

Local Alcohol Program (LAP)

**Project Specifications
FFY 2013**

LOCAL ALCOHOL PROGRAM

I. INTRODUCTION

The Division of Traffic Safety (DTS) of the Illinois Department of Transportation has the responsibility of administering Alcohol Highway Safety funds provided by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). Illinois has been granted funds to develop and implement comprehensive impaired driving prevention programs. One such program is the Local Alcohol Program (LAP) which is primarily preventive in nature, focusing on solutions designed to create awareness and to reduce the incidence of drinking and driving and, therefore, alcohol-related motor vehicle crashes and attendant injuries and deaths.

The LAP contains three primary program 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 and private entities work in cooperation to address these problems. These emphasis areas are problem identification, enforcement, public information and education/community outreach/prevention, and prosecution/adjudication.

Applications for local community/county projects may focus on one or more of the program emphasis areas.

LAP projects operate during a federal fiscal year and on a reimbursement basis. That is, the grantee initially pays the cost for project operation. Approved costs are reimbursed only after expenditures are incurred. Costs eligible for reimbursement are identified at the end of each emphasis area description found in Section II - Program Emphasis Area Descriptions.

II. APPLICANT AGENCY REQUIREMENTS

Applying for a grant

1. Complete Application online at www.trafficsafetygrantsillinois.org

Once the application is completed, the following must be done:

- a) A completed (original) application is to be mailed to:

Grants Process Coordinator
Illinois Department of Transportation
Division of Traffic Safety
1340 North 9th Street
Springfield, IL 62702

- b) An electronic copy (in Microsoft Word) of the application emailed to:
DOT.trafficsafetyreports@illinois.gov

2. Applications will not be evaluated and considered for funding without the above steps a & b completed.
3. Start date is October 1, 2012 continuing through September 30, 2013. Have the Project Director and Authorizing Representative both sign the grant form.
4. Grant Applications must be received at the Division of Traffic Safety by **February 17, 2012.**

III. PROGRAM EMPHASIS AREA DESCRIPTIONS

A. ENFORCEMENT

In recent years, Illinois has experienced significant reductions in motor vehicle crash fatalities. While this is great news, there is much work left to be done to make Illinois roads as safe as they can be. In particular, we must continue to reduce alcohol involvement in crashes.

In the Division of Traffic Safety's (DTS) ongoing effort to do just that, grant programs are focusing strongly on sustained, stepped-up, year-long traffic enforcement. To accomplish this, DTS grant programs focus sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are highest. The increased enforcement details conducted during these times raise the perception of getting caught and deter potential impaired drivers and potential unbuckled drivers. Paired with a strong media effort during each enforcement period, the combined impaired driving and safety belt enforcement will make further positive impact on serious injuries and fatalities on our state's roads.

Another intended outcome of DTS' enforcement grants is to bring impaired driving and belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night safety belt usage rates. As such, LAP grantees with an enforcement component must conduct enforcement details with an impaired driving enforcement emphasis, but also conduct some late-night safety belt enforcement.

For the reasons stated above, LAP enforcement grantees must actively **participate in the Thanksgiving, Christmas/New Years', Memorial Day, July 4th and Labor Day Campaigns**. This creates a sustained, year-long emphasis on DTS' highest enforcement priorities: impaired driving and nighttime safety belt. While each mandatory campaign has the following enforcement emphasis, **Thanksgiving (Safety Belts), Christmas/New Years' (Impaired Driving), Memorial Day (Safety Belts), July 4th (Impaired Driving) and Labor Day (Impaired Driving)**, agencies are required to undertake a combination of both enforcement types (see *Methods of Procedure* section).

With the LAP program, enforcement agencies can receive funding for Roadside Safety Checks (RSCs); Safety Belt Enforcement Zones (SBEZs); impaired driving roving saturation patrols; or safety belt roving saturation patrols.

IDOT crash data explains the reasons DTS has begun to place an even greater emphasis on nighttime enforcement, especially regarding safety belt use in relation to alcohol-involved crashes. Looking at the 9 pm to 6 am timeframe, more people die in motor vehicle crashes during this time than any other time of day, and more people die during this time in alcohol-involved and un-belted crashes as well. Therefore, to create more traffic law enforcement presence at times when alcohol-involved crashes are highest and safety belt use is lowest, **ALL LAP grant-funded safety belt patrol hours for all required campaigns must be conducted between 11 pm and 6 am. And, all impaired driving patrol hours (RSC's, Flexible RSC's and Roving Saturation Patrols) must occur between 11 pm and 6 am.**

LAP grantee enforcement efforts must be accompanied by an earned media effort (explained in the Enforcement Objectives section).

Detailed Campaign Dates are listed on the FFY 2013 Campaign Dates attached to this application.

B. Enforcement Objectives

The purpose of LAP enforcement is to reduce the incidence of motor vehicle crashes, and the resulting injuries and fatalities, through **increased highly visible enforcement of impaired driving and safety belt laws during the national and state enforcement campaigns and throughout the year.**

In order to achieve this purpose, the following goals have been defined:

- To reduce the number of Type “A” severe injury and fatal traffic crashes.
- To increase enforcement of impaired driving and safety belt laws.
- To achieve a higher use of safety belts, child safety seats and booster seats.
- To achieve a lower incidence of impaired driving-involved injuries and fatalities.

LAP grantee agencies may conduct impaired driving enforcement year-round, but **MUST** also participate in the following minimum hours during the mandatory holiday campaigns.

C. Enforcement performance objectives for the mandatory campaigns are as follows:

For a project which encompasses a population of less than 2,500 ↔ 30 to 40 hours per enforcement campaign (7.5 to 10 hours must be nighttime safety belt)

Night (11 pm – 6 am)

1. A minimum of one (1) motorist contact (citations only) for every 90 minutes of patrol.
2. Thirty (30) percent of all citations must be for occupant protection violations.
3. A minimum of one DUI arrest for every ten (10) hours of actual patrol.
4. A DUI processing rate of no more than two (2) hours.

For projects which encompass a population of 2,501 – 10,000 ↔ 40 to 50 hours per enforcement campaign (10 to 12.5 hours must be nighttime safety belt)

Night (11 pm – 6 am)

1. A minimum of one (1) motorist contact (citations only) for every 90 minutes of patrol.
2. Thirty (30) percent of all citations must be for occupant protection violations.
3. A minimum of one DUI arrest for every ten (10) hours of actual patrol.
4. A DUI processing rate of no more than two (2) hours.

For a project which encompasses a population of 10,001 – 25,000 ↔ 50 to 70 hours per enforcement campaign (12.5 to 17.5 hours must be nighttime safety belt)

Night (11 pm – 6 am)

1. A minimum of one (1) motorist contact (citations only) for every 90 minutes of patrol.
2. Thirty (30) percent of all citations must be for occupant protection violations.
3. A minimum of one DUI arrest for every ten (10) hours of actual patrol.
4. A DUI processing rate of no more than two (2) hours.

For projects which encompass a population of 25,001 – 50,000 ↔ 70 to 120 hours per enforcement campaign (17.5 to 30 hours must be nighttime safety belt)

Night (11 pm – 6 am)

1. A minimum of one (1) motorist contact (citations only) for every 90 minutes of patrol.
2. Thirty (30) percent of all citations must be for occupant protection violations.
3. A minimum of one DUI arrest for every ten (10) hours of actual patrol.
4. A DUI processing rate of no more than two (2) hours.

For a project which encompasses a population over 50,000 ↔ 130 to 150 hours per enforcement campaign (32.5 to 37.5 hours must be nighttime safety belt)

Night (11 pm – 6 am)

1. A minimum of one (1) motorist contact (citations only) for every 90 minutes of patrol.
2. Thirty (30) percent of all citations must be for occupant protection violations.
3. A minimum of one DUI arrest for every ten (10) hours of actual patrol.
4. A DUI processing rate of no more than two (2) hours.

Impaired driving enforcement is limited to use of hire-back or overtime personnel. This method does not necessitate increasing the department's uniformed headcount.

Impaired driving enforcement strategies include saturation patrols, DUI Task Force and Roadside Safety Checks. Additionally, year-round enforcement efforts are to be conducted during the times of day and days of the week when alcohol-related crashes occur most frequently. DTS has data available to assist agencies with the development of a patrol plan.

The applicant agency must have personnel trained in areas relating to the needs of the enforcement such as crash investigation, DUI enforcement, BAC testing, standard field sobriety testing, and other traffic matters. The agency must also have a selective enforcement policy and procedure regarding staffing with appropriate supervision. If the applicant requires DUI training, the Illinois Law Enforcement Training and Standards Board (ILETSB) will give them priority.

All personnel participating in alcohol-related grant activities must be trained in the Standardized Field Sobriety Tests. Approved training in this area consists of the 24-hour NHTSA, DWI Detection and Standardized Field Sobriety testing course or the IDOT-DTS created 8-hour refresher. Those personnel attending an ILETSB accredited academy; a 24-hour course or an 8 hour SFST refresher course provided by one of the MTUs within two years of the start of the grant year (October 1st) have satisfied this requirement. These courses must be taught by certified SFST instructors.

The ability to report data is also required. The reporting forms for LAP enforcement projects are available on IDOT's website. LAP Tables form (TS-301) is to contain operational data only. LAP Table 2 will contain citation data for drivers only. No passenger citations are to be reported on LAP Table 2. When submitting the application, LAP Tables 1 and 2 must be completed. LAP Table 1 must include crash data for three years prior to applying for a grant. This data begins with October 1 and ends with September 30 of the following year, i.e., October 1, 2010 to September 30, 2011, etc. This crash data is for those crashes occurring between 11 p.m. and 6 a.m. and do not include private property crashes.

The reason for this is to ensure that the base data is compatible with the operational data. LAP Table 2 is a one-year summary of citations issued by the enforcement agency between the hours of 11 p.m. to 6 a.m. for drivers only.

Performance indicators for moving patrols are:

- 1) DUI arrest rate of one for every 10 hours of actual patrol.**
- 2) A citation rate of one for each hour of actual patrol.**
- 3) A DUI processing rate of no more than 2 hours.**
- 4) Participation at mandatory campaign media events.**

Costs eligible for reimbursement include personal services and operation of automotive equipment.

Background information for enforcement projects can be found in **Appendix A**.

D. Enforcement Methods of Procedure

a. The mandatory enforcement campaigns must follow a five-step schedule that consists of the following:

<i>Steps</i>	<i>Activity</i>
1	Begin press releases to promote enforcement activity.
2	Begin Pre-enforcement activities. Examples: letters to editors, local newspapers, TV interviews, media event, community education, etc.
3	Begin campaign activities. Conduct the enforcement campaign for a minimum of specified overtime hours. Patrols must be spread out over the enforcement campaign period during the times of high crash incidence (i.e. weekends, holidays from 11:00 pm – 6:00 am).
4	Begin Post-enforcement media releases to highlight campaign effectiveness. Examples: number of citations written, hours patrolled, etc.
5	Obtain and collect data from campaign. Report this information on the appropriate form. The forms are due for collection on the date listed for the specific campaign on the attached calendar. For additional campaigns the report

- b) At the beginning of the grant enforcement campaign, information outlining all phases of the program shall be given to police department personnel, news media, and court (prosecutors and judges) personnel.
- c) Daily instructions shall be given at roll call outlining program goals.
- d) Local agencies shall utilize only Illinois Law Enforcement Training and Standards Board (ILETSB) certified police officers or deputies for the overtime enforcement. Personnel should also be trained in DUI enforcement techniques and standard field sobriety tests.
- e) **All personnel participating in alcohol-related grant activities must be trained in the Standardized Field Sobriety Tests. Approved training in this area consists of the 24-hour NHTSA, DWI Detection and Standardized Field Sobriety Testing Course or the IDOT-DTS created 8-hour refresher. Those personnel attending an ILETSB accredited academy; a 24-hour course or an 8 hour SFST refresher course provided by one of the MTUs within two years of the start of the grant year (October 1st) have satisfied this requirement. These courses must be taught by certified SFST instructors.**

- f) Conduct a **minimum of four (4) details over four (4) nights** of enforcement on **four (4) separate dates** of the **National Enforcement Crackdown** associated with the **Labor Day Holiday Campaign**.
- g) Provide overtime traffic enforcement for the **specified hours spread throughout the enforcement period** with an emphasis on impaired driving and a secondary emphasis on safety belt laws.
- h) Officers will be permitted, and encouraged, to issue **multiple citations** to drivers who have committed several violations; such as, **DUI, other alcohol related, and failure to wear safety belt**.
- i) IDOT will reimburse expenditures for personal services and operation of automotive equipment by hire-back officers conducting overtime enforcement.
- j) IDOT will provide, upon request, materials to assist the local agency in preparing public information campaigns and media releases.
- k) The applicant agency must be prepared to participate in Public Hearings and promotional events at the request of DTS.
- l) Cost records and accounts pertaining to the work covered by this agreement shall be kept available for inspection for a period of three (3) years following the date of final payment. Copies of such records shall be made available, upon request, to IDOT representatives.
- m) Complete all DTS required forms and submit in a timely manner.

E. Enforcement Incentive Programs

FY 2013 enforcement grantees will automatically be enrolled in the Holiday Mobilizations Enforcement Incentive Productivity Program (this is separate from the Memorial Day incentive productivity program). This program makes agencies eligible for valuable enforcement equipment drawings held after the following major holiday enforcement mobilizations: Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas/New Years.

Requirements of this program are simple: Conduct alcohol and/or safety belt enforcement during specified holiday timeframes AND return on the specified form to DTS by the specified date. Failure to complete and submit the reporting form by the specified time means your agency will NOT be eligible for the drawing.

F. PUBLIC INFORMATION AND EDUCATION/COMMUNITY OUTREACH/PREVENTION

The goals of this emphasis area are to increase public awareness and knowledge about impaired driving, promote safe and healthy driving behavior and increase the perception of risk of arrest for impaired driving.

Public information and education (PI&E) programs should consist of comprehensive, coordinated efforts that are designed to present a clear message. This message should foster the attitude that driving after consuming alcoholic beverages is unacceptable behavior. Such efforts should be sustained over a period of time, but may be seasonally focused. PI&E efforts must always take place during DTS enforcement mobilizations.

PI&E programs must contain the realistic view of the swift and certain punishment that impaired drivers can expect. Arrest, loss of driver's license, fines, and insurance rate increases can be effective deterrents. Education regarding alcohol and its effects on driving skills, as well as, ways to prevent other people from driving after consuming alcoholic beverages can also be incorporated into PI &E programs.

PI&E conveys its messages through media such as radio, newspapers, billboards, posters, brochures and roadway signs. The primary strategy utilized by DTS for public information on DUI is the conduct of and participation in enforcement mobilizations. Each enforcement period is preceded by highly visible public information including a media event. Agencies that pursue public information and education must participate and support these mobilizations, occurring two to eight times annually. While they are enforcement focused, these events offer an opportunity to raise public awareness and knowledge of the DUI problem. Any expenditure made prior to the agreement approval date is the responsibility of the local agency.

The current campaign slogan is **“Drive Sober or Get Pulled Over”** and that message is utilized for all public information efforts, including the aforementioned mobilizations.

PI&E campaigns and materials may be developed either by adapting materials from federal or state governments or by creating new ones. HOWEVER, THE CURRENT CAMPAIGN SLOGAN DEVELOPED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF TRAFFIC SAFETY, MUST BE INCORPORATED INTO ALL CAMPAIGNS. In addition to the slogan, all materials must include the proper tag line.

Community outreach/prevention activities include employer programs, responsible alcohol service, transportation alternatives, educational programs, and school-based activities.

In recent years, those involved in highway safety have looked increasingly to employers and other private sector groups, not only to reach employees and their families, but also to help reach the general public. By conducting health risk appraisals, educational programs, and implementing safety policies, companies increase the effectiveness and efficiency of the overall community-wide outreach effort.

1. Employer programs include:
 - a) Model policies regarding impaired driving, safety belt use, and other traffic safety issues.
 - b) Employee awareness activities.

- c) Management training to recognize and deal with alcohol and drug impairment/abuse.
- d) Education and treatment programs for employees.

Communities should promote responsible alcohol service policies and practices in the retail alcohol service industry through laws, regulations, and policies, with appropriate publicity and enforcement.

2. Responsible alcohol services include:

- a) The promotion of alcohol server training programs.
- b) Programs to prevent the sale of alcoholic beverages to those under 21 years of age.
- c) Adequate staffing to enforce existing alcoholic beverages control regulations.
- d) Awareness of dram shop provisions as they relate to individuals, as well as to providers.

Communities should promote alternative transportation programs that enable impaired drinkers to reach their destinations without driving and risking harm to themselves and others. Two principal types of alternative transportation programs are Designated Driver Programs and Safe Rides.

In a Designated Driver Program, the designated driver for a group agrees not to drink alcoholic beverages so that all participants can arrive at their destination safely. Alcohol servers and social hosts who support and sponsor Designated Driver Programs usually provide non-alcoholic beverages free to the designated driver. Safe Rides Programs provide free or reduced-price rides to drinkers using taxis, buses, or private automobiles.

A comprehensive alternative transportation program uses a community-wide approach addressing all types of drinking situations (in commercial establishments and private homes) with one or more transportation alternatives.

Costs eligible for reimbursement include personal services, fringe benefits, and social security for a part-time coordinator. In addition travel, contractual services, printing, commodities, equipment, and operation of automotive equipment may be reimbursed.

Educational programs and activities through schools, community groups, and/or religious organizations may include parent education, formalized curricula, and peer education programs.

Recent years have seen a substantial increase in student involvement in traffic safety issues and in student traffic safety organizations. These organizations are run by students, emphasize a peer-to-peer approach, and have been credited with contributing to decreases of alcohol-related traffic crashes and fatalities involving youth. Student efforts should be supported and expanded through statewide networks to share program ideas, coordinate initiatives, and provide youth leadership training.

Funding will be considered for projects that:

- 1) Establish and support student safety clubs and activities.
- 2) Encourage policies to reduce alcohol, other drug, and traffic safety problems on campuses.
- 3) Institute working relationships with school health and guidance personnel as a means of providing information to students about a variety of traffic safety and health behaviors.
- 4) Develop and conduct alcohol issues training sessions for a variety of professional disciplines.
- 5) Make effective use of criminal justice, medical or other professionals through presentations in the classroom or the design of and delivery of training courses, and materials.

Costs eligible for reimbursement include personal services, fringe benefits, travel, contractual services, printing, commodities (films, video tapes), and operation of automotive equipment.

The applicant agency must be prepared to participate in Public Hearings and promotional events at the request of DTS.

Background information is located in **Appendix A**.

IV. PROSECUTION/ADJUDICATION

The purpose of this program emphasis area is to increase DUI conviction rates through both improved judicial accountability and expedient and proper case management.

Communities should implement a comprehensive program for visible and aggressive prosecution of impaired driving cases. Highly visible and effective prosecution of DUI charges increases the public's perception of the risk of detection and punishment. Furthermore, the effectiveness of prosecution efforts will be lost without support and strength in adjudication.

A. Funding will be considered for projects that:

- a) Give prosecutors the skills and resources to obtain convictions and seek appropriate and effective sanctions for offenders.
- b) Facilitate uniformity and consistency in prosecution and adjudication of impaired driving cases.
- c) Give judges the skills and resources necessary to appropriately adjudicate impaired driving cases.
- d) Ensure that judges are well versed in DUI issues and prepared to adjudicate youthful offenders.
- e) Coordinate schedules of DUI court cases to ensure arresting officer participation.

If necessary to ensure effective prosecution/adjudication and reduce recidivism, consideration will also be given to salaries for support staff.

Costs eligible for reimbursement include personal services, fringe benefits, social security, travel, contractual services, printing, commodities, equipment, and operation of automotive equipment.

For a list of resources regarding Prosecution/Adjudication, see **Appendix A**.

V. PROGRAM ADMINISTRATION

A. Reimbursement

Highway Safety Projects are funded on a reimbursement basis. The law enforcement agency grantee pays the cost for program operation using local funds. The agency then submits monthly a form TS 600, "Highway Safety Project Claim for Reimbursement TLEP, LAP and Non Law Enforcement". This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> . Procedures for completing the claim for reimbursement are attached to the form.

Claims for Reimbursement will not be processed until required reports have been submitted. The final claim and reports are due by **November 1st**. Failure to submit these documents by the required due date will significantly delay payment as it may need to be processed through the Illinois Court of Claims. Any expenditure made prior to the agreement approval date is the responsibility of the local agency.

B. Evaluation

The Division of Traffic Safety's overall assessment of the effectiveness of the project will be based upon the successful completion of the required activities and the changes in crashes over a specified period. This data is to be submitted in progress reports and the final report. Based upon these data, the DTS will analyze the effectiveness of the enforcement project.

C. Reporting Requirements

Progress Reports are to be submitted for each month commencing with the beginning of the project. These reports are due by the tenth of the following month and are sent to the designated DTS liaison. The reports shall include a narrative addressing the activity of the project, as well as information on TLEP/LAP Data Collection Form (TS 300 available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html>), Distribution of Materials Report Form (TS-28 PI-1) and Presentation Report Form (TS-29 PI-2) also both available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> .

1. TLEP/LAP Data Collection Form (TS 300)

- a) Monthly tabulation of citations and written warnings by major violation category issued city/county-wide or at each high-crash segment.
- b) Summary of crashes by month for each high-crash location.
- c) Number of patrol hours worked at each high-crash location.

Form TS-28 PI-1 – Monthly distribution of materials.

Form TS-29 PI-2 – Monthly presentation listing.

D. Final Report

The final report shall be submitted by **November 1**. The report shall include a narrative analyzing the project's accomplishments over the year, whether or not the objectives were met, problems or successes encountered, and how the enforcement activities affected crashes. Comparison of the base year's enforcement activity against the project enforcement activity shall be included in the report. (Base year is one year prior to the start of the enforcement activity).

E. Project Monitoring

A designated DTS liaison will conduct on-site visits to ensure that project activities are on schedule, to provide assistance as needed, and monitor enforcement activities. Failure to maintain operation of the project at the level agreed upon in the approved Highway Safety Agreement will result in the termination of funding.

F. Revisions

- a) No revisions and/or alterations to the approved Highway Safety Project are to be made in the Agreement or Enforcement Plan of Activity without prior approval by the Division of Traffic Safety.
- b) Any revision must be requested in writing as stated in the "Agreement Conditions". Typical reasons for a request for revision could be a revised patrol schedule, timetable, operational change or a budget revision. Justification must be furnished at the time of the request.
- c) The Project Director should not implement the alteration until a written response from the Division of Traffic Safety is received.

G. Project Continuation

If the agency so desires, it may request continued funding of the Local Alcohol Project. Project continuation shall be considered contingent upon established need, proper administration and demonstrated impact of the previous year's project, as well as the availability of federal funds.

Each year beyond the initial project period shall be considered a separate project. The request for continuation is to be submitted in the same manner as the initial request.

APPENDIX A

I. BACKGROUND INFORMATION

The following items address various components of all program emphasis areas. When preparing the background information, 5B of the Highway Safety Project Application form (TS-52), comments should be made about these components.

A. Enforcement

1. History of special DUI enforcement programs
2. Number of officers in the agency
3. Number of vehicles in the agency
4. Traffic law enforcement training level
5. Factors that may contribute to alcohol-related crashes and/or volume of traffic
6. Local laws/ordinances that relate to alcohol-related offenses
7. Use of in-squad video cameras, PBTs, etc.

B. Public Information and Education/Community Outreach/Prevention

Local resources for alcohol and traffic safety information

1. Gaps in this information
2. Existing traffic safety and alcohol/impaired driving educational efforts
3. Target groups
4. Media outlets, i.e., TV, radio, print
5. Community knowledge/attitudes
6. Program support--public officials, business, private citizens
7. Safe Rides/Designated Driver programs
8. Employer programs
9. Citizen groups
10. Student groups
11. Student activities
12. Existing prevention efforts
13. Policies/Programs to support the age 21 law
14. School staff training and support
15. Youth knowledge and attitudes

16. Community involvement

C. Prosecution/Adjudication

1. Average time(days) from arrest to case disposition
2. Use and accessibility of traffic records system
3. Judicial and prosecutor training
4. Driver license suspensions/revocations
5. Evaluations prior to sentencing
6. Treatment as part of sentencing
7. Support of Victim Impact Panels

RESOURCES

Countermeasures That Work: A Highway Safety Countermeasure Guide, Fifth Edition, DOT HS 811 258, January 2010, National Highway Traffic Safety Administration

Evaluation of the Checkpoint Strikeforce Program, DOT HS 811 056, November 2008, National Highway Traffic Safety Administration

Alternative Transportation Programs: A Countermeasure for Reducing Impaired Driving, DOT HS 811 188, National Highway Traffic Safety Administration

Refusal of Intoxication Testing: A Report to Congress, DOT HS 811 098, September 2008, National Highway Traffic Safety Administration

Statistical Analysis of Alcohol-Related Driving Trends, DOT HS 810 942, May 2008, National Highway Traffic Safety Administration

Copies of the above publications and numerous others can be found at the following:

<http://www-nrd.nhtsa.dot.gov/cats/index.aspx>

or by contacting IDOT's Division of Traffic Safety at 217/557-6670.

Websites

www.StopImpairedDriving.org is a national website with current information on anti-DUI efforts.

www.illinoisyouthsurvey.org contains Illinois-specific information on underage drinking and underage impaired driving.

www.nhtsa.gov the National Highway Traffic Safety Administration's main page

<http://www.trafficsafety.illinois.gov> IDOT's Division of Traffic Safety's main page

APPENDIX B - FFY 2013 Campaign Consolidation Dates

Campaign	Paid Advertising Campaign	Potential Kickoff Press Release Dates	Enforcement	Post Enforcement Media Release	Grant Data Collection Form Due	Incentive Program Form Due (Required for Incentive Equipment Program)
2012						
Thanksgiving	Yes	November 12-21, 2012	November 12-25, 2012	November 26 – December 3, 2012	December 10, 2012	December 3, 2012
Christmas & New Year's	Yes	December 17-24, 2012	December 17, 2012 – January 1, 2013	January 2 – 7, 2013	January 15, 2013	January 7, 2013
2013						
Super Bowl	No	February 1-3, 2013	January 28 – February 3, 2013	February 4-11, 2013	February 18, 2013	No Incentive Program
St. Patrick's Day	No	March 14-15, 2013	March 14-17, 2013	March 18-25, 2013	April 1, 2013	No Incentive Program
Cinco de Mayo	No	May 1-2, 2013	May 1-5, 2013	May 6-13, 2013	May 20, 2013	No Incentive Program
Memorial Day	Yes	May 10-17, 2013	May 10-27, 2013	May 28-June 3, 2013	June 10, 2013	June 4, 2013
July 4 th	Yes	June 28-July 1, 2013	June 28-July 7, 2013	July 8-15, 2013	July 22, 2013	July 15, 2013
Labor Day Holiday	Yes	August 16-23, 2013	August 16 – September 2, 2013	September 3-9, 2013	September 16, 2013	September 10, 2013
Additional Roadside Safety Checks (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
Additional Safety Belt Enforcement Zones (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