed accounted for almost 14 percent of all motor vehicle fatalities that occurred in 2014. In comparison, motorcycle registrations comprise 4 percent of all motor vehicle registrations.
- In 2014, almost 39 percent of motorcyclists killed were in the 30-49 age group.
- 80 (76%) of the 118 motorcyclists killed in 2014 were not wearing a helmet.
- Of the 107 motorcycle operators killed, those aged 25-44 had a higher percentage of alcohol-related crash involvement than those in other age groups.
- 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 (2010-2014)

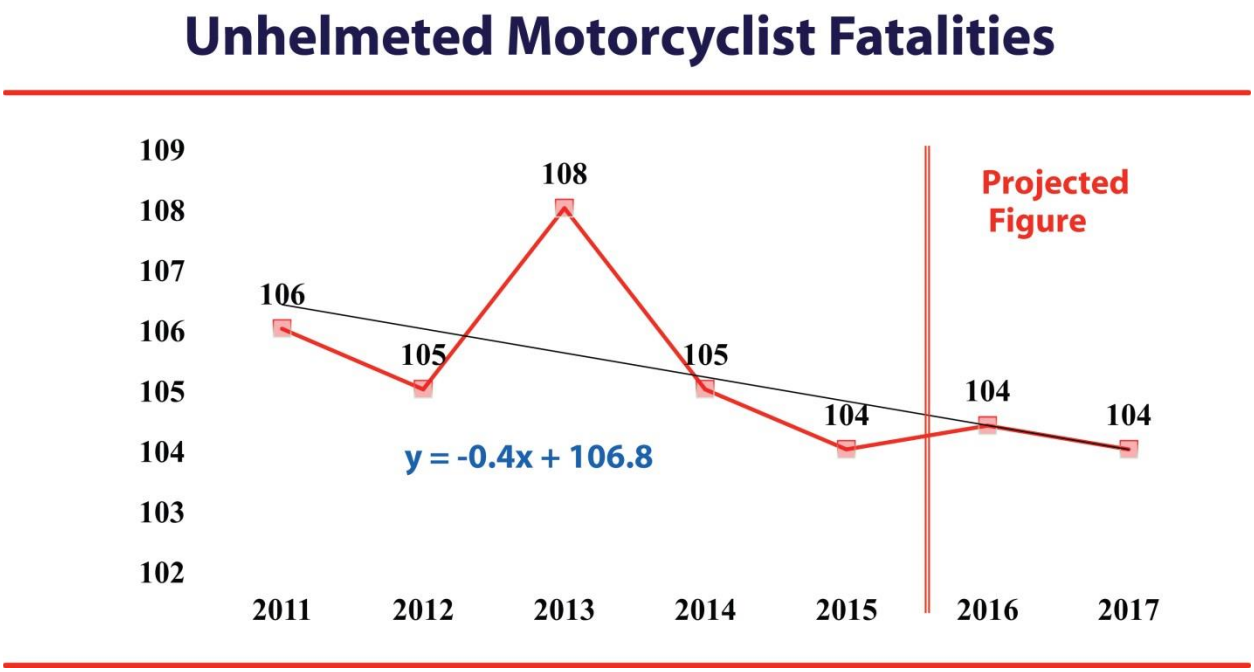
Gender	Age Group	Total A-Injuries & Fatalities	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	960	5	3	60.0%	0.5%
	9 to 15	1,392	29	9	31.0%	2.1%
	16 to 20	4,236	245	110	44.9%	5.8%
	21 to 34	10,598	1,483	479	32.3%	14.0%
	35 to 64	14,863	2,896	731	25.2%	19.5%
	65+	3,254	283	115	40.6%	8.7%
Female	0 to 8	797	6	2	33.3%	0.8%
	9 to 15	1,321	9	3	33.3%	0.7%
	16 to 20	4,200	66	12	18.2%	1.6%
	21 to 34	8,355	263	68	25.9%	3.2%
	35 to 64	11,707	629	173	27.5%	5.4%
	65+	3,317	29	16	55.2%	0.9%
Total		65,000	5,943	1,721	29.0%	9.1%

Program Goals

Goal: To keep the statewide motorcycle fatalities under the projected figure of 142 by December 31, 2017.



Goal: To keep the number of unhelmeted motorcycle fatalities under the projected figure of 104 by December 31, 2017.



Motorcycle Safety Program Overview

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

Illinois Motorcycle Winter Conference

In FY 2017, IDOT will hold its sixth annual Illinois Motorcycle Winter Conference. The conference will bring together the university staff members from the four motorcycle training centers 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 2016, helmet usage rates will not be known until August 2016. In June 2015 a motorcycle helmet observational survey was conducted. A total of 1,136 motorcycle riders were observed. Of those, 45.5 percent were observed wearing helmets. Based on road type, motorcycle helmet use was the highest on Interstate highways at 61.6 percent. Helmet use on U.S./Illinois highways was at 39.9 percent, while helmet use on residential roads was at 36.0 percent. The helmet usage rate was 47.0 percent on the weekdays and 44.2 percent on weekends.

Motorcycle Safety Program Strategies

- 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: **17-22-01 (405f MC)**
Project Title: **CRSTP Training (IDOT)**

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

Budget: **$132,000**

Project Number: **17-22-02 (405f MC)**
Project Title: **Outreach Materials (IDOT)**

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

Budget: **$25,000**

Project Number: **17-22-03 (405f MC)**
Project Title: **Motorcycle Winter Conference (IDOT)**

Project Description
This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2016.

Budget: **$10,000**

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-22-01	CRSTP Training	$ 132,000	405f
17-22-02	Outreach Materials	$ 25,000	405f
17-22-03	MC Winter Conference	$ 10,000	405f
405f Total		$ 167,000	
Total All Funds		$ 167,000	

OCCUPANT PROTECTION

Problem Statement

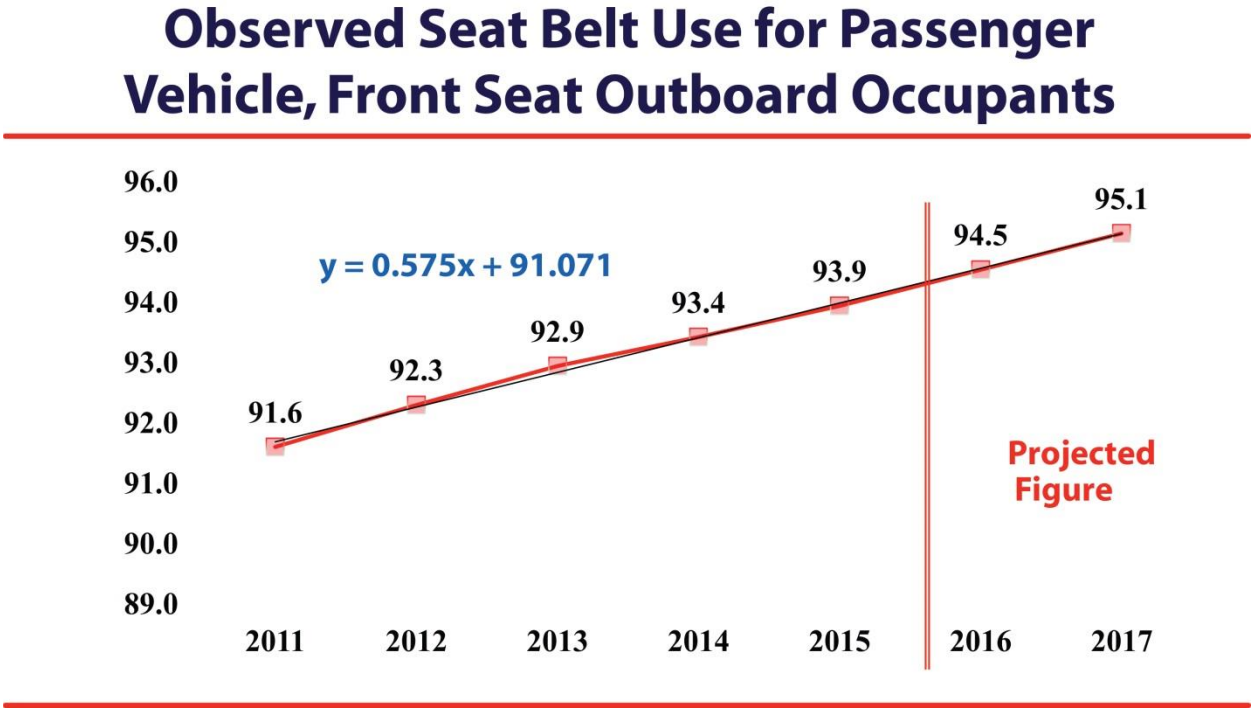
- 924 persons were killed in 845 crashes in 2014.
- Drivers killed amount to 62.8 percent of all fatalities in 2014.
- Drivers injured amount to 64.9 percent of all injuries for 2014.
- Passengers represent 20.3 percent of the total number of fatalities in 2014.
- Passengers represent 26.3 percent of the total number of injuries in 2014.
- There were 296,049 crashes involving motor vehicles in Illinois in 2014.
- Crashes involving "A" injury account for 15.0 percent of the injury crashes statewide in 2014.
- There were 3,169 injuries to children age 9 and younger in motor vehicles in 2014, which accounts for 14.3 percent of all passenger injuries.
- In 2014, there were 7 fatalities to children age 9 and younger in motor vehicles.
- In 2014, there were 59 fatalities to teenagers aged 16 to 19 that were drivers and passengers.
- The observed car seat usage rate for 2014 was 89.2 percent.
- Using the last five years of crash data, males 21-34 had the lowest percentage of belted occupant A-injuries and fatalities. (Refer to Table 3)

Table 3: Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group (2010-2014)

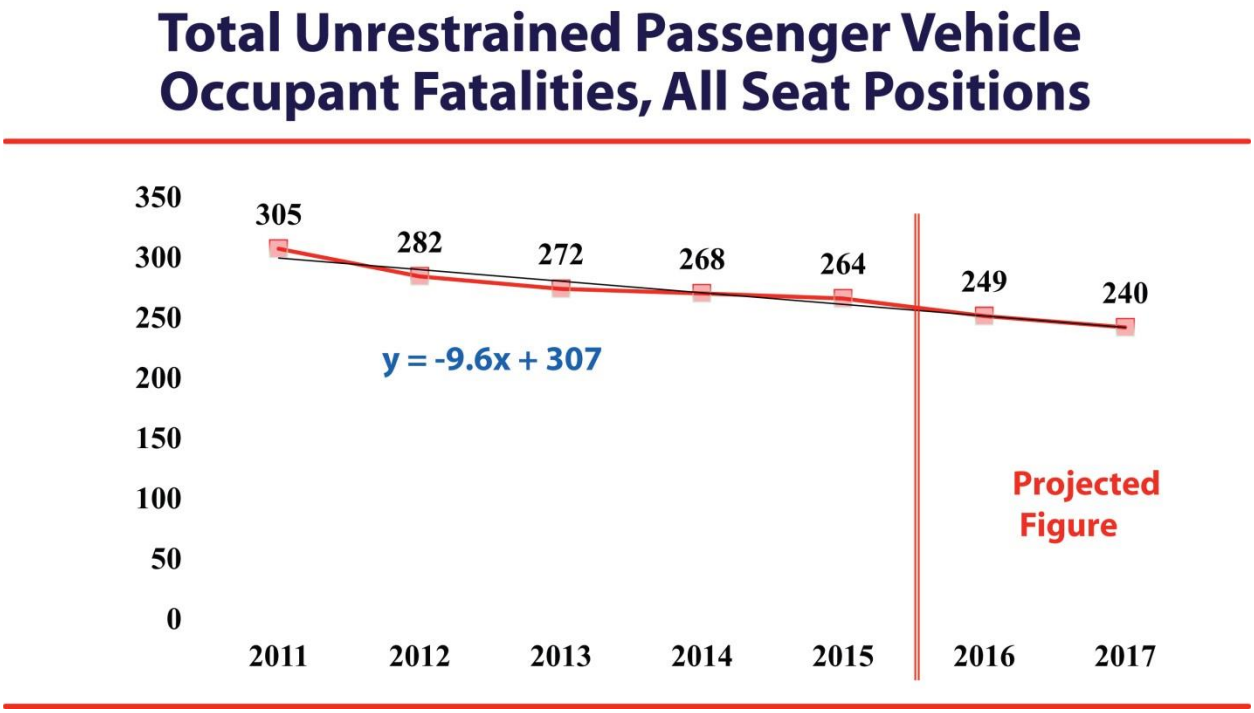
Gender	Age Group	Total A-Injuries & Fatalities	Occupant A-Injuries & Fatalities	Belted Occupant A-Injuries & Fatalities	% Belted Occupant A-Injuries & Fatalities
Male	0 to 8	960	761	567	74.5%
	9 to 15	1,392	869	569	65.5%
	16 to 20	4,236	3,970	2,286	57.6%
	21 to 34	10,598	9,735	4,956	50.9%
	35 to 64	14,863	13,204	7,295	55.2%
	65+	3,254	2,838	2,039	71.8%
Female	0 to 8	797	689	530	76.9%
	9 to 15	1,321	1,034	751	72.6%
	16 to 20	4,200	4,016	2,912	72.5%
	21 to 34	8,355	7,732	5,739	74.2%
	35 to 64	11,707	11,004	8,572	77.9%
	65+	3,317	3,019	2,651	87.8%
Total		65,000	58,871	38,867	66.0%

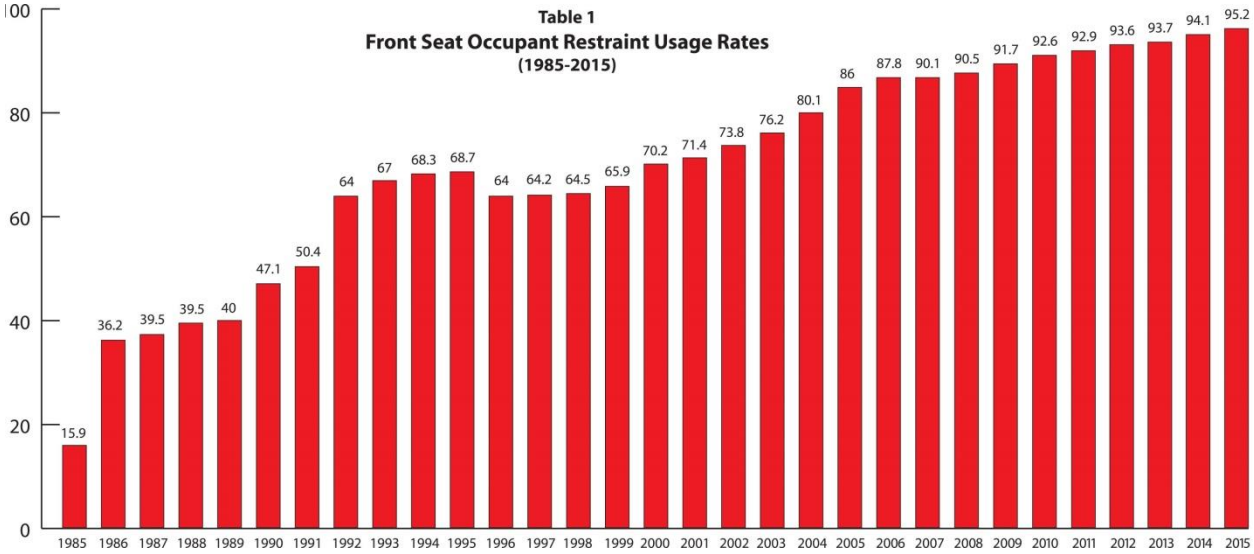
Program Goals

Goal: To increase the statewide seat belt usage rate from the 2011 level of 91.6 percent to 95.1 percent by December 31, 2017.



Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities from 305 in 2011 to 240 by December 31, 2017.





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 95.2 percent in June 2015.

Occupant Protection Program Overview

IDOT is determined to reduce the number of unrestrained passenger vehicle occupant fatalities from 245 in 2014 to 220 by December 31, 2016. In FY 2017, the Occupant Protection Program will continue to contribute significantly to the achievement of the statewide goals by maintaining the Sustained Traffic Enforcement Program (STEP) grant program, conducting paid and earned media campaigns and researching new methods of reaching motorists who choose to travel unbelted. The Seat Belt Observational Survey, conducted in June of 2015, showed a slight increase in daytime, front seat belt usage in Illinois with an increase from 94.1 to 95.2 percent. IDOT will continue to focus on efforts that help 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 2017, IDOT will continue to direct resources that increase seat belt law enforcement with a focus on the counties within the 23-county model and nighttime seat belt enforcement zones. Procedures to increase and retain certified Child Passenger Safety Technicians, and a determination to increase seat belt compliance within the city of Chicago will also continue. IDOT will be working in several areas including older (senior) drivers, back seat passengers and booster seat education. IDOT will also encourage law enforcement to continue enforcing seat belt legislation, which took effect on January 1, 2012, requiring that vehicle occupants ride restrained.

Click It or Ticket (CIOT)

Illinois' overall daytime seat belt usage rate increased by 1.1 percentage points from 94.1 percent in 2015 to 95.2 percent after the May CIOT campaign in 2015. With the day time seat belt compliance rate slightly above 95 percent, IDOT will focus on maintaining the rate among current users and seek new ways to reach the final 4.8 percent of non-users. IDOT will also develop and implement an outreach campaign designed to reach back seat passengers in an effort to increase overall compliance with the seat belt law, thusly reducing overall injuries and fatalities on Illinois roadways. IDOT plans to continue support of occupant protection mobilizations that correspond with national seat belt campaigns. The STEP program will continue with grantees required to participate in both the Memorial Day and Thanksgiving mobilizations. At least 50 percent of the patrol hours during these campaigns must be conducted between the hours of 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. IDOT 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. IDOT will continue with social media campaigns which will include belt messaging. Earned media messaging will focus on the importance of buckling up both in the front and back seat.

IDOT plans to support local law enforcement initiatives with on-line CIOT materials. The online materials will include media advisories and press releases to announce that local law enforcement activities will be held during nighttime hours. The online kit will also include brochures, posters and other printed material that can be posted in businesses, libraries and public areas to promote our safe driving messages. We will continue to provide educational guidance and materials at county and state fairs.

Based on the May 2015 evaluation of the CIOT campaign, it is apparent that more resources must go into increasing seat belt compliance within the city of Chicago where the seat belt usage rate is lower than the average statewide rate (90.4 percent versus 95.2 percent). The seat belt usage rate for Chicago decreased from 91.4 percent to 90.4 percent after the 2015 survey. IDOT will continue to build partnerships in the Chicago area in an effort to reverse this trend.

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

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

IDOT will also work with physicians groups to ensure they are receive and sharing the correct information regarding seat belt use.

CIOT Mobilization Recognition

IDOT will again conduct one luncheon for law enforcement officers who participate in the Click It or Ticket (CIOT) mobilization during the May 2016 CIOT National Enforcement mobilization. IDOT will also offer enforcement incentives during the CIOT campaign. IDOT plans on notifying local law enforcement agencies in October 2016 in an effort to generate momentum. IDOT believes this incentive program is an effective way of generating excitement throughout the law enforcement community and is a key component to raising the seat belt compliance rate. IDOT 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

IDOT will continue to focus on four key areas to increase car seat and booster seat usage (1) expansion of our public education program (2) increase the technician base through certification training (3) retain at least 60 percent of recertifying child passenger safety technicians and (4) support car seat inspection station network at state and local agencies. In an effort to meet these goals, IDOT will hold approximately 30 Skills Enhancements/Update Courses throughout the year and maintain our website with education information for parents and technical information for technicians (www.buckleupillinois.org). IDOT will conduct the annual Child Passenger Safety (CPS) Observational Survey in July 2016 in an effort to evaluate the progress of the CPS program.

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

CPS Local Programs

Traffic crashes are a leading cause of death for children. In Illinois, one out of four children who die in crashes is unrestrained. In 2014, 14 children, (birth through nine years) were killed and 3,602 were injured in motor vehicle crashes.

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

During FY 2017, IDOT will provide funding to implement and evaluate a booster education program, in an effort to help local communities reduce death and injury rates in booster seat aged children. The main focus of the program is to raise awareness of booster seat safety and caution against graduating to an adult seat belt too soon. This program will include mini-grants to local agencies.

IDOT will develop an educational program to reach the “tween” population; children between ages 8 – 12. This program will promote the importance of wearing a seat belt. IDOT does not currently provide any programming for this age group as was identified in the 2010 Occupant Protection Program Assessment. This curriculum will reinforce messages children throughout childhood in an effort to increase overall seat belt use for this age group.

IDOT will also fund seven Traffic Safety Resource Centers to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs and area schools to engage the community in outreach and education. The resource centers will continue to lead statewide car seat education program, coordinate standardized child passenger safety technician certification courses and sponsor Click It or Ticket programming. The resource centers actively promote the national and statewide CIOT mobilizations by delivering the messages to local communities and by assisting IDOT with press events during the campaigns. One resource center will be creating a Facebook page and Twitter network of CPS technicians to get valuable information out to the techs as soon as possible, as well as offer the opportunity to share thoughts, ideas, and ask questions to other technicians.

During Child Passenger Safety Awareness Week, IDOT will once again host National Seat Check Saturday events. During Seat Check Saturday 2015, Illinois lead the nation by conducting approximately 80 checkpoints with more than 400 certified child passenger safety technicians volunteering statewide. Seat Check Saturday 2016 will be co-sponsored by AAA and the Illinois Office of the Secretary of State. The participating checkpoints will receive replacement car seats, flyers and posters to support their events. Educational materials will be distributed to the general public by offering CPS Week printed materials to local libraries, schools, children’s museums and the CPS technician network. IDOT anticipates that it will follow a similar format for Child Passenger Safety Awareness Week 2017.

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 58.5 percent in FY 2015. Illinois had a technician recertification rate of 54.7 percent.

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 meet 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 1,500 certified child passenger safety technicians and instructors. The Traffic Safety Liaisons (TSLs) have been tasked with retaining 60 percent of expiring technicians, but from the state level, IDOT 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 2017, the TSL team and Illinois CPS Advisory Board will develop several online CEU opportunities and will hold hands-on Skills Enhancement/Update sessions providing CEUs towards recertification. CEU opportunities outside of Illinois, such as those offered by Safe Kids Worldwide, will be promoted to all technicians and instructors in Illinois.

Occupant Protection Coordinator

IDOT will fill the Occupant Protection (OP) Coordinator position in FY 2017. The OP Coordinator will provide technical expertise as a specialist for IDOT 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. The OP Coordinator oversees the TSL's and works with IDOT to develop messaging, earned media activities and paid media strategies for the Occupant Protection and CPS campaigns.

Occupant Protection Assessment

In August, 2010, NHTSA conducted an assessment of Illinois' occupant protection program. Many recommendations from the assessment have been utilized and more will be added to the list in FY 2017.

Occupant Protection Program Strategies

- Hire an Occupant Protection Coordinator to oversee all of IDOT'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.
- Promote Booster Seat Curriculum through the state of Illinois.
- Develop a plan to address the increase in Older/Senior Drivers.

Occupant Protection Project Tasks

Project Number: **17-02-02 (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: **$1,120,893**

Project Number: **17-02-03 (OP) (402)**
Project Title: **Paid Media (IDOT)**

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

Budget: **$300,000**

Project Number: **17-02-04 (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: **$69,117**

Project Number: **17-19-02 (M1CPS) (405b)**
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 car seat installation check locations statewide. The program will also provide continuation of a car seat component as an integral part of SOS Drivers youth traffic safety presentations.

Budget: **$32,200**

Project Number: **17-19-07 (M1CSS) (405b)**
Project Title: **CPS Seats (IDOT)**

Project Description
This task provides funds for IDOT to purchase Child Passenger Safety seats in FY 2017.

Budget: **$10,000**

Project Number: **17-19-08 (M1CSS) (405b)**
Project Title: **CPS Seats & Training (Local)**

Project Description
This task provides funds for six local agencies to conduct car seat checks, technician and instructor trainings and car seat outreach in their community.

Budget: **$38,328**

Project Number: **17-19-09 (M1TR) (405b)**
Project Title: **CPS Re-Certification (IDOT)**

Project Description
This task provides funds to pay for IDOT staff that is Child Passenger Safety technician re-certification fees in FY 2017.

Budget: **$500**

Project Number: **17-19-11 (M1*PM) (405b)**
Project Title: **Paid Media (IDOT)**

Project Description
This task provides funds for IDOT to conduct a paid media campaign for the 2017 Memorial Day Click It or Ticket campaign.

Budget: **$650,000**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-02-02	RTSRC (Local)	$ 1,120,893	402
17-02-03	Paid Media (IDOT)	$ 300,000	402
17-02-04	Phone Surveys (Local)	$ 69,117	402
17-19-02	KISS (SOS)	$ 32,200	405b
17-19-07	CPS Seats (IDOT)	$ 10,000	405b
17-19-08	CPS & Training (Local)	$ 38,328	405b
17-19-09	CPS Re-Certification (IDOT)	$ 500	405b
17-19-11	Paid Media	$ 650,000	405b
402 Total		$ 1,490,010	
405b Total		$ 731,028	
Total All Funds		$ 2,221,038	

PEDESTRIAN AND PEDALCYCLE PROGRAM AREA

Problem Statement

- Crashes involving pedestrians account for 1.5 percent of the overall crashes statewide in 2014.
- Crashes involving pedalcyclists account for 1.1 percent of the overall crashes in statewide in 2014.
- In 2014, there were 127 pedestrian fatalities and of the 4,402injured, 860 suffered “A” injuries statewide.
- In 2014, there were 27 pedalcyclist fatalities and of the 3,020 injured, 425 suffered “A” injuries statewide.
- In 2014, there were 35 pedestrian fatalities and of the 2,521 injured, 381 suffered “A” injuries in the city of Chicago.
- In 2014, there were 6 pedalcyclist fatalities and of the 1,528 injured, 147 suffered “A” injuries in the city of Chicago.

Overview

Between 2009 and 2013, 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 (2010-2014)

Gender	Age Group	Total A-Injuries & Fatalities	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	960	182	19.0%
	9 to 15	1,392	280	20.1%
	16 to 20	4,236	297	7.0%
	21 to 34	10,598	696	6.6%
	35 to 64	14,863	1,217	8.2%
	65+	3,254	289	8.9%
Female	0 to 8	797	90	11.3%
	9 to 15	1,321	212	16.0%
	16 to 20	4,200	262	6.2%
	21 to 34	8,355	457	5.5%
	35 to 64	11,707	825	7.0%
	65+	3,317	280	8.4%
Total		65,000	5,087	7.8%

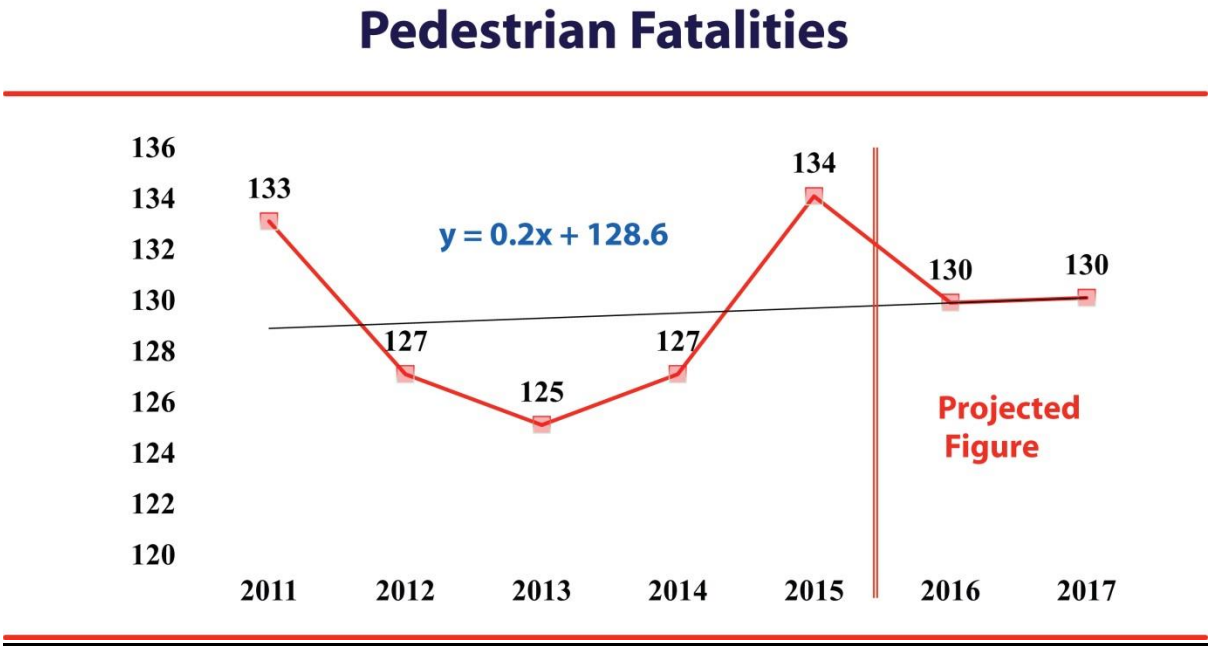
- The group with the highest percentage of pedalcycle-related A-injuries and fatalities were males aged 9 to 15. Young males typically ride bicycles more than young females. (Refer to Table 5)

Table 5: Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2010-2014)

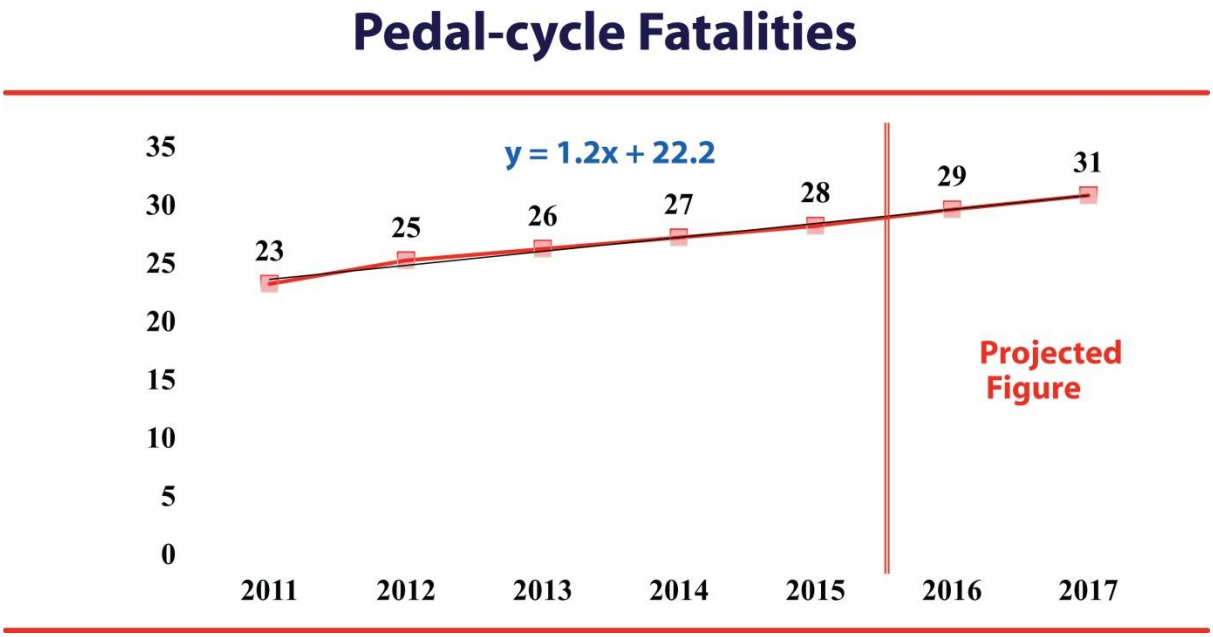
Gender	Age Group	Total A-Injuries & Fatalities	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	960	71	7.4%
	9 to 15	1,392	277	19.9%
	16 to 20	4,236	211	5.0%
	21 to 34	10,598	377	3.6%
	35 to 64	14,863	630	4.2%
	65+	3,254	87	2.7%
Female	0 to 8	797	18	2.3%
	9 to 15	1,321	79	6.0%
	16 to 20	4,200	76	1.8%
	21 to 34	8,355	156	1.9%
	35 to 64	11,707	159	1.4%
	65+	3,317	13	0.4%
Total		65,000	2,154	3.3%

Program Goals

Goal: To keep the number of statewide pedestrian fatalities under the projected figure of 130 by December 31, 2017.



Goal: To keep the statewide number of pedalcycle fatalities under the projected figure of 31 by December 31, 2017.



Pedestrian and Pedalcycle Program Overview

Under FAST Act a new section titled Non-motorized Safety Grants was established for the purpose of decreasing pedestrian and bicyclist fatalities and injuries resulting from crashes involving motor vehicles. In FY 2017 IDOT will continue to 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 will continue programs to reduce the number of crashes and fatalities related to pedestrians and bicyclist. These efforts will include research, training, and creating safe behaviors through focused enforcement efforts. The CPD program will focus pedestrian safety enforcements as well as the work of the local Police Districts on bicycle safety and education. The Pedestrian and Bicycle Safety Enforcement Initiative 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 conduct over 100 enforcement events. Events will be prioritized based on the existing crash data analysis with a strong focus on pedestrian safety.

CDOT's Pedestrian and Bicycle safety initiative will focus on enforcement and proven educational strategies in response to IDOT priorities. Strategies fall under Enforcement and Creating Safe Behaviors, with additional CDOT commitment to Research and Training. CDOT will continue to use crash data analysis to identify specific areas and groups to focus on.

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 pedalcycle safety programs.

Pedestrian and Pedalcycle Project Task

Project Number: 17-12-02 (405h)
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: $325,186

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-12-02	Bicycle/Pedestrian Safety (Local)	$ 325,186	405h
405h Total		$ 325,186	
Total All Funds		$ 325,186	

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: 17-01-01 (PA)
Project Title: Planning and Administration (IDOT)

Project Description
Housed under the Illinois Department of Transportation (IDOT) the Bureau of Safety Programs and Engineering (SP&E) 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, SP&E 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 SP&E.

Budget: $40,000

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

Project Number	Project Title	Budget	Budget Source
17-01-01	Planning & Administration (IDOT)	$ 40,000	402
402 Total		$ 40,000	
Total All Funds		$ 40,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Statement

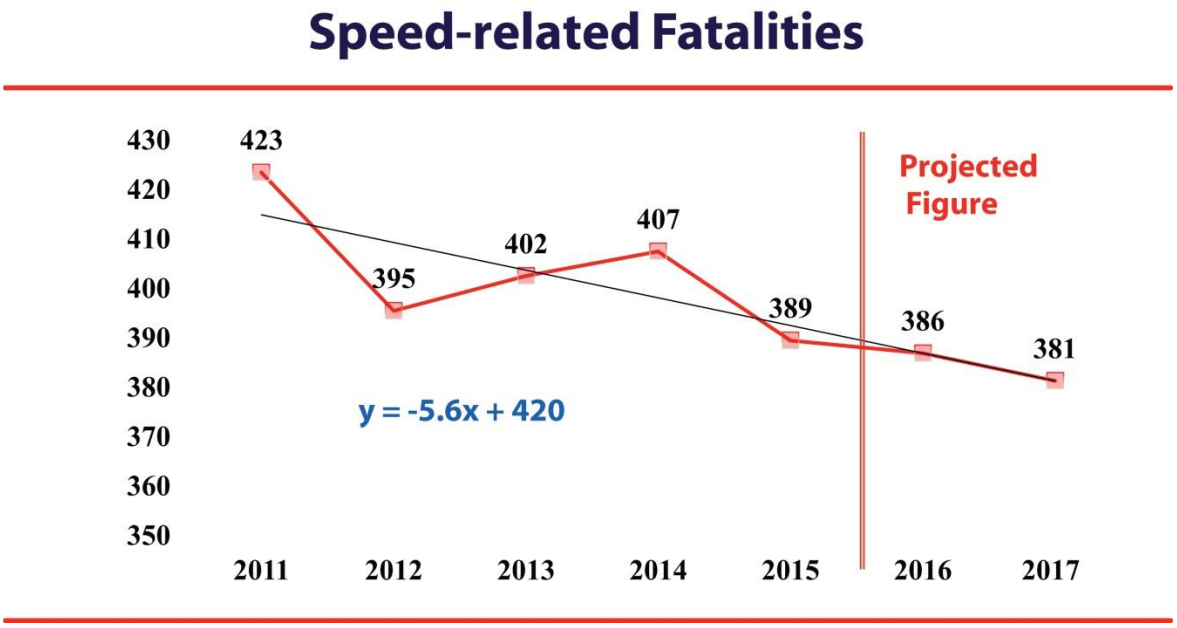
- In 2014, a total of 339 fatalities resulted from speed-related crashes, 36.7 percent of the total fatalities in Illinois.
- Crashes involving speed account for 34.9 percent of the fatal crashes and 37.4 percent of the injury crashes in 2014.
- In 2014, 285 people were killed in alcohol-related crashes, 30.8 percent of the 924 total crash fatalities.
- Males ages 21-24 had the highest DUI arrest rate.
- 86 percent of all drivers arrested for DUI are first time offenders.
- In 2014, a total of 242 fatalities occurred when drivers and passengers were not wearing a seat belt.
- The groups with the highest percentage of A-injuries and fatalities due to speed were males aged 16 to 20, males aged 21 to 34, and 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 (2010-2014)

Gender	Age Group	Total A-Injuries & Fatalities	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	960	277	28.9%
	9 to 15	1,392	363	26.1%
	16 to 20	4,236	1,571	37.1%
	21 to 34	10,598	3,795	35.8%
	35 to 64	14,863	4,732	31.8%
	65+	3,254	820	25.2%
Female	0 to 8	797	240	30.1%
	9 to 15	1,321	435	32.9%
	16 to 20	4,200	1,509	35.9%
	21 to 34	8,355	2,918	34.9%
	35 to 64	11,707	3,900	33.3%
	65+	3,317	852	25.7%
Total		65,000	21,412	32.9%

Program Goal

Goal: To keep the statewide speed-related fatalities under the projected figure of 381 by December 31, 2017.



Police Traffic Services Program Overview

IDOT will continue to direct significant resources toward enforcement of occupant protection and impaired driving laws in Illinois. IDOT will focus on eight mobilizations throughout the year with increased focus during the national Click It or Ticket and the Labor Day Drive Sober or Get Pulled Over campaigns. Each mobilization will increase seat belt usage among identified populations that have lower seat belt usage rates and reduce impaired driving. Please refer to addendum 4 for IDOT's Evidence Based Enforcement Plan for FY 2017.

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 16–29, 2015 and May 16–30, 2016)
- 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.
- IDOT 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: 17-02-08 (OP) (402)
Project Title: Evaluation (Local)

Project Description
This task provides funds to contract for the services to assist IDOT staff with program evaluation and fund an impaired driving coordinator for Illinois. Develop an in-depth analysis of motor vehicle related fatalities and injuries in Illinois using several crash related databases; link crash data to other health care databases through the Crash Outcome Data Evaluation Systems (CODES); assist in evaluating each highway safety project with an enforcement component; design and conduct annual observational seat belt and child safety surveys. This task will fund Illinois' Impaired Driving coordinator, Traffic Safety Resource Prosecutor, 2 LELs and an Office Coordinator.

Budget: $1,140,428

Project Number: 17-03-03 (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: $170,700

Project Number: **17-03-04 (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 IDOT. Approximately 50 percent of the 8 LEL's salary will be charged to this task. The Grant Management Coordinator and Office Systems Specialists will also be charged to this task. See addendum 3 for list of LEL projects.

Budget: **$584,974**

Project Number: **17-04-01 (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 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. In addition, training will be targeted in IDOT's 23 county breakdown.
In FY 2017, 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: **$60,000**

Project Number: **17-04-02 (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: **$4,199,670**

Project Number: **17-04-04 (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: **$1,164,500**

Project Number: **17-04-05 (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. Off-duty troopers will be hired back to patrol on those days of the week and during those times of the day when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police and the Department of Transportation using the High Accident Location and Information System (HALIS), safety belt usage survey data and arrest data.

Budget: **$939,800**

Project Number: **17-04-06 (PT) (402)**
Project Title: **Vision Zero (Local)**

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

Budget: **$75,395**

Project Number: **17-04-07 (PT) (402)**
Project Title: **Traffic Safety Challenge (Local)**

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

Budget: **$93,379**

Project Number: **17-04-09 (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: **$67,500**

Project Number: **17-04-10 (PT) (402)**
Project Title: **Mobilization Equipment (IDOT)**

Project Description
This task provides funds for IDOT to purchase equipment for law enforcement agencies who participated in the May 2017 Click It or Ticket mobilization. The equipment will be awarded at the mobilization luncheon.

Budget: **$50,000**

Project Number: **17-04-11 (PT) (402)**
Project Title: **CIOT Mobilization Luncheons (IDOT)**

Project Description
This task provides funds for IDOT to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2016, the Holiday Season campaign and the Click It or Ticket mobilization during the May 2017 Click It or Ticket National Enforcement mobilization.

Budget: **$10,000**

Project Number: **17-13-01 (M6OT) (405d)**
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: **$1,100,600**

Project Number: **17-13-04 (M6OT) (405d)**
Project Title: **Mini Mobilization Projects (Local)**

Project Description
This task provides funds for local law enforcement agencies to conduct enforcement details during the 2016 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 2016, April 2017 and June 2017.

Budget: **$200,000**

Project Number: **17-13-06 (M6OT) (405d)**
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. ILETSB will also house the DRE/SFST Coordinator for Illinois. The ultimate goal of the project is to reduce statewide traffic crashes by improving alcohol countermeasure methods and techniques and by enhancing the total law enforcement effort.

In FY 2017, 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: **$256,000**

Project Number: **17-13-07 (M6OT) (405d)**
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: **$707,586**

Project Number: **17-13-11 (M6OT) (405d)**
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: **$1,050,300**

Project Number: **17-13-12 (M6OT) (405d)**
Project Title: **Local Alcohol Project (LAP) (Local)**

Project Description
This task provides funds for the Chicago Police Department 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: **$1,434,272**

Project Number: **17-19-01 (M1HVE) (405b)**
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: **$1,013,000**

Project Number: **17-19-04 (M1HVE) (405b)**
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 2017 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 2017.

Budget: **$150,000**

Project Number: **17-19-06 (M1HVE) (405b)**
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: **$643,226**

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-02-08	Evaluation (Local)	$ 1,140,428	402
17-03-03	Drive Smart (SOS Police)	$ 170,700	402
17-03-04	LEL (Local)	$ 584,974	402
17-04-01	Police Traffic Training (ILETSB)	$ 60,000	402
17-04-02	STEP (Local)	$ 4,199,670	402
17-04-04	NITE Patrol (ISP)	$ 1,164,500	402
17-04-05	STEP (ISP)	$ 939,800	402
17-04-06	Vision Zero (Local)	$ 75,395	402
17-04-07	Traffic Safety Challenge (Local)	$ 93,379	402
17-04-09	MC Patrol Unit (ISP)	$ 67,500	402
17-04-10	Mobilization Equipment (Local)	$ 50,000	402
17-04-11	Mobilization Luncheons (IDOT)	$ 10,000	402
17-13-01	DUIE (ISP)	$ 1,100,600	405d
17-13-04	Mini Mobilization's (Local)	$ 200,000	405d
17-13-06	Alcohol-PTT (ILETSB)	$ 256,000	405d
17-13-07	STEP (Local)	$ 707,586	405d
17-13-11	ACE (ISP)	$ 1,050,300	405d
17-13-12	LAP (Local)	$ 1,434,272	405d
17-19-01	OREP (ISP)	$ 1,013,000	405b
17-19-04	Memorial Day Mini Mobilization (Local)	$ 150,000	405b
17-19-06	STEP (Local)	$ 643,226	405b
402 Total		$ 8,556,346	
405d Total		$ 4,748,758	
405b Total		$ 1,806,226	
Total All Funds		$15,111,330	

TEEN INITIATIVE PROGRAM AREA

Problem Statement

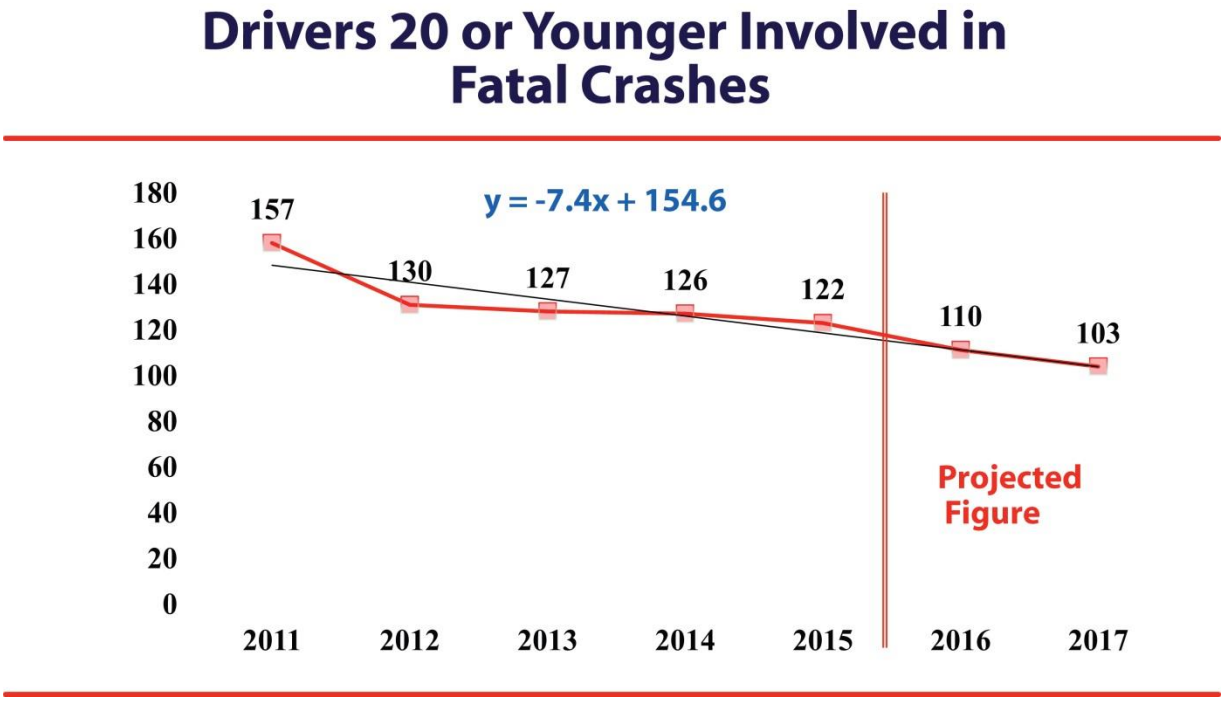
- Teen fatalities accounted for 7.14 percent of the total fatalities in 2014.
- The two groups that are over-represented with regards to A-injuries and fatalities are males aged 16 to 20 and females aged 16 to 20. Thus, young drivers are the most over-represented group. Young drivers are inexperienced and tend to get into more crashes than the rest of the population. (Refer to Table 7)

Table 7: Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities (2010-2014)

Gender	Age Group	Total A-Injuries & Fatalities	Population	A-Injury & Fatality Proportion	Population Proportion	Ratio A-Injuries & Fatalities to Population
Male	0 to 8	960	775,560	0.01	0.06	0.24
	9 to 15	1,392	632,068	0.02	0.05	0.43
	16 to 20	4,236	472,021	0.07	0.04	1.77
	21 to 34	10,598	1,245,878	0.16	0.10	1.68
	35 to 64	14,863	2,489,833	0.23	0.19	1.18
	65+	3,254	676,916	0.05	0.05	0.95
Female	0 to 8	797	744,539	0.01	0.06	0.21
	9 to 15	1,321	605,616	0.02	0.05	0.43
	16 to 20	4,200	446,331	0.06	0.03	1.86
	21 to 34	8,355	1,229,430	0.13	0.10	1.34
	35 to 64	11,707	2,580,143	0.18	0.20	0.90
	65+	3,317	932,297	0.05	0.07	0.70
Total		65,000	**12,830,632**			

Program Goal

Goal: To reduce the total number of drivers 20 years old or younger from the 2011 level of 157 to 103 by December 31, 2017.



Teen Initiative Overview

Technical Assessment of Illinois' Driver Education Program

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

Underage Prevention Program

IDOT will continue to fund a project with Prevention First in FY 2017. 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 Neuro Restorative rehabilitation center with the teen program. ThinkFirst works with the Victim Impact Panels for DUI offenders in central Illinois.

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

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

- Youth Drinking and Driving Prevention Presentation – a presentation designed for 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.

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

Teen Initiative Strategies

- Deliver 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.
- Print the Parent-Teen Handbook.
- Implement priority recommendations from the Driver Education Assessment.

Teen Program Project Task

Project Number: **17-05-01 (TSP) (402)**
Project Title: **Parent Teen Handbook (SOS)**

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

Budget: **$90,000**

Teen Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-05-01	Parent-Teen Handbook (Local)	$ 90,000	402
402 Total		$ 90,000	
Total All Funds		$ 90,000	

TRAFFIC RECORDS PROGRAM AREA

Traffic Records Overview

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

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

NHTSA assembles 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 is to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the counter-measures applied in attempts to reduce or eliminate those problems and to evaluate those efforts for their effectiveness.

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

Crash Data

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

- In FY 2017 IDOT 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 IDOT, 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 2011 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information.

Driver and Vehicle Data

- The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced by the use of facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security On-line Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance as well.
- Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file.
  However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver 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 2017, IDOT will fund the Data Warehouse project with the Illinois Office of the Secretary of State (SOS). SOS maintains information systems to support both Drivers License and Vehicle Services. The databases contain information on approximately 8.7 million drivers and 11 million registered vehicles in Illinois. The goal is to provide highly accessible, intuitive, points of access to SOS Drivers and Vehicles joined data.
- IDOT will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State. This project assists SOS in handling the increased volume of "suspension review" cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver's license suspensions.

Statewide Injury Surveillance System (SWISS) Records

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

- Since the 2011 assessment, the state has made significant improvements in the type, quality and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the state's hospitals.

Data Integration

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

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

Traffic Records Assessment Major Recommendations

Crash

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

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

Vehicle

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

Driver

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

Roadway

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

Citation / Adjudication

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

EMS / Injury Surveillance

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

Data Use and Integration

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

Traffic Records Program Strategies

- Implement the Traffic Records Assessment recommendations.
- Implement Crash Information System (CIS).
- Continue to promote the use of 3rd party vendors.
- Continue to fund the Illinois Department of Public Health's program, Office of the Secretary of State's Imaging Enhancement and Data Warehouse projects.
- Develop and implement an operational plan to ensure the crash data file remains current.
- Continue with a multi-disciplinary Traffic Records Coordinating Committee (TRCC).
- Continue to have the TRCC meet on a quarterly basis.
- Fund a full-time Traffic Records Coordinator.
- 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 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: **17-18-01 (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 405c Data program and the Illinois Traffic Records Coordinating Committee. This full-time position will implement the recommendations as laid out in the Traffic Records Assessment and Strategic Plan.

Budget: **$120,000**

Project Number: **17-18-02 (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: **$123,900**

Project Number: **17-18-03 (K9) (408)**
Project Title: **CDOT Data Integration (Local)**

Project Description
This task provides funds for the Chicago Department of Transportation (CDOT) to continue with the Date Integration project in FY 2017.

Budget: **$200,000**

Project Number: **17-18-07 (K9) (408)**
Project Title: **CODES (DTS)**

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

Budget: **$130,000**

Project Number: **17-18-10 (K9) (408)**
Project Title: **FARS Analyst (DTS)**

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

Budget: **$75,000**

Project Number: **17-18-12 (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 Title: **Data Analysis (Local)**
Project Number: **17-18-13 (K9) (408)**

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

Budget: **$120,013**

Project Number: **17-18-14 (K9) (408)**
Project Title: **State to State Verification System (SOS)**

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

Budget: **$967,000**

Project Number: 17-23-01 (1906)
Project Title: Racial Profiling Statistical Study (IDOT)

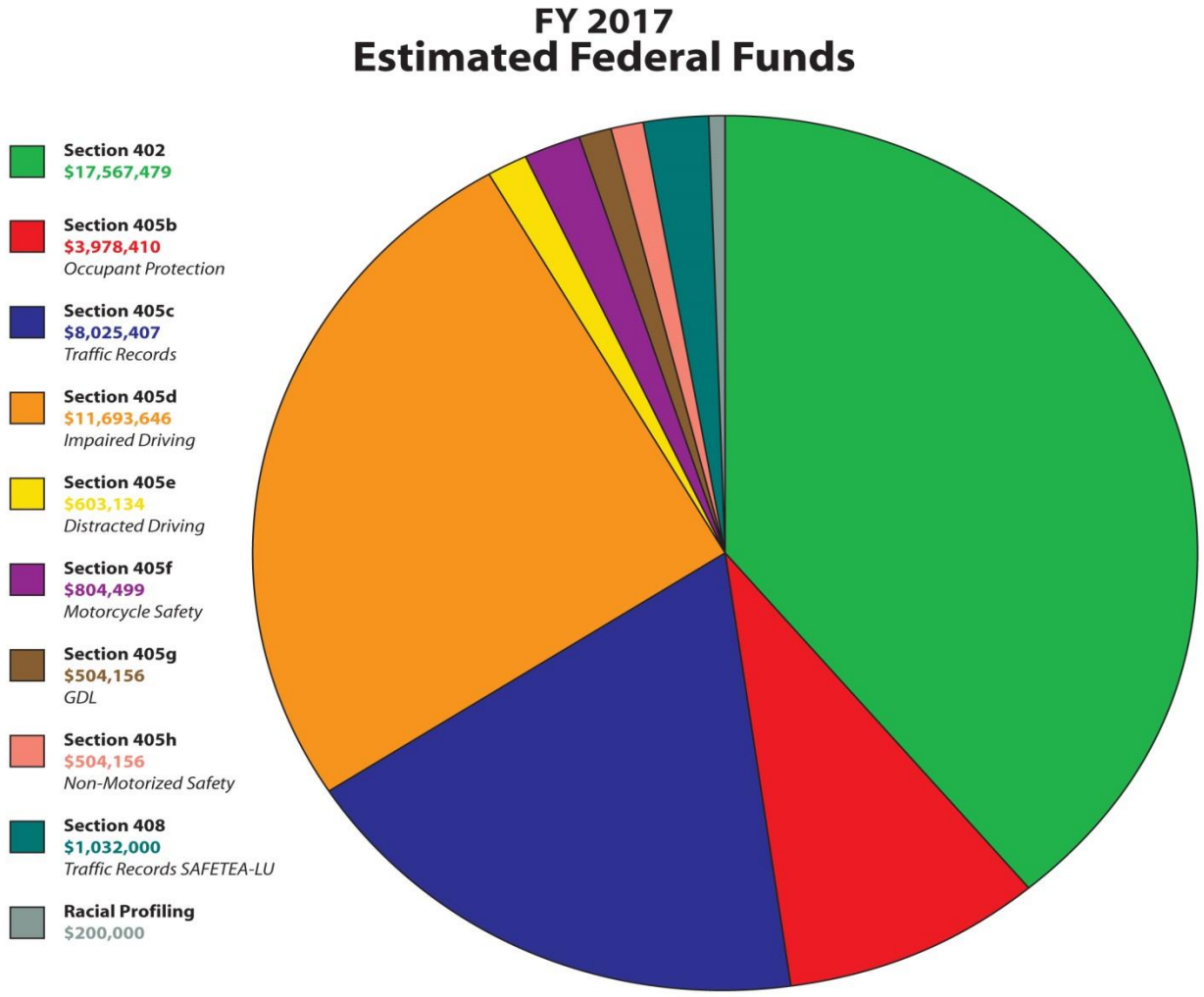
Project Description
This task provides funds for an outside vendor to conduct analysis to detect "statistically significant aberrations" in the traffic stop statistical data provided by law enforcement agencies to IDOT pursuant to the IVC, 625 ILCS 5/11-212 Traffic Stop Statistical Study.

Budget: $130,000

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
17-18-01	408 Coordinator (DTS)	$ 120,000	408
17-18-02	EMS Data Access (IDPH)	$ 123,900	408
17-18-03	CDOT Data Integration (Local)	$ 200,000	408
17-18-07	CODES (DTS)	$ 130,000	408
17-18-10	FARS Analyst (DTS)	$ 75,000	408
17-18-12	Imaging Enhancement (SOS)	$ 30,500	408
17-18-13	Data Analysis (Local)	$ 120,013	408
17-18-14	State to State verification System (SOS)	$ 967,000	408
17-23-01	Racial Profiling RFP (IDOT)	$ 130,000	1906
408 TR Total		$ 1,766,413	
1906 Total		$ 130,000	
Total All Funds		$ 1,896,413	

Funding Levels



On December 4, 2015, the President of the United States signed into law P.L. 114-94, the Fixing America's Surface Transportation Act (FAST Act). This is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. The FAST Act maintains the current grant programs (occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, State graduated driver licensing) as well as two new grants (non-motorized safety and racial profiling) and changes to the criteria affecting the transfer for Federal aid highway funds under the repeat offender alcohol program. The estimated funding levels for the FY 2017 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	$ 9,167,479	$ 8,400,000	$ 17,567,479
405b Occupant Protection	$ 1,310,807	$ 2,667,603	$ 3,978,410
405c Data	$ 1,462,054	$ 6,563,353	$ 8,025,407
408 Traffic Records	$ 0	$ 1,032,000	$ 1,032,000
405d Impaired Driving	$ 5,293,646	$ 6,400,000	$ 11,693,646
405e Distracted Driving	$ 603,134	$ 0	$ 603,134
405f Motorcycle Safety	$ 151,247	$ 653,252	$ 804,499
405g GDL	$ 504,156	$ 0	$ 504,156
405h Non-Motorized Safety	$ 504,156	$ 0	$ 504,156
Racial Profiling	$ 200,000	$ 0	$ 200,000
Total	**$ 19,196,679**	**$ 25,716,208**	**$ 44,9012,887**

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. Illinois has identified potential initiatives for MOE in FY 2017 and will provide supporting documentation to NHTSA Region 5 when requested.

Mobilizations

Memorial Day 2017 National Enforcement Mobilization

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

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

Earned Media

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

Paid Media

The CIOT model includes both earned and paid media. Seat belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually last two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on the selected 23-counties where about 85 percent of population resides, 87 percent of total crashes occur, 87.9 percent of the injury crashes, 79.0 percent of the A-injury crashes and 72.1 percent of the fatal crashes in 2014. A complete list of the 23-counties is available on page 9.

In FY 2017, IDOT will utilize $2.65 million in Section 402, 405b Occupant Protection and 405d Impaired Driving federal highway safety funds on paid advertising for the CIOT and impaired driving campaigns. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34 year old, predominately male audience).

A creative agency will continue to design campaigns respectively to existing efforts identifying and focusing on the at-risk population, ages 18-34. During FY 2017 IDOT will advertise for a new creative agency and media buyer. IDOT will continue to follow NHTSA's lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime will be approved by NHTSA prior to the beginning of the campaigns. IDOT will also work with NHTSA on coordinating the national buy in Illinois along with IDOT's paid media buy to make the paid media buy more efficient. Through extensive evaluation, IDOT has shown its paid media efforts are successful at delivering a specific message to a particular demographic of the Illinois driving population. IDOT will use the following types of media to deliver its messages: television (45 percent), radio (45 percent) and alternative media such as Facebook, Twitter, You Tube and in-theatre (10 percent).

IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and proposes four, paid media periods in FY 2017—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 2017:

1. **Holiday Season – December 16, 2016–January 2, 2017**

    - 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 15–30, 2017

- 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 26–July 9, 2017

- 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 21–September 5, 2017

- 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. IDOT 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. The following table shows the evaluation activities for the 2017 Click It or Ticket mobilization:

Proposed Evaluation Activities During the May 2017 Mobilization				
Survey Type	**CIOT Pre-Surveys**	**CIOT Paid Media**	**CIOT Enforcement**	**CIOT Post Surveys**
Seat Belt Observational	April 17-May 1, 2017 N= 50 sites	May 15-30, 2017	May 15-30, 2017	June 1-12, 2017 N=285 sites
Telephone	April 17-May 1, 2017 N=500/600			May 31-June 10, 2017 N=500/600

Proposed Activities for the Labor Day 2017 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 2017 impaired driving crackdown enforcement periods will continue to include seat belt patrols from 9 pm to 6 am in addition to impaired driving enforcement. A nighttime seat belt message will also be part of each impaired driving campaign's media message to counter the disproportional number of unbuckled fatalities during late-night hours on Illinois roads. The impaired driving enforcement model program includes: 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing and advertising strict enforcement; and 3) highly-visible enforcement (e.g., roadside safety checks, saturation patrols) each day of the two-week enforcement period. The Labor Day National Enforcement Crackdown Mobilization consists of:

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

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement and continues throughout the entire campaign. An earned media event, such as a news conference or news release, typically is used to announce an ensuing enforcement program. For the FY 2017 National Enforcement Crackdown, IDOT proposes 4-6 media events statewide that will occur the week of the Labor Day weekend capitalizing on the time when the media is most likely to give coverage to the effort. At the kickoff of the crackdown period, and two weeks prior to the holiday weekend, IDOT will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the IDOT news conferences, IDOT law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a traffic safety message into the social networks of Illinois' motorists.

Paid Media

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

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2017, IDOT will utilize targeted, paid social media to further increase exposure to anti-impaired driving messages.

The main focus of the impaired driving program, both media and enforcement, in Illinois will be on 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 $650,000.00.

Evaluation Plan

The Labor Day Enforcement Crackdown will be evaluated in a number of ways. For a short and immediate impact of the program, IDOT will conduct comprehensive pre- and post-telephone surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the crackdown. The surveys will be conducted through the Survey Research Center at UIS. In addition to the evaluation of public perception to the campaign, IDOT will conduct an outcome evaluation of the crackdown on motor vehicle-related injuries and fatalities when the actual crash data becomes available. The following table shows the evaluation activities for the 2017 Labor Day Enforcement Crackdown:

Proposed Evaluation Activities During the Labor Day 2017 Mobilization				
Survey Type	**Alcohol Pre-Surveys**	**Paid Media**	**Enforcement**	**Post Surveys**
Telephone	July 17- 31, 2017 N=500/600	August 21-September 5, 2017	August 21-September 7, 2017	September 11-15, 2017 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 IDOT projects from FY 2006 to FY 2015. Based on the GHSA's set of performance measures, these results reflect IDOT's enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (2006-2015)						
			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	141,946.8	150,197 100.0%	7,712 4.8%	64,217 38.6%	24,458 16.3%	68,413 41.1%
2013	106,966.0	117,288 100.0%	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	117,462.7	131,258 100.0%	5,190 4.0%	51,117 38.9%	19,910 15.2%	55,041 41.9%
2015	122,427.3	138,633 100.0%	5,098 3.7%	47,724 34.4%	24,508 17.7%	61,303 44.2%

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

Performance Measures on Seat Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2009-2015)

Seat Belt	2009	2010	2011	2012	2013	2014	2015
When driving, how do you wear your seat belt (composite of shoulder & lap)? **(Percent Always)**	91.6%	91%	94%	94.1%	96.3%	95.2%	95.9%
Suppose you didn't wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time? **(Percent Very Likely)**	38%	45%	46.7%	43%	45.6%	37.0%	45.7%
When was the last time you did not wear seat belt when driving? **(Percent more than a year ago-Always Wear)**	78%	80%	85%	82.3%	77.8%	88.3%	84.5%
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)**	34%	32%	24.9%	24.9%	51.1%	15.5%	15.5%
Alcohol	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? **(Percent Yes)**	74%	69.3%	NA	59.9%	62.7%	65.4%	61.2%
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)**	48%	40%	NA	36.2%	44.6%	40.8%	35.1%
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)**	31%	31.5%	NA	26.4%	23.8%	23.4%	25.9%
Percent of responders who had alcoholic beverages in the last 30 days.	47%	53.4%	NA	52.8%	45.9%	NA	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)**	33%	24.7%	NA	23%	24.7%	NA	21.6%

Speed	2009	2010	2011	2012	2013	2014	2015
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? **(Percent Very Likely)**	NA	31.4%	NA	32.9%	25.6%	26.1%	33.6%
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	14.2%	NA	13.3%	10.2%	14.4%	12.7%
On interstate or toll-way with a speed limit of 65 mph (or 70 mph), how often do you drive faster than 70 (or 75 mph)? **(Percent Most of the Time)**	NA	21.3%	NA	15.4%	17.1%	10.2%	17.6%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? **(Percent Yes)**	NA	38.6%	NA	29.6%	34.4%	32.6%	28.2%

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

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

State: Illinois Fiscal Year: 2017

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA 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 ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

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

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

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

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Certification” including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

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

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

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. 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.

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.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

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

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation into the HVE Database;
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
    - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
    - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
    - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
    (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

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

The State: [*CHECK ONLY ONE*]

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

OR

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

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

Signature Governor's Representative for Highway Safety

6/24/16
Date

Priscilla A. Tobias, P.E.
Printed name of Governor's Representative for Highway Safety

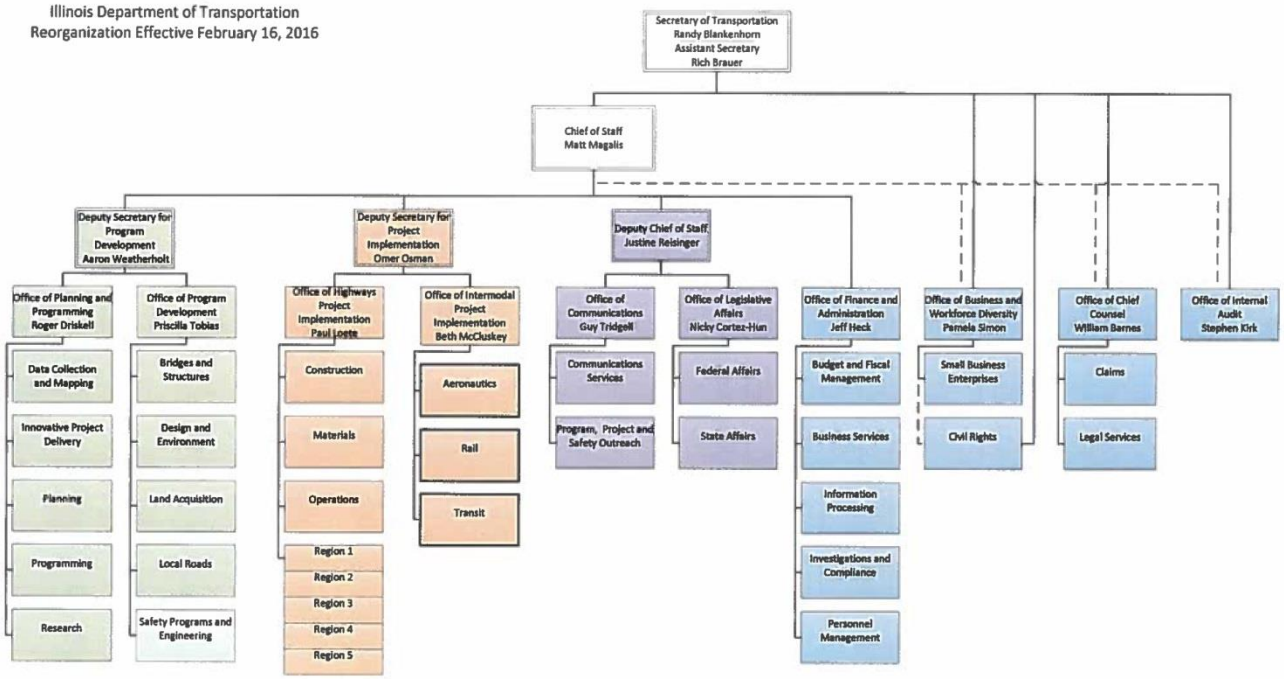
Addendum 1

Appendix 1 - HSP Cost Summary – HS 217

Program Area	Project	Description	Prior Approved Program	State Funds	Previous Balance	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-01		$.00	$0.00	$.00	$40,000.00	$40,000.00	$.00
Planning and Administration Total			**$.00**	**$0.00**	**$.00**	**$40,000.00**	**$40,000.00**	**$.00**
Occupant Protection								
	OP-2017-02		$.00	$688,137.00	$0.00	$2,630,438.00	$2,630,438.00	$336,267.00
Occupant Protection Total			**$.00**	**$688,137.00**	**$.00**	**$2,630,438.00**	**$2,630,438.00**	**$336,267.00**
Police Traffic Services								
	PT-2017-04		$.00	$1,909,782.00	$.00	$6,660,244.00	$6,660,244.00	$4,199,670.00
Police Traffic Services Total			**$.00**	**$1,909,782.00**	**$.00**	**$6,660,244.00**	**$6,660,244.00**	**$4,199,670.00**
Impaired Driving								
	AL-2017-03		$.00	$0.00	$.00	$755,674.00	$755,674.00	$175,492.00
Impaired Driving Total			**$.00**	**$0.00**	**$.00**	**$755,674.00**	**$755,674.00**	**$175,492.00**
Paid Advertising								
	PM-2017-02-03		$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$300,000.00**	**$300,000.00**	**$.00**
Teen Safety Program								
	TSP-2017-05		$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
Teen Safety Program			**$.00**	**$.00**	**$.00**	**$90,000.00**	**$90,000.00**	**$.00**
NHTSA 402 Total			***$.00***	***$2,597,919.00***	***$.00***	***$10,476,356.00***	***$10,476,356.00***	***$4,711,429.00***
408 Data Program SAFETEA-LU								
	K9-2017-00-00-00		$.00	$378,773.00	$.00	$1,566,413.00	$1,566,413.00	$.00
408 Data Program SAFETEA-LU Total			***$.00***	***$378,773.00***	***$.00***	***$1,566,413.00***	***$1,566,413.00***	***$.00***
405h Non-Motorized Safety FAST Act								
	2017-12		$.00	$0.00	$.00	$325,186.00	$325,186.00	$.00
405h Non-Motorized Safety			**$.00**	**$0.00**	**$.00**	**$325,186.00**	**$325,186.00**	**$.00**
405h Non-Motorized Safety FAST Act Total			***$.00***	***$0.00***	***$.00***	***$325,186.00***	***$325,186.00***	***$.00***
MAP 21 405b OP Low								
	M1-2017-19		$.00	$634,379.00	$.00	$2,537,254.00	$2,537,254.00	$0.00
405b OP Low Total			**$.00**	**$634,379.00**	**$.00**	**$2,537,254.00**	**$2,537,254.00**	**$0.00**
Map 21 405b OP Low Total			***$.00***	***$634,379.00***	***$.00***	***$2,537,254.00***	***$2,537,254.00***	***$0.00***
MAP 21 405d Impaired Driving Low								
	M6OT-2017-13		$.00	$1,770,990.00	$.00	$7,083,958.00	$7,083,958.00	$0.00
405d Low Other Based on Problem ID			**$.00**	**$1,770,990.00**	**$.00**	**$7,083,958.00**	**$7,083,958.00**	**$0.00**
MAP 21 405d Impaired Driving Low			***$.00***	***$1,770,990.00***	***$.00***	***$7,083,958.00***	***$7,083,958.00***	***$0.00***
MAP 21 405f Motorcycle Programs								
	M9MA-2017-22		$.00	$0.00	$.00	$167,000.00	$167,000.00	$0.00
405f Motorcyclist Awareness Total			**$.00**	**$0.00**	**$.00**	**$167,000.00**	**$167,000.00**	**$0.00**
MAP 21 405f Motorcycle Program			***$.00***	***$.00***	***$.00***	***$167,000.00***	***$167,000.00***	***$0.00***
NHTSA Total			***$.00***	***$5,382,061.00***	***$.00***	***$22,156,167.00***	***$22,156,167.00***	***$4,711,429.00***
Total			***$.00***	***$5,382,061.00***	***$.00***	***$22,156,167.00***	***$22,156,167.00***	***$4,711,429.00***

Addendum 2

Illinois Department of Transportation
Reorganization Effective February 16, 2016



UPDATED Feb 24, 2016

Addendum 3

LOCAL AGENCY PROJECTS FFY 2017

RTSRC GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Child Care Resource and Referral	OP-17-0187	17-02-02	$ 374,260.13	$ 371,985.13
Illinois Association of Chiefs of Police - RTSRC	OP-17-0116	17-02-02	$ 119,933.91	$ 117,048.90
Rincon Family Services	OP-17-0126	17-02-02	$ 205,509.00	$ 205,299.00
Rush-Copley Medical Center	OP-17-0091	17-02-02	$ 123,310.48	$ 122,435.48
Saint Francis Medical Center	OP-17-0146	17-02-02	$ 191,029.28	$ 190,609.28
Southern Illinois University	OP-17-0076	17-02-02	$ 113,515.00	$ 113,515.00
Total			**$ 1,127,557.80**	**$ 1,120,892.79**

PHONE SURVEY GRANT	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
University of Illinois Springfield Survey	OP-17-0161	17-02-04	$ 69,116.72	$ 69,116.72
Total			**$ 69,116.72**	**$ 69,116.72**

ALCOHOL/EVALUATION GRANT	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
University of Illinois Springfield	OP-17-0143	17-02-08	$ 695,585.00	$ 1,140,428.85
Total			**$ 695,585.00**	**$ 1,140,428.85**

INJURY PREVENTION GRANT	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Central DuPage Hospital	OP-17-0150	17-02-09	$ 189,718.49	$ 189,473.49
Luries Children's Hospital	OP-17-0156	17-02-09	$ 100,433.00	$ 100,433.00
Prevention First	OP-17-0200	17-02-09	$ 120,857.13	$ 120,361.53
Saint Francis Medical Center	OP-17-0154	17-02-09	$ 24,205.50	$ 24,100.50
SIU School of Medicine	OP-17-0170	17-02-09	$ 253,768.32	$ 253,768.32
TOTAL			**$ 688,982.44**	**$ 688,136.84**
Chicago Police Department	OP-17-0093	17-04-06	$ 150,790.00	$ 75,394.80
TOTAL			**$ 150,790.00**	**$ 75,394.80**
ILACPF - Traffic Safety Challenge	OP-17-0114	17-04-07	$ 101,958.16	$ 93,378.16
TOTAL			**$ 101,958.16**	**$ 93,378.16**
Clay County Hospital, County of	OP-17-0173	17-19-08	$ 24,900.00	$ 12,320.00
Countryside Fire Protection District	OP-17-0168	17-19-08	$ 6,590.00	$ 2,616.00
Cumberland County Health Department	OP-17-0196	17-19-08	$ 4,201.00	$ 3,304.60
Macoupin County Public Health Department	OP-17-0167	17-19-08	$ 5,330.00	$ 5,316.00
Safe Kids Winnebago County	OP-17-0206	17-19-08	$ 10,000.00	$ 8,975.00
Tazewell County Health Department	OP-17-0205	17-19-08	$ 5,810.00	$ 5,796.00
TOTAL			**$ 56,831.00**	**$ 38,327.60**
GRAND TOTAL FOR ALL INJURY PREVENTION			**$ 998,561.60**	**$ 895,237.40**

LEL GRANT	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Illinois Association of Chiefs of Police - LEL	OP-17-0113	17-03-04	$ 885,702.65	$ 584,973.64
Total			**$ 885,702.65**	**$ 584,973.64**

STEP GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Addison Police Department	AP-17-0066	17-04-02	$ 50,993.44	$ 50,993.44
Algonquin Police Department	AP-17-0155	17-04-02	$ 30,126.40	$ 30,126.40
Arlington Heights Police Department, Village of	OP-17-0147	17-04-02	$ 51,292.56	$ 51,292.56
Berwyn Police Department	AP-17-0039	17-04-02	$ 79,596.00	$ 79,596.00
Blue Island Police Department	OP-17-0111	17-04-02	$ 24,732.00	$ 24,732.00
Boone County Sheriff's Office	OP-17-0110	17-04-02	$ 20,022.00	$ 20,022.00
Buffalo Grove Police Department	OP-17-0179	17-04-02	$ 71,122.08	$ 71,122.08
Bull Valley Police Department	AP-17-0127	17-04-02	$ 8,750.00	$ 8,750.00
Calumet City Police Department	AP-17-0002	17-04-02	$ 266,000.00	$ 148,400.00
Carol Stream Police Department, Village of	AP-17-0149	17-04-02	$ 122,928.65	$ 98,475.65
Chatham Police Department	OP-17-0037	17-04-02	$ 21,008.40	$ 21,008.40
Cherry Valley Police Department	OP-17-0024	17-04-02	$ 17,460.00	$ 17,460.00
Chicago Heights Police Department	AP-17-0144	17-04-02	$ 72,912.80	$ 72,912.80
Chicago Police Department	AP-17-0208	17-04-02	$ 395,300.00	$ 395,300.00
Cicero Police Department	OP-17-0096	17-04-02	$ 17,403.20	$ 17,403.20
Clarendon Hills Police Department	OP-17-0102	17-04-02	$ 17,612.76	$ 17,612.76
Collinsville Police Department	OP-17-0006	17-04-02	$ 46,693.00	$ 46,693.00
Cook County Sheriff's Police Department	OP-17-0176	17-04-02	$ 102,848.48	$ 102,848.48
Creve Coeur Police Department	AP-17-0022	17-04-02	$ 12,834.00	$ 12,834.00
Crystal Lake Police Department	OP-17-0063	17-04-02	$ 26,348.40	$ 26,348.40
Decatur Police Department	AP-17-0175	17-04-02	$ 72,618.00	$ 72,618.00
DeKalb Police Department	OP-17-0119	17-04-02	$ 45,480.00	$ 45,480.00
East Hazel Crest Police Department	AP-17-0027	17-04-02	$ 4,560.00	$ 4,560.00
Elgin Police Department	AP-17-0089	17-04-02	$ 98,489.00	$ 98,489.00
Elk Grove Village Police Department	OP-17-0060	17-04-02	$ 101,864.80	$ 101,864.80
Elmhurst, City of	AP-17-0061	17-04-02	$ 83,963.62	$ 83,963.62
Evanston Police Department	OP-17-0064	17-04-02	$ 38,220.00	$ 38,220.00
Forest Park Police Department	OP-17-0112	17-04-02	$ 18,548.28	$ 18,548.28
Fox Lake Police Department	OP-17-0169	17-04-02	$ 10,944.00	$ 10,944.00
Fox River Grove Police Department	AP-17-0180	17-04-02	$ 10,627.20	$ 10,627.20
Freeport Police Department	AP-17-0005	17-04-02	$ 10,885.59	$ 10,885.59
Glendale Heights Police Department	OP-17-0199	17-04-02	$ 12,126.00	$ 12,126.00
Grandview Police Department	OP-17-0043	17-04-02	$ 4,935.00	$ 4,935.00
Grundy County Sheriff's Office	OP-17-0042	17-04-02	$ 30,800.00	$ 30,800.00
Highland Park Police Department	OP-17-0122	17-04-02	$ 5,112.30	$ 5,112.30
Hillside Police Department, Village of	AP-17-0158	17-04-02	$ 81,144.00	$ 81,144.00
Jackson County Sheriff's Office	AP-17-0128	17-04-02	$ 11,718.00	$ 11,718.00
Jerome Police Department	OP-17-0016	17-04-02	$ 23,835.66	$ 23,835.66
Jo Daviess County Sheriff's Office	OP-17-0026	17-04-02	$ 52,200.63	$ 35,726.13
Joliet Police Department	AP-17-0160	17-04-02	$ 201,488.00	$ 58,752.00
Kane County Sheriff's Office	OP-17-0192	17-04-02	$ 29,880.00	$ 29,880.00
Kankakee Police Department	OP-17-0040	17-04-02	$ 28,350.00	$ 28,350.00
Kirkland Police Department	OP-17-0053	17-04-02	$ 20,169.00	$ 20,169.00
La Salle Police Department	AP-17-0101	17-04-02	$ 14,220.00	$ 14,220.00
Lake Bluff Police Department	AP-17-0136	17-04-02	$ 6,866.08	$ 6,866.08
Lake County Sheriff's Office	AP-17-0084	17-04-02	$ 102,243.20	$ 102,243.20
Lake Villa Police Department	AP-17-0031	17-04-02	$ 9,752.00	$ 9,752.00
Lakemoor Police Department	OP-17-0017	17-04-02	$ 4,646.92	$ 4,646.92
Libertyville Police Department	OP-17-0162	17-04-02	$ 20,028.51	$ 20,028.51
Lincolnwood Police Department	OP-17-0165	17-04-02	$ 5,922.00	$ 5,922.00
Lisle Police Department	OP-17-0075	17-04-02	$ 21,621.24	$ 21,621.24
Lombard Police Department	OP-17-0105	17-04-02	$ 85,906.40	$ 85,906.40
Loves Park Police Department	AP-17-0077	17-04-02	$ 12,651.52	$ 12,651.52
Macomb Police Department	OP-17-0025	17-04-02	$ 11,153.24	$ 11,153.24
Maryville Police Department	AP-17-0191	17-04-02	$ 10,053.72	$ 10,053.72
McCullom Lake Police Department	OP-17-0104	17-04-02	$ 25,440.00	$ 11,488.00
McHenry County Sheriff's Office	OP-17-0008	17-04-02	$ 47,407.68	$ 47,407.68

McHenry Police Department	OP-17-0133	17-04-02	$	20,149.02	$	20,149.02
Midlothian Police Department	OP-17-0071	17-04-02	$	60,112.80	$	60,112.80
Moline Police Department	AP-17-0210	17-04-02	$	12,870.00	$	12,870.00
Montgomery Police Department	AP-17-0131	17-04-02	$	18,240.00	$	18,240.00
Morton Grove Police Department	OP-17-0184	17-04-02	$	12,314.88	$	12,314.88
Naperville Police Department	AP-17-0049	17-04-02	$	74,574.24	$	74,574.24
New Baden Police Department, Village of	AP-17-0092	17-04-02	$	11,025.00	$	4,500.00
North Aurora Police Department	AP-17-0010	17-04-02	$	29,413.00	$	29,413.00
Oak Brook Police Department	AP-17-0056	17-04-02	$	10,450.24	$	10,450.24
Oak Park Police Department, Village of	AP-17-0129	17-04-02	$	67,058.80	$	67,058.80
Olympia Fields Police Department	AP-17-0052	17-04-02	$	24,000.00	$	24,000.00
Orland Park Police Department	OP-17-0033	17-04-02	$	66,339.04	$	66,339.04
Palatine Police Department	OP-17-0028	17-04-02	$	58,500.00	$	58,500.00
Palos Heights Police Department	OP-17-0145	17-04-02	$	19,105.79	$	19,105.79
Park City Police Department	OP-17-0085	17-04-02	$	24,080.00	$	24,080.00
Peoria County Sheriff's Office	AP-17-0197	17-04-02	$	29,974.56	$	29,974.56
Peoria Police Department	OP-17-0038	17-04-02	$	21,672.00	$	21,672.00
Perry County Sheriff's Office	OP-17-0190	17-04-02	$	12,331.68	$	12,331.68
Plainfield Police Department	OP-17-0001	17-04-02	$	19,906.00	$	19,906.00
Prospect Heights Police Department	AP-17-0078	17-04-02	$	12,096.00	$	12,096.00
Quincy Police Department	OP-17-0048	17-04-02	$	51,666.00	$	51,666.00
Richmond Police Department	AP-17-0201	17-04-02	$	8,494.34	$	8,494.34
River Grove Police Department	AP-17-0082	17-04-02	$	75,477.64	$	75,477.64
Robinson Police Department	AP-17-0153	17-04-02	$	10,557.17	$	10,557.17
Rock Island Police Department	AP-17-0141	17-04-02	$	52,100.00	$	52,100.00
Rockford Police Department	OP-17-0034	17-04-02	$	15,438.00	$	15,438.00
Romeoville Police Department	OP-17-0098	17-04-02	$	21,240.00	$	21,240.00
Round Lake Heights Police Department	AP-17-0193	17-04-02	$	3,600.00	$	3,600.00
Sangamon County Sheriff's Office	AP-17-0183	17-04-02	$	8,967.37	$	8,967.37
Schaumburg Police Department	OP-17-0124	17-04-02	$	49,363.38	$	49,363.38
Schiller Park Police Department	OP-17-0142	17-04-02	$	9,600.00	$	9,600.00
Shorewood Police Department	OP-17-0023	17-04-02	$	33,686.28	$	33,686.28
Silvis Police Department, City of	OP-17-0148	17-04-02	$	14,400.00	$	14,400.00
Sleepy Hollow Police Department	AP-17-0012	17-04-02	$	5,412.00	$	6,560.00
South Barrington Police Department	OP-17-0108	17-04-02	$	16,506.00	$	16,506.00
South Chicago Heights Police Department	OP-17-0137	17-04-02	$	17,600.88	$	14,045.38
South Elgin Police Department	AP-17-0057	17-04-02	$	109,045.92	$	92,088.48
Spring Grove Police Department	OP-17-0166	17-04-02	$	11,066.00	$	11,066.00
St. Clair County Sheriff's Department	AP-17-0083	17-04-02	$	163,542.00	$	160,944.00
Sterling Police Department	AP-17-0041	17-04-02	$	3,251.08	$	3,251.08
Streamwood Police Department	OP-17-0029	17-04-02	$	19,435.00	$	19,435.00
Summit Police Department	AP-17-0086	17-04-02	$	56,244.00	$	56,244.00
Sycamore Police Department	AP-17-0151	17-04-02	$	14,165.76	$	14,165.76
Troy Police Department, City of	AP-17-0081	17-04-02	$	17,184.00	$	17,184.00
Waukegan Police Department, City of	OP-17-0100	17-04-02	$	63,204.00	$	63,204.00
Western Illinois Task Force	OP-17-0095	17-04-02	$	19,955.14	$	19,955.14
Wheeling Police Department	OP-17-0009	17-04-02	$	54,372.00	$	54,372.00
Williamson County Sheriff's Office	AP-17-0044	17-04-02	$	34,214.00	$	34,214.00
Winnebago County Sheriff's Office	AP-17-0120	17-04-02	$	48,510.80	$	48,510.80
Winnebago Police Department, Village of	OP-17-0195	17-04-02	$	6,458.73	$	6,458.73
Wonder Lake Police Department	AP-17-0171	17-04-02	$	6,440.00	$	6,440.00
Woodford County Sheriff's Office	AP-17-0134	17-04-02	$	16,856.00	$	16,856.00
Woodridge Police Department	OP-17-0072	17-04-02	$	17,899.92	$	17,899.92
Woodstock Police Department	AP-17-0109	17-04-02	$	51,381.00	$	51,381.00
Total			**$**	**4,543,403.22**	**$**	**4,199,699.78**

STEP GRANTS (OP ONLY)	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Bartonville Police Department	OP-17-0035	17-19-06	$ 10,094.40	$ 10,094.40
Homewood Police Department	OP-17-0069	17-19-06	$ 24,064.00	$ 24,064.00
Island Lake Police Department	OP-17-0189	17-19-06	$ 14,729.60	$ 14,729.60
Matteson Police Department	OP-17-0045	17-19-06	$ 14,400.00	$ 14,400.00
Maywood Police Department	OP-17-0070	17-19-06	$ 25,423.20	$ 25,423.20
Oak Forest Police Department	OP-17-0090	17-19-06	$ 45,468.40	$ 45,468.40
Oswego Police Department	OP-17-0054	17-19-06	$ 24,990.00	$ 24,990.00
Prairie Grove Police Department	OP-17-0068	17-19-06	$ 13,720.00	$ 13,720.00
Riverdale Police Department	OP-17-0036	17-19-06	$ 22,978.56	$ 21,063.68
South Holland Police Department	OP-17-0185	17-19-06	$ 16,787.97	$ 16,787.97
Total			**$ 212,656.13**	**$ 210,741.25**

STEP GRANTS (AL ONLY)	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Bourbonnais Police Department	AP-17-0007	17-13-07	$ 7,029.00	$ 7,029.00
Hinsdale Police Department	AP-17-0013	17-13-07	$ 17,250.00	$ 17,250.00
Kildeer Police Department	AP-17-0021	17-13-07	$ 4,820.80	$ 4,820.80
Lake in the Hills Police Department	AP-17-0107	17-13-07	$ 25,340.16	$ 25,340.16
Lincolnshire Police Department	AP-17-0051	17-13-07	$ 18,720.00	$ 18,720.00
Mattoon Police Department	AP-17-0106	17-13-07	$ 14,448.00	$ 14,448.00
Mercer County Sheriff's Office	AP-17-0135	17-13-07	$ 13,331.52	$ 13,331.52
Northern Illinois University	AP-17-0198	17-13-07	$ 18,529.60	$ 18,529.60
Rock Island County Sheriff's Office	AP-17-0003	17-13-07	$ 8,454.10	$ 8,454.10
Total			**$ 127,923.18**	**$ 127,923.18**

STEP GRANTS (SPLIT TASK)	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
Bartlett Police Department	AP-17-0058	17-19-06 & 17-13-07	$ 19,520.00	$ 19,520.00
Belvidere Police Department	AP-17-0030	17-19-06 & 17-13-07	$ 38,160.00	$ 38,160.00
Cahokia Police Department	AP-17-0159	17-19-06 & 17-13-07	$ 23,617.00	$ 23,617.00
Carbondale Police Department	AP-17-0014	17-19-06 & 17-13-07	$ 18,670.08	$ 18,670.08
Carpentersville Police Department	AP-17-0074	17-19-06 & 17-13-07	$ 37,120.00	$ 37,120.00
Champaign Police Department	OP-17-0132	17-19-06 & 17-13-07	$ 9,505.28	$ 9,505.28
Chicago Ridge Police Department	OP-17-0065	17-19-06 & 17-13-07	$ 31,416.32	$ 31,416.32
Countryside Police Department	OP-17-0059	17-19-06 & 17-13-07	$ 24,057.04	$ 24,057.04
DeKalb County Sheriff	AP-17-0164	17-19-06 & 17-13-07	$ 31,200.00	$ 31,200.00
Downers Grove Police Department	AP-17-0073	17-19-06 & 17-13-07	$ 21,280.00	$ 21,280.00
East Peoria Police Department	AP-17-0118	17-19-06 & 17-13-07	$ 30,411.00	$ 30,411.00
Edwardsville Police Department	AP-17-0046	17-19-06 & 17-13-07	$ 20,088.00	$ 20,088.00
Franklin Park Police Department	AP-17-0079	17-19-06 & 17-13-07	$ 24,656.00	$ 24,656.00
Galesburg Police Department	AP-17-0011	17-19-06 & 17-13-07	$ 16,879.52	$ 16,879.52
Gurnee Police Department	AP-17-0020	17-19-06 & 17-13-07	$ 24,479.00	$ 24,479.00
Hanover Park Police Department	AP-17-0047	17-19-06 & 17-	$ 28,450.80	$ 28,450.80

		13-07				
Lake Zurich Police Department	AP-17-0018	17-19-06 & 17-13-07	$	30,736.00	$	30,736.00
Lockport Police Department	OP-17-0139	17-19-06 & 17-13-07	$	24,570.00	$	24,570.00
Morton Police Department, Village of	AP-17-0015	17-19-06 & 17-13-07	$	27,756.00	$	27,756.00
North Pekin Police Department, Village of	AP-17-0004	17-19-06 & 17-13-07	$	24,105.60	$	6,091.20
North Riverside Police Department	AP-17-0067	17-19-06 & 17-13-07	$	33,343.80	$	33,343.80
Oak Lawn Police Department, Village of	OP-17-0174	17-19-06 & 17-13-07	$	42,596.40	$	42,596.40
Park Forest Police Department	AP-17-0177	17-19-06 & 17-13-07	$	17,916.52	$	17,916.52
Peru Police Department	AP-17-0088	17-19-06 & 17-13-07	$	19,649.00	$	11,564.00
River Forest Police Department	AP-17-0188	17-19-06 & 17-13-07	$	28,688.40	$	28,688.40
Riverside Police Department	AP-17-0152	17-19-06 & 17-13-07	$	32,876.95	$	32,876.95
Roselle Police Department, Village of	OP-17-0062	17-19-06 & 17-13-07	$	39,072.00	$	39,072.00
Rosemont Public Safety	OP-17-0123	17-19-06 & 17-13-07	$	26,880.00	$	26,880.00
Round Lake Park Police Department	OP-17-0032	17-19-06 & 17-13-07	$	22,254.06	$	22,254.06
Southern View Police Department	AP-17-0097	17-19-06 & 17-13-07	$	22,464.00	$	22,464.00
Springfield Police Department	AP-17-0125	17-19-06 & 17-13-07	$	34,925.44	$	34,925.44
St. Charles Police Department, City of	AP-17-0121	17-19-06 & 17-13-07	$	24,229.52	$	24,229.52
Stephenson County Sheriff's Office	OP-17-0172	17-19-06 & 17-13-07	$	37,857.90	$	37,857.90
Villa Park Police Department	AP-17-0055	17-19-06 & 17-13-07	$	43,254.00	$	43,254.00
Will County Sheriff's Office	OP-17-0157	17-19-06 & 17-13-07	$	43,107.84	$	43,107.84
Winthrop Harbor Police Department	AP-17-0050	17-19-06 & 17-13-07	$	23,020.00	$	23,020.00
Wood Dale Police Department, City of	OP-17-0103	17-19-06 & 17-13-07	$	39,432.00	$	39,432.00
Total			**$**	**1,038,245.47**	**$**	**1,012,146.07**

LAP GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT		APPROVED AMOUNT	
Adams County State's Attorney	AP-17-0163	17-13-12	$	52,739.40	$	37,467.01
Alliance Against Intoxicated Motorists	AP-17-0130	17-13-12	$	187,632.42	$	186,403.92
Carol Stream Police Department	AP-17-0194	17-13-12	$	17,036.88	$	17,036.88
Chicago Police Department	AP-17-0207	17-13-12	$	552,389.00	$	552,389.00
Macon County State's Attorney's Office	AP-17-0138	17-13-12	$	102,850.54	$	58,770.20
MADD Illinois	AP-17-0202	17-13-12	$	292,864.00	$	292,864.00
Peoria County Court Administration	AP-17-0203	17-13-12	$	271,635.51	$	271,635.51
River Grove Police Department	AP-17-0080	17-13-12	$	17,949.80	$	17,704.80
Total			**$**	**1,495,097.55**	**$**	**1,434,271.32**

BIKE/PED GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT		APPROVED AMOUNT	
Chicago Department of Transportation	PB-17-0140	17-12-02	$	300,000.00	$	176,000.00
Chicago Police Department	PB-17-0209	17-12-02	$	149,186.00	$	149,186.00
Total			**$**	**449,186.00**	**$**	**325,186.00**

TRAFFIC RECORDS GRANTS	PROJECT NUMBER	TASK CODE	REQUESTED AMOUNT	APPROVED AMOUNT
DuPage County Sheriff	TR-17-0019		$ 33,000.00	
Loyola University	TR-17-0178	17-18-13	$ 120,012.85	$ 120,012.85
Springfield Police Department	TR-17-0099		$ 80,000.00	
Total			**$ 233,012.85**	**$ 120,012.85**

Addendum 4

Illinois Department of Transportation's

FY 2017 Evidence-Based Enforcement Plan

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Overview

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

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

Goals

1. To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 336 in 2011 to 297 by December 31, 2017.
2. To increase the statewide seat belt usage rate from the 2011 level of 91.6 percent to 95.1 percent by December 31, 2017.
3. To reduce the number of unrestrained passenger vehicle occupant fatalities from 305 in 2011 to 240 by December 31, 2017.
4. To keep the statewide speed-related fatalities under the projected figure of 381 by December 31, 2017.

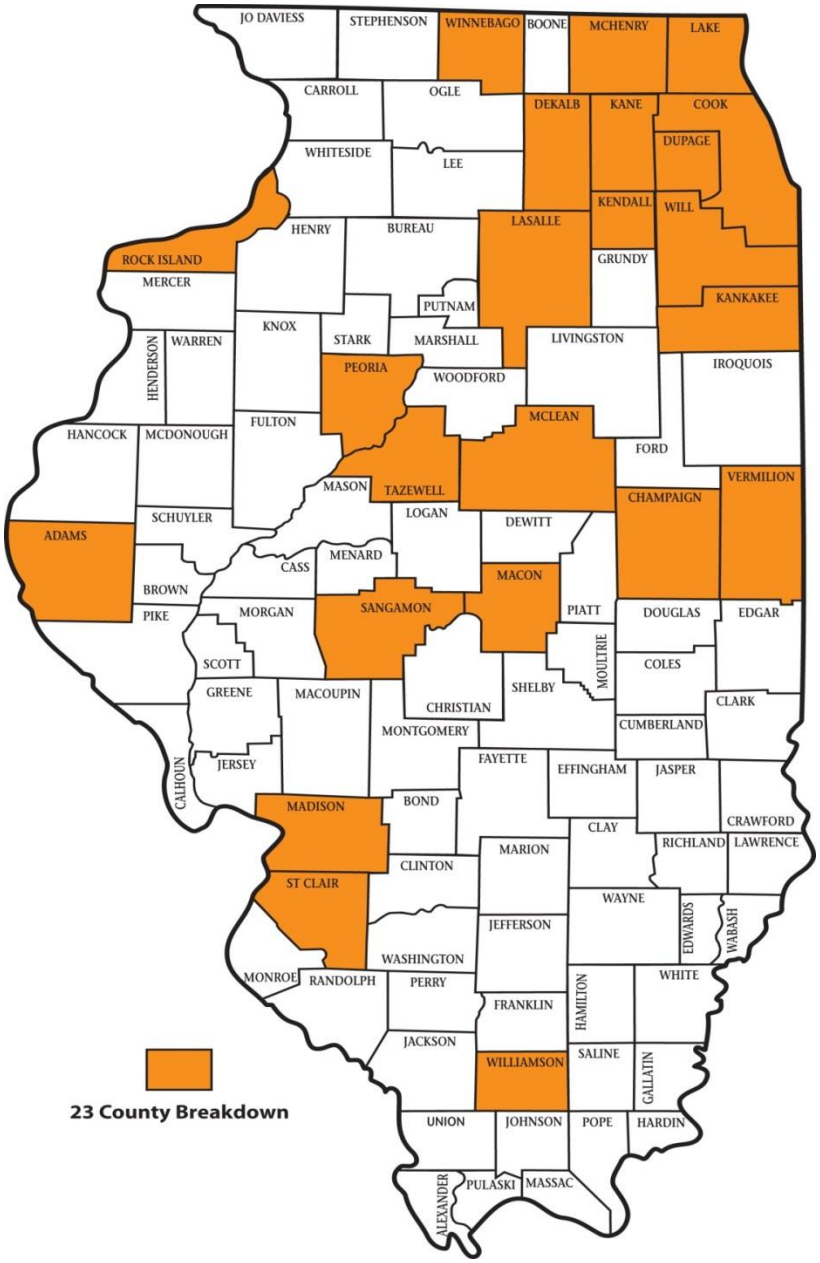
Problem Statement

Illinois Overview

- 924 persons were fatally injured in crashes in 2014.
- There were 84,652 persons injured in motor vehicle crashes in 2014 of these 11,755 persons had "A" type injuries occurring from these crashes.
- There were 580 drivers fatally injured in motor vehicle crashes in 2014.
- There were 845 fatal crashes in 2014, 30.4 percent of these crashes involved alcohol.
- There were 188 passengers of a motor vehicle killed in 2014.
- Crashes involving speed account for 32.4 percent of the overall crashes, 34.9 percent of the fatal crashes, and 37.4 percent of the injury crashes in 2014.
  (Source: *2014 Illinois Crash Facts and Statistics*)

Problem Identification

Illinois continues to use the 23-county model to enhance the existing problem identification process. Under this model, Illinois annually selects the top 23 counties where 85 percent of the population resided. These 23 counties account for 87.0 percent of the total crashes, 87.9 percent of the injury crashes, 79.0 percent of the A-injury crashes and 72.1 percent of the fatal crashes in 2014. In FY 2017 IDOT will focus our enforcement projects in these 23 counties for our enhanced enforcement campaigns and maximum reduction in fatalities and injuries.



Enforcement

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

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

Impaired Driving Enforcement Programs

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

1. Local Alcohol Program (LAP) – contains four primary emphasis areas which are designed to address the complexity of Illinois' alcohol traffic safety problems, incorporate multiple approaches to these problems, and ensure that public private entities work in cooperation to address these problems. These emphasis areas are local DUI task force, sustained high-visibility increased enforcement, public information and education and education/community outreach/prevention and prosecution/adjudication.

2. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.

3. Mini-Mobilization Projects – conduct enforcement details during the Holiday Season campaign, Independence Day and Labor Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or have a STEP project.

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

Impaired Driving Enforcement Periods

December 16, 2016 – January 2, 2017: Christmas/New Year's Campaign
February 3-6, 2017: Super Bowl
March 17-20, 2017: St. Patrick's Day Campaign
June 26 – July 9, 2017: Independence Day Campaign
August 21 – September 5, 2017: Labor Day Campaign

Impaired Driving Enforcement Techniques

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

A. Saturation Patrol Operations:

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

B. Overt Operations for Youth Parties:

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

C. Covert Operations - Package Liquor Checks:

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

D. Mobilization Enforcement

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

E. Sustained DUI Enforcement

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

F. Flexible Roadside Safety Checks

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

Occupant Protection Enforcement Programs

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

1. Sustained Traffic Enforcement Program (STEP) – conduct special enforcement for impaired driving mobilizations and/or occupant protection mobilizations during six or more of the following campaigns: 1. Halloween campaign, 2. Thanksgiving campaign, 3. Christmas/New Year's campaign, 4. Super Bowl campaign, 5. St. Patrick's Day campaign, 6. Memorial Day campaign, 7. Independence Day campaign, 8. Labor Day campaign, 9. Additional Enforcement and 10. eLAP Enforcement.

2. Mini-Mobilization Projects – conduct enforcement details during the Thanksgiving campaign and Memorial Day campaigns. These projects are offered to those local law enforcement agencies that do not apply or have a STEP project.

IDOT will also fund occupant protection enforcement grants with state agencies. The Illinois State Police and the Office of the Secretary of State, Department of Police will provide traffic enforcement on interstate, U.S. and state routes in Illinois during state and national mobilizations as well as Friday and Saturday evenings.

In FY 2017 IDOT 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 Illinois State Police to identify and target specific areas within selected ISP districts for enforcement action of low safety belt usage. Patrols for the targeted area will focus on specific times of days and areas where there is low occupant restraint compliance.
3. Nighttime Enforcement Project (NITE) - this project provides funds for the Illinois State Police to identify and focus on the specific times of 9:00pm to 6:00am when alcohol-related fatalities are highest and seat belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes.
4. Drive Smart - this project provides funds for the Illinois Office of the Secretary of State's Department of Police to continue to help reduce traffic crash injuries and fatalities through the use of roving patrols in multiple counties. Its intent is to apprehend traffic law violators committing common traffic offenses with particular emphasis being placed on speed, occupant protection and impaired driving. Patrols will be conducted during IDOT's six enforcement campaigns: Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, Independence Day and Labor Day campaigns.

Occupant Protection Enforcement Periods

November 14-28, 2016: Thanksgiving campaign
May 15-30, 2017: Memorial Day campaign

Occupant Protection Enforcement Techniques

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

A. Saturation Patrol Operations:

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

B. Mobilization Enforcement

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

C. Seat Belt Enforcement Zone

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

D. Sustained Enforcement

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

Training

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

The state of Illinois has shown a distinct need for highway safety training as documented by IDOT's 23 county breakdown by alcohol fatalities. Law enforcement training programs will be targeted through MTU's or selected local police department grants representing officers whose jurisdictions include communities and/or officers representing departments in need of training as identified in IDOT's 23 county breakdown. All IDOT funded local law enforcement impaired driving projects will be receiving a refresher Standard Field Sobriety Testing (SFST) training during FY 2017.

The ILETSB will offer the following NHTSA approved impaired driving training courses in FY 2017:

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

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

The ILETSB will offer the following NHTSA approved occupant protection and general enforcement highway safety training courses in FY 2017:

Formal Named Courses:

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

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

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

Topic Areas (instructors use their own curriculum):

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

Miscellaneous:

- Emergency Medical Dispatch
- Rapid Medical Response

Illinois Office of the Secretary of State, Department of Police

In FY 2017 the Office of the Secretary of State, Department of Police (SOS Police) will conduct the Operation Straight ID (OPSID) project. The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. The OPSID class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold.

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

Illinois State Police

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

Law Enforcement Liaisons

IDOT's Law Enforcement Liaisons (LELs) primary responsibility is program management for IDOT's local law enforcement grants. The LELs meet with local law enforcement agency personnel to inform them about enforcement programs and mobilizations activities offered by IDOT. The LELs also discuss with local law enforcement personnel the impaired driving message that IDOT is promoting through paid media campaigns. One of the LELs goals is to secure commitments from law enforcement agencies serving counties in which 60 percent of alcohol-related crash fatalities occurred.

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

Enforcement Incentive Programs

IDOT offers 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 Independence Day). During each major holiday mobilization, agencies that report DUI arrests, Zero Tolerance arrests and nighttime seat belt citations issued by their officers 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 360 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 Independence Day holiday crackdowns.

Earned Media

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

In FY 2017 for the Holiday Season, Memorial Day, Independence Day and National Enforcement Crackdown, IDOT will conduct media events statewide when the media is most likely to give coverage to the effort. At the kickoff of each campaign period, and two weeks prior to the announced kickoff, IDOT will issue a statewide news release announcing the imminent enforcement period. In addition to the coverage generated by the IDOT press conferences, IDOT law enforcement grantees are required to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. Increasingly, IDOT grantees are utilizing social media sites in an effort to weave a highway safety message into the social networks of Illinois' motorists.

Paid Media

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

During the two-week period, television, radio and internet advertisements air extensively throughout Illinois. Additionally in FY 2017, IDOT will utilize targeted, paid social media to further increase exposure to anti-impaired driving and seat belt messages.

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

Evaluation Plan

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

Project Evaluation

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

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

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

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

Project Monitoring

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

FY 2017 Enforcement Campaign Dates						
Campaign	***Paid Advertising Campaign***	***Potential Kickoff Press Release***	***Enforcement***	***Post Enforcement Media Release***	***Grant Data Collection Form Due***	***Equipment Incentive Program Form Due***
2016						
Halloween	**No**	October 24-28, 2016	**October 28-November 2, 2016**	November 2-5, 2016	November 16, 2016	No Incentive Program
Thanksgiving	**Yes**	November 14-21 2016	**November 14-28, 2016**	November 29-December 2, 2016	December 12, 2016	December 5, 2016
Christmas & New Year's	**Yes**	December 12-21, 2016	**December 16, 2016-January 2, 2017**	January 2-6, 2017	January 17, 2017	January 9, 2017
2017						
Super Bowl	**No**	February 1-3, 2017	**February 3-6, 2017**	February 6-8, 2017	February 20, 2017	No Incentive Program
St. Patrick's Day	**No**	March 13-16, 2017	**March 17-20, 2017**	March 20-24, 2017	April 3, 2017	No Incentive Program
Memorial Day	**Yes**	May 15-25, 2017	**May 15-30, 2017**	May 30-June 2, 2017	June 5, 2016	June 5, 2017
July 4th	**Yes**	June 20-30, 2017	**June 28-July 9, 2017**	July 10-14, 2017	July 24, 2017	July 17, 2017
Labor Day Holiday	**Yes**	August 21-30, 2017	**August 21 – September 5, 2017**	September 5-8, 2017	September 18, 2017	September 12, 2017
Additional Impaired Driving and/or Occupant Protection Patrols (Optional)	**No**	Submit to LEL in advance for approval	**Submit to LEL in advance for approval**	Submit to LEL in advance for approval	Within 14 days of completion of enforcement	No Incentive Program

Addendum 5

Methodology Used to Set Targets for 2016-2017 for Core Traffic Safety Performance Measures in Illinois

In order to establish 2016-2017 targets for the core traffic safety performance measures, IDOT used five-year moving averages. The data IDOT used to calculate the rolling averages were based on 2007-2015. It should be noted that the 2015 serious injury and injury rate were not available; therefore the 2014 data were used to project 2016 and 2017 total serious injuries and injury rates.

Core Measures	Data Source
Total Traffic Fatalities	FARS
Serious Traffic Injuries ('A' Injuries)	Crash data
Total Fatalities Per 100M VMT	FARS/IDOT
Rural Fatalities Per 100M VMT	FARS/IDOT
Urban Fatalities Per 100M VMT	FARS/IDOT
Serious Traffic Injuries Per 100M VMT	Crash Data/IDOT
Unrestrained Occupant Fatalities	FARS
Impaired Driving Fatalities	FARS
Speed-Related Fatalities	FARS
Motorcyclist Fatalities	FARS
Unhelmeted Motorcyclist Fatalities	FARS
Drivers Age 20 or Younger Involved in Fatal Crashes	FARS
Pedestrian Fatalities	FARS
Pedal-cycle Fatalities	FARS
Observed Seat Belt Use	Annual Observational Survey/IDOT

The following steps were used to set 2016-2017 targets:

1. Calculated the moving averages using the 2007-2015 FARS, crash data, and observational survey data. For example, the moving average of total fatalities for 2011 is 1009 which is an average of 2007-20011 total fatalities.
2. Ordinary Least Squares Method (OLS) was used to estimate coefficients and the measures of fit of the linear trend model. A predicted forecast range for serious injuries from 2016 to 2017 was then calculated using a standard error of estimate at a 70 percent confidence for each prediction.
3. Ordinary Least Squares Method (OLS) was used to estimate coefficients and the measures of fit of the linear trend model to set targets for 2016-2017. This is a common methodology (also known as a "line of best fit") is often used to project future fatality numbers and rates. Most spreadsheet software offers a "Linear Trend" function, which projects what the fatalities would be in the future if the trend were to continue.
4. Calculate 70 percent upper bound and lower bound Prediction Interval (PI).
5. Determine whether we met the target by comparing the actual data (when they become available) to the average or actual and lower and upper prediction limits.

Addendum 6