



Lake County Sheriff's Office - FY25 LAP Grant

Prepared by Lake County
for Illinois Department of Transportation State and Community Highway Safety/National Priority Safety Program; 25-0343-
10 Non-Enforcement Program

Primary Contact: Ari Briskman

Opportunity Details

Opportunity Information

CSFA Number

494-10-0343

CSFA Popular Name

NHTSA Section 402, Section 405, and 1906 funds and State of Illinois funds

Title

State and Community Highway Safety/National Priority Safety Program; 25-0343-10 Non-Enforcement Program

Description

This Funding Opportunity houses most of our non-enforcement programs. Please see the specifications for each program explained below.

Child Passenger Safety Resource Center (CPSRC)
DUI Court Program
Impaired Driving Prevention Program (IDP)
Injury Prevention Program (IP)
Law Enforcement Liaison Program (LEL)
Traffic Safety Resource Prosecutor (TSRP)

Child Passenger Safety Resource Center (CPSRC)

I. INTRODUCTION:

To aid local communities in reducing the death and injury rates on Illinois roads, the Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) established the Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on Child Passenger Safety (CPS) and other highway safety issues. They serve as regional resources providing education, training, and support in promoting Child Passenger Safety programs. CPSRC program shall also focus on the Strategic Highway Safety Plan priorities areas for their region.

Five CPSRCs are planned to be funded in Illinois and will be staffed by a Child Passenger Safety Liaison. Each CPSRC covers a specific region in the state and coordinates and supports, CPS training, child passenger safety seat distribution, and traffic safety initiatives within that region. The five regions are:

- Chicago - City of Chicago
- Cook and Collar Counties - Cook, DuPage, Kane, Lake, McHenry, Kendall, Grundy, Will, Kankakee, Iroquois
- Northwest - Lee, Ogle, Whiteside, Boone, DeKalb, Rock Island, Carrol, Jo Daviess, Winnebago, Stephenson, Henry, Bureau, Stark, Marshall, Putnam, LaSalle, Mercer, Henderson, Warren, Knox, Livingston, Ford
- Central - Hancock, McDonough, Adams, Schuyler, Brown, Pike, Fulton, Cass, Morgan, Scott, Mason, Menard, Sangamon, Christian, Logan, Tazewell, McLean, DeWitt, Macon, Piatt, Moultrie, Shelby, Champaign, Douglas, Coles, Vermillion, Edgar, , Peoria, Woodford, Macoupin, and Montgomery
- Southern - Calhoun, Green, Jersey, Madison, Bond, Fayette, Effingham, Jasper, Crawford, Saint Clair, Monroe, Randolph, Clinton, Washington, Marion, Jefferson, Clay, Wayne, Richland, Lawrence, Edwards, Wabash, Perry, Jackson, Franklin, Hamilton, White, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski, Massac, Cumberland, and Clark.

II. PROJECT GOAL:

To create a coordinated effort to address Child Passenger Safety and other local highway safety issues within the

designated region through outreach and education.

III. GRANT PROPOSAL GUIDANCE:

Grantees under the CPSRC program address a wide variety of highway safety issues including but not limited to the following:

Requirements of CPSRC:

- Serve as a regional point of contact for child passenger safety programs, trainings, and community events. Additional emphasis areas would be pedestrian, bicycle, motorcycle, older driver, teen, alcohol, drugged, and distracted driving programs;
- Promote and educate the public regarding the risks of leaving a child or unattended passenger in a vehicle.
- Participate in the development Child Passenger Safety (CPS) continuing education unit (CEU) opportunities with Child Passenger Safety Resource Centers from all five regions;
- Offer, promote, and teach a minimum of 5 standardized CPS certification courses and 2 renewal courses in the region. The CPSRC's Child Passenger Safety Liaison must be the lead on at least 75% of the classes taught in their region;
- Child Passenger Safety courses funded by IDOT should be listed as "open to the public" unless prior approval is granted by IDOT. Reimbursement of technician certification fees are only allowed for Illinois residents.
- Provide public information, educational materials, and technical tools designed to foster community level approaches to highway safety issues, specifically: proper car seat usage, seat belt usage, Illinois' Seat Belt Law and Child Passenger Safety Protection Act;
- Participate in Statewide CPS Week/Seat Check Saturday promotions and conduct a minimum of one car seat check event;
- Grantees must utilize the electronic car seat check form – www.carseatcheckform.org – to track all car seat checks using IDOT funds including seats that are given to local agencies
- Distribution of car seats to individuals needing financial assistance;
- Must be able to ensure car seats are being issued to individuals in need. Established need process must be submitted to IDOT with the application;
- Assist local agencies with setting up a minimum of 2 car seat checks a month.
- Assist local agencies with teen safety fairs, traffic safety presentations and other community events;
- Provide education to the public about child passenger safety and general traffic safety by staffing informational booths at community events;
- Use data-driven approaches to evaluate and address local highway safety issues;
- Participate in local traffic safety networks of law enforcement and local organizations dedicated to highway safety;
- If requested, assist IDOT with the annual statewide seat belt survey.
- If your agency would like to facilitate training outside of your regional boundaries, you must contact the CPSRC that covers that area and discuss a collaborative effort.
- Create meaningful public participation and engagement to ensure diverse views are heard and considered.

IV. PROJECT FUNDING GUIDANCE:

Funding for these types of programs is limited; current/past funding of a program does not guarantee future funding. Program applicants must provide clear data supporting the community need and specific ways this program and funding will improve problem areas. Program applicants must also demonstrate how their request will help meet BSPE's performance goals.

- The Child Passenger Safety Resource Center will provide CPS certification and recertification courses for the specified CPSRC region.
- CPSRC's will explicitly state what region they plan on serving within the application.
- CPSRC's shall account for and provide funding for all necessary CPS recertification and certification fees for agencies in the CPSRC region. These costs shall be accounted for in Other or Miscellaneous Costs.
- Food is allowable for expedited CPS certification and recertification courses for working lunches. These costs shall be accounted for in Other or Miscellaneous Costs.
- CPSRC's shall provide justification of car seat purchases by detailing the estimated amounts to be requested for each county within the service region.
- CPSRC shall provide car seats to local agencies for individuals in need. These costs shall be accounted for in Supplies.
- Car seats are the only supplies that are allowed to be given to local agencies for car seat inspection stations.
- Car seats shall be shipped from the vendor directly to the inspection station or the local agency must come pick up the car seats from the CPSRC in their area. The delivery of seats on a regular basis is unallowable.
- IDOT will not reimburse for paid media campaigns. (ex. Radio and/or TV PSA/media spots/development of a PSA/advertisement)
- Any curriculum outside of the Child Passenger Safety Certification Training/Instructor Training must be able to verify the amount of traffic safety content in the program. Materials and curriculum must be provided with application.
- Marketing/Advertising is allowable for CPS check station promotion.

DUI Court Program

I. INTRODUCTION:

The DUI Court Program is an initiative of the Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) that promotes the safety and well-being of all people using Illinois' roadways. The DUI Court Program focuses specifically on DUI Courts, a relatively new court that borrows from the successful Drug Court Model. DUI Courts have been utilized very effectively in many states and focus directly on repeat DUI offenders and/or high-BAC offenders – essentially only high-risk, high-needs offenders. DUI Courts are proven to change behavior and reduce recidivism by holding offenders accountable.

II. PROJECT GOAL:

To encourage the further proliferation of DUI Courts in jurisdictions throughout Illinois.

III. GRANT PROPOSAL GUIDANCE:

The objective of this grant is to provide the resources necessary for the startup and operating costs of the establishment and administration of a DUI Court.

Applicants may propose a comprehensive program. A DUI Court is a problem-solving court and is required to be certified by the Illinois Supreme Court. Applicants are strongly encouraged to follow the parameters put forth in The National Center for DWI Courts' The Ten Guiding Principles of DWI Courts.

Grant applications may include, but are not limited to:

- Travel and lodging necessary to attend the National Center for DWI Courts Foundational DWI Court Training;
- Personal services, fringe benefits for prosecutors and probation officers;
- Costs associated with providing substance use treatment and evaluation services for DUI Court participants;
- Equipment or other costs necessary for frequent chemical testing of program participants;
- Costs for universities or other entities to provide evaluation of program efficacy;
- Other necessary costs will be considered provided justification is provided.

IV. EXAMPLE PROJECTS:

Applicants may focus on one, multiple, or partial of the following DUI Court activities:

- Training;
- Treatment/evaluation;
- Participant substance testing;
- Probation services;

- Prosecutor/and or defense legal services;
- Evaluation.

V. PROJECT FUNDING GUIDANCE:

Funding for these types of programs is limited; current/past funding of a program does not guarantee future funding. Program applicants must provide clear data supporting the community need and specific ways this program and funding will improve problem areas. Program applicants must also demonstrate how their request will help meet the IDOT's performance measures.

- New DUI Court grantees can receive funding for the start-up of a DUI Court.
- Grant application maximum funding request shall not exceed \$350,000.
- Budgets including a request for reimbursement for Assistant States Attorney/Prosecutor positions will need to calculate the annual salary with an hourly rate; provide tasks for each role with hours to be associated with them in the budget narrative; and only name the position title in the budget, not the individual's name.

Impaired Driving Prevention Program (IDP)

I. INTRODUCTION:

The Impaired Driving Prevention Program (IDP) is an initiative of the Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) that promotes the safety and well-being of all people using Illinois' roadways. This program is preventative in nature by focusing on solutions designed to create awareness and reduction in alcohol and drug-impaired driving.

II. PROJECT GOAL:

To create a coordinated effort to address alcohol and drug-related traffic fatalities and serious injuries.

III. GRANT PROPOSAL GUIDANCE:

Applications should focus on one or both of the following objectives:

Prevention Projects:

The objective of this activity is designed to increase public awareness and knowledge about alcohol and drug-impaired driving, promote safe and healthy behavior among underage and/or adult individuals, and to increase the awareness of the consequences associated with a DUI arrest, other sanctions for impaired driving, or an impaired driving motor vehicle crash.

Public information and prevention education programs should consist of comprehensive, coordinated efforts that are designed to present a clear message that fosters the attitude that driving impaired by alcoholic beverages, marijuana, and/or other impairing drugs or substances is unacceptable, criminal behavior. These messages should be sustained and emphasize existing holiday enforcement campaigns and should also occur throughout the grant year. Additional prevention initiatives include educational programs and activities. These may occur through schools, community groups and/or religious organizations and may include parent education, formalized curricula, coalition development/community involvement, and peer education programs.

Community outreach prevention activities may include:

- employer programs.
- responsible alcohol service (including enforcement efforts);
- policies and/or educational programs to reduce alcohol, other drug and traffic safety problems on college campuses;
- transportation alternatives;
- adult and underage drinking/substance abuse prevention;
- underage and/or adult educational programs;
- school-based activities;
- Institution of 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;
- develop and conduct alcohol, marijuana, other drug and/or impairing substances training sessions for a variety of professional disciplines;
- establish and support student-led safety and/or prevention-focused clubs and activities.

Criminal Justice Projects:

The IDP program can include criminal justice projects that provide necessary resources and training to law enforcement, prosecutors, and additional judicial personnel. Applicants may propose a comprehensive program that will effectively utilize resources to combat impaired driving.

Criminal Justice activities may include:

- Full-time ARIDE and/or DRE law enforcement officer and associated costs;
- 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;
- law enforcement impaired driving training;
- law enforcement forensic phlebotomy activities;
- forensic toxicology efforts.

Please see the list of example projects for more information.

IV. EXAMPLE PROJECTS:

Community outreach programs include:

- Communities should promote responsible alcohol service policies and practices in the retail alcohol service industry through laws, regulations, and policies, with appropriate publicity, signage, and enforcement. Communities are also encouraged to promote alternative transportation programs that enable impaired persons to reach their destinations without driving and risking harm to themselves and others.
- 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. Two types of alternative transportation programs are designated driver and safe rides programs.
- In a designated driver program, the designated driver for a group agrees not to drink alcoholic beverages so that all participants can arrive safely at their destination. Alcohol servers and social hosts who support and sponsor designated driver programs usually provide non-alcoholic beverages free to the designated driver. Alternatively, safe rides programs provide free or reduced-price rides to drinkers using taxis, buses or private automobiles.

Employer programs include:

- model policies regarding impaired driving, seat belt use, and/or other traffic safety issues;
- employee awareness and education activities;
- management training to recognize and deal with alcohol and drug impairment/abuse; and
- education and substance use treatment programs for employees.

Responsible alcohol services include:

- promotion of alcohol server training programs;
- enforcement programs to prevent the sale of alcoholic beverages to minors (e.g., "Cops in Shops" and "Shoulder Tap" operations);
- adequate staffing to enforce existing alcoholic beverage control and regulations;
- awareness of dram shop provisions as they relate to individuals and providers.

Criminal Justice programs include:

- give prosecutors the skills and resources to obtain convictions and seek appropriate and effective sanctions for offenders (reduce number of plea bargains);
- ensure screening of all high-risk DUI offenders for substance abuse;
- provide training and technical assistance to law enforcement officers regarding one or more of the following: SFST, ARIDE, DRE, and/or phlebotomy;
- facilitate uniformity and consistency in prosecution and adjudication of impaired driving cases;
- give judges the skills and resources necessary to appropriately adjudicate impaired driving cases;
- ensure that judges are well versed in DUI issues and prepared to adjudicate youthful offenders;
- educates medical facility personnel regarding no civil liability for the truthful reporting of blood and urine tests in DUI cases;
- encourage reporting of blood and urine tests;
- assist with the development, implementation or expansion of "No-refusal" search warrant and/or e-search warrant

- programs;
- Toxicology activities;
 - oral fluid and/or other testing for DUI drug identification;
 - personal services up to 1½ overtime for DRE callouts.

V. PROJECT FUNDING GUIDANCE:

Funding for these types of programs is limited; current/past funding of a program does not guarantee future funding. Program applicants must provide clear data supporting the community need and specific ways this program and funding will improve problem areas. Program applicants must also demonstrate how their request will help meet the IDOT's performance measures.

- IDOT will not reimburse for paid media campaigns. (ex. Radio and/or TV PSA/media spots/development of a PSA/advertisement)
- DUI Courts shall not apply under this program.
- Alcohol and drugs for training purposes are not allowed for purchase.
- Please be aware that these grants are designed to be seed grants and funding programs indefinitely should not be expected.
- Create meaningful public participation and engagement to ensure diverse views are heard and considered.

Injury Prevention Program (IP)

I. INTRODUCTION:

To aid local communities in reducing deaths and injuries on Illinois roads, the Illinois Department of Transportation's (IDOT) Bureau of Safety Programs and Engineering (BSPE) established the Injury Prevention (IP) grant program. This program is designed to enable local agencies to conduct public information and education campaigns focusing on highway safety issues.

II. PROJECT GOAL:

The goal of the Injury Prevention Program is to develop and implement effective traffic safety injury prevention and education strategies in Illinois.

III. GRANT PROPOSAL GUIDANCE:

The Injury Prevention Program offers grant funds for agencies to address highway safety issues in their local areas or statewide. The programs main emphasis should be on the education, prevention, and training associated with highway safety in an effort to reduce serious injuries and fatalities.

There are example projects listed below but grant proposals are not limited to that list. New and innovative ideas are encouraged.

Program applicants must provide clear data supporting the need for the program. Applicants must demonstrate specific ways this program will improve the established problem and how the project will help IDOT meet the performance measures established in the Highway Safety Plan.

All programs with training material and a curriculum must be able to verify the amount of traffic safety content within a program. Training materials and curriculum must be submitted with the grant application for review. If programs are only partially focused on traffic safety, IDOT will only be able to fund up to the amount that is traffic safety related. Projects that do not submit materials and curriculum may be denied.

All expenses must be justified and thoroughly explained in the budget narrative.

IV. EXAMPLE PROJECTS:

- Develop a traffic safety coalition in your community by bringing together multiple traffic safety partners to reduce fatalities and serious injuries on Illinois roadways.
- Create a teen-led program to encourage and educate elementary aged children to learn the importance of buckling up and using a booster seat.

- Develop and implement peer-to-peer teen safety programming with topics including, but not limited to, using safety belts, driving within the speed limit, not driving impaired or distracted, Graduated Driver Licensing (GDL), and the crash risk associated with driving with passengers;
- Training Efforts – training of State laws applicable to highway safety issues; Safe Kids' Child Passenger Safety Certification Course; or safety education and training using evidence-based curricula;
- Public education and awareness campaigns designed to inform motorists, youth, and the general public of State traffic laws applicable to highway safety issues specifically: unrestrained, impaired driving, pedestrian/bicycle safety, motorcycle safety, speed/aggressive driving, and distracted driving;
- Provide educational materials and technical tools designed to foster community level approaches to highway safety issues specifically: occupant protection, impaired driving, speeding, pedestrian/bicycle safety, motorcycle safety, drowsy driving, and distracted driving;
- Provide victim impact, highway safety-based education programs, and trainings to local communities in an effort to reduce injuries and fatalities due to motor vehicle crashes;
- Provide safety education and instruction using evidence-based curricula;
- Use data-driven approaches to evaluate and address local highway safety issues;
- Participate in applicable local traffic safety networks, coalitions, and councils dedicated to highway safety.

V. PROJECT FUNDING GUIDANCE:

Funding for these types of programs is limited; current/past funding of a program does not guarantee future funding. Program applicants must provide clear data supporting the community need and specific ways this program and funding will improve problem areas. Program applicants must also demonstrate how their request will help meet IDOT's performance goals.

1. The purchase of bicycle helmets and bicycles is prohibited.
2. The purchase of child passenger safety seats is prohibited in this program unless the grantee is assisting or providing Child Passenger Safety Certification, Technician Skill Builders, or Special Needs Child Passenger Safety Training courses. Grantees must utilize the electronic car seat check form – www.carseatcheckform.org – to track all car seat checks using IDOT funds.
3. IDOT will not reimburse for paid media campaigns. (Ex. Radio and/or TV PSA/media spots/development of a PSA/advertisement)
4. Food is allowable for expedited CPS certification and recertification courses for working lunches. These costs shall be accounted for in Other or Miscellaneous Costs.
5. Create meaningful public participation and engagement to ensure diverse views are heard and considered.
6. Teaching tools are an allowable expense.
7. Marketing/Advertising is allowable for CPS check station promotion.

Law Enforcement Liaison Program (LEL)

I. INTRODUCTION:

To aid local communities in reducing deaths and injuries on Illinois roadways, the Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) established the Law Enforcement Liaison (LEL) program. This program is designed to encourage law enforcement officers and their leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speeding.

II. PROJECT GOAL:

The goal of the LEL Program is to support local law enforcement by providing education and information on traffic safety laws, recruit new grantees, and to monitor grantees with law enforcement grants.

III. GRANT PROPOSAL GUIDANCE:

The LEL Program was created to enhance communication between BSPE and local law enforcement agencies by strengthening the network of law enforcement's knowledge of traffic safety laws in Illinois and encourage their involvement in traffic safety initiatives.

Grant Required Actions:

- Recruit new law enforcement agencies into grant program. Application should include projected recruitment targets and retention targets.
- Conduct three on-site/virtual and one phone/virtual monitoring visit per year with assigned law enforcement grantees.
- Assist potential and current grantees with applications, reporting, documentation, and/or planning grant activities as needed.
- Assist law enforcement agencies as needed to ensure they are participating and reporting of enforcement results and activities.
- Assist agencies with improving their ability to plan and execute enforcement with a data-driven approach.
- Participate, contribute, and support media events and press conferences.
- Meet quarterly with IDOT staff to discuss updates, current trends, upcoming initiatives.
- Assist IDOT with its annual statewide seat belt survey.
- Collaborate with other highway safety partners and stakeholders.
- Support additional assigned activities, tasks, or directives initiated by IDOT
- Track contacts with LEL activity, report, share information and needs with IDOT.
- Create meaningful public participation and engagement to ensure diverse views are heard and considered.

IV. PROJECT FUNDING GUIDANCE:

Funding for these types of programs is limited; current/past funding of a program does not guarantee future funding. Program applicants must provide clear data supporting the community need and specific ways this program and funding will improve problem areas. Program applicants must also demonstrate how their request will help meet IDOT's performance goals.

- Rental cars should be utilized when it is more economical than mileage.
- Provide justification for LEL with tasks and hours associated with tasks. Please place in budget narrative.
- Applications for LEL program should be only for LEL program and not in combination with other grants programs.
- May apply for supplies and/or equipment to support local law enforcement with Federal Fiscal Year 2025 grantees.
 - o Radar, Lidar, and Portable breathe tester are the only items eligible to be purchased.
 - o All must comply with conforming products list from NHTSA.
 - o Shall only be distributed to agencies in need and must be able to verify need with IDOT approval.

Traffic Safety Resource Prosecutor (TSRP)

I. INTRODUCTION:

The Traffic Safety Resource Prosecutor (TSRP) grant program allows for the administration of an effective program to provide expertise on a multitude of DUI and other traffic offense cases to law enforcement, prosecution, and others. In particular, this grant program intends to address law enforcement, prosecutors, and other appropriate audiences on the complexities of DUI cases including but not limited to toxicology and other evidential items, no-refusal search warrants, alcohol and drug impairment detection by law enforcement, DUI Courts, e-search warrants, forensic phlebotomy, and DUI related issues with commercial, adult-use cannabis.

II. PROJECT GOAL:

To utilize a prosecutor to administer a statewide program providing expertise and guidance on DUI and other traffic case matters to law enforcement, prosecutors, and others.

III. GRANT PROPOSAL GUIDANCE:

This grant program is designed to establish an Illinois TSRP Program and support that program within the State of Illinois.

Program applicants must provide clear data supporting the need for the program and specific ways this program and funding will improve the problem areas. Program applicants must also demonstrate how their project will help meet the Bureau of Safety Programs & Engineering's performance measures.

A successful TSRP is comprehensive and statewide. The program will provide legal research assistance to local prosecuting attorneys and will also provide training to law enforcement officers, and others as needed on the most effective methods of investigating and prosecuting impaired drivers and other traffic safety issues. This should also create meaningful public participation and engagement to ensure diverse views are heard and considered.

Training for law enforcement, prosecutors, and others may include: yearly statutory and case law updates that impact traffic and impaired driving enforcement or prosecution; legal and practical aspects of sobriety checkpoints; NHTSA field sobriety testing procedures and legal aspects of field sobriety testing; pre-trial motions conferences for prosecutors with emphasis on impaired driving cases; "Cops in Court" training sessions to instruct police officers on how to testify in the courtroom and how to improve their report writing; DRE and/or ARIDE issues, forensic phlebotomy, search warrants, and impaired driving fatal crash reconstruction courses.

In addition, the TSRP will foster the proliferation of successful DUI prosecutorial tools such as law enforcement forensic phlebotomy and search warrants for DUI cases. New, innovative ideas such as E-Search Warrants should be pursued via the TSRP Program.

Traffic Safety Resource Prosecutor minimum qualifications:

- Juris doctorate or an equivalent degree from a law school accredited by the American Bar Association or the Supreme Court of Illinois;
- Member in good standing of a State Bar;
- Extensive experience in the prosecution of impaired driving cases and other traffic offenses;
- Extensive knowledge of Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and the Drug Evaluation and Classification (DEC) program;
- Knowledge of law enforcement phlebotomy;
- Knowledge of "No-refusal" search warrant practices in DUI cases;
- Established relationships or willingness to work with the National Highway Traffic Safety Administration (NHTSA), law enforcement agencies, judicial organizations, crime laboratories (including forensic toxicologists), IDOT, victim advocate groups, the National District Attorneys Association/Association of Prosecuting Attorneys and/or other national industry groups.

IV. PROJECT FUNDING GUIDANCE:

- Grant application maximum shall not exceed \$300,000.
- Costs will be considered with appropriate justification.
- Budgets including a request for reimbursement for Assistant States Attorney/Prosecutor positions will need to calculate the annual salary with an hourly rate; provide tasks for each role; and only name the position title in the budget, not the individual's name.
- Out of state travel must benefit the TSRP program in Illinois. Out of state speaking requests shall be at the cost of the agency requesting a speaker and the TSRP must use appropriate leave time.

UPDATED POLICIES AND GUIDANCE FOR ALL FEDERAL FISCAL YEAR 2025 OPPORTUNITIES:

EMPLOYEES PERCENTAGE OF WORK

Full-time employees at your agency that work a percentage of their time on a grant, shall be paid on an hourly rate instead of a percentage of the overall salary. Percentages of time is no longer acceptable.

PART-TIME EMPLOYEES

Part-time employees shall be paid on an hourly rate. Percentages of time is no longer acceptable. Part-time grant funded personnel will not be eligible for leave time reimbursement.

FRINGE FOR NON-ENFORCEMENT PART-TIME EMPLOYEES:

Fringe can be paid for non-enforcement staff members based on their hours of work associated with the specific grant. Example: If a staff member works five hours for the grant, IDOT will reimburse up to the fringe rate for the five hours worked at the hourly rate.

Officer hire-back services are excluded from this and are only allowed to be paid hourly wages.

TRAVEL

All grant-funded personnel must abide by Illinois state travel guide regulations. This includes per diem, preferred hotel listings, and mileage for in state and out-of-state travel.

PROGRAMMATIC INCOME/IN-KIND CONTRIBUTIONS:

Program Income will no longer be collected unless the grantee submits a proposal to the Bureau of Safety Programs and Engineering and then received written approval for the collection and use of program income/in-kind contributions.

If approved, program income/in-kind contributions funds must be treated as federal dollars and must abide by all state and federal guidelines. These funds are to be expended in the grant year they were collected.

INVENTORY CONTROL:

Any items purchased over \$1,000, are required to be tracked and monitored by both the grantees agency and IDOT. This inventory will be monitored throughout the grant program. This inventory list must contain name of item, location of item, and unique identifier number for each item. How this is established is up to the grantees discretion but must have the required information described above.

If equipment above \$1,000 is replaced with a new item and the previous was purchased with federal funds, the previous item will need to be turned into IDOT or disposed of properly. IDOT must be informed of what was disposed of and when. Then inventory control lists must reflect this change. If it is not returned or disposed of properly the new item will not be reimbursed.

The Safety Grant Administrator will inspect annually any item purchased more than \$1,000. Equipment purchased with grant funds of \$5,000.00 or more will have the BSPE 36 Major Equipment Inventory Inspection form completed and put in the project file.

EQUIPMENT AND SUPPLIES EXPLANATION:

Equipment: (2 CFR 200.439)

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals \$1,000 or more. Equipment with a purchase price of over \$5,000 requires prior approval from the State Highway Safety Office and NHTSA.

Examples: Golf Cart, Seat Belt Convincer, internet server, etc.

Equipment Monitoring:

All pieces of equipment will be monitored until disposed of. Grantees are required to keep detailed information on where the equipment is and must present it when requested by IDOT. Equipment is only to be disposed of when it is no longer useful and IDOT must be informed of the disposal.

Supplies: (2 CFR 200.94)

Supplies means all tangible personal property other than those described in Equipment. Tangible personal property with a purchase price less than \$1,000 per unit. A computing device is a supply if the acquisition cost is less than the \$1,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Generally, supplies include any materials that are expendable or consumed during the course of the project.

Examples: Pens, Pencils, Printer Paper, laptop under \$1,000, calculator, tablet, etc.

TECHNOLOGY GUIDELINES FOR GRANTEES:

Personal Cell Phone and Data:

The Illinois Department of Transportation will not provide salary stipends, expense reimbursements, payments on behalf of grantees, or any reimbursement (via Purchasing Card or direct bill) to cover costs associated with use of personal cell phones, data plans, or other equipment with cellular connectivity used while performing business related activities.

Personal/Home Internet:

The Illinois Department of Transportation will not provide salary stipends, expense reimbursements, payments on behalf of grantees, or any reimbursement (via Purchasing Card or direct bill) to cover costs associated with use of personal/home internet services used while performing business related activities.

Computers/Laptop/Tablet Purchases:

If computers/laptops/tablets were approved in the grantees budget they still need prior approval from the Grantor before making the purchase. Computing devices/laptops/computers have a limit of \$999 dollars.

If the grantee is replacing a computing device and the previous computing device was purchased with federal funds it must be returned to the Grantor after the new computing device is received.

Any purchase request over \$999 requires justification with required documentation submitted to their Safety Grant Administrator prior to purchase. After reviewing the Safety Grant Administrator will deem it allowable or denied.

Criteria for Approval Determination of a computing device:

- Computer charges must meet the same fundamental standards as all other charges to federal awards:
- They must be reasonable
- There must be an informed, prudent decision regarding the cost, utility, and value to the project
- They must be allowable
- They must be directly allocable
- The primary/principle use of the computer and related costs must be directly allocable to the purpose, goals, and activities of the funded projects.
- They must be necessary for the project
- Computers must be essential for project activities; and use should be sufficiently tracked to be adequately justified in the event of audit.

Please see Purchasing Computing Devices with Federal Funds (applicable Uniform Guidance Sections 2 CFR Part 200.20 and 200.453) for further explanation.

LINE-ITEM TRANSFERS

Grantor requires grantee to provide prior written notification of any line-item transfers under \$50,000 or 10% of the total award. Grantor approval is not required for such transfers as long as said transfer is within the scope of work of the grant award. For line-item transfers over \$50,000 or 10% of the total award, prior written grantor approval is required.

Awarding Agency Name

Department Of Transportation

Agency Contact Name

Aaron Link

Agency Contact Phone

217-785-3084

Agency Contact Email

Aaron.Link@illinois.gov

Fund Activity Categories

Transportation

Category Explanation

A state may use these grant funds only for highway safety purposes. Encourage States to address national priorities for reducing highway deaths and injuries through occupant protection programs, state traffic safety information system improvements, impaired driving countermeasures, passage of effective laws to reduce distracted driving, implementation of motorcyclist safety programs, racial profiling data, and the implementation of graduated driving licensing laws.

Departments

Highway Safety Grants - Bureau of Safety Programs and Engineering -

Subjects

Federal Fiscal Year 2025

Opportunity Manager

Aaron Link

Opportunity Posted Date

1/1/2024

Announcement Type

Initial Announcement

Funding Opportunity Number

25-0343-10

Assistance Listings Number

20.600, 20.616, 20.611

Public Link

<https://il.amplifund.com/Public/Opportunities/Details/c7df34e4-6c64-41d4-b0d0-02cae50f499a>

Is Published

Yes

Funding Information**Opportunity Funding**

\$10,000,000.00

Funding Sources

Federal Or Federal Pass Through, State

Funding Source Description

State Funds and FAST Act or Infrastructure Investment and Jobs Act. State Funds and FAST Act/Infrastructure Investment and Jobs Act federal funding Sections 402 and all 405 sections depending on the specific grant objectives.

Bipartisan Infrastructure Law (BIL P.L. 177-58)

Allowable Budget Items: Personnel, Fringe, Travel, Equipment, Supplies, Contractual Services and Sub Awards, Consultant, Occupancy, Research and Development, Telecommunications, Training and Education, Direct Administrative Costs, Miscellaneous Costs, and Indirect Costs.

Funding Restrictions

See funding source description

Award Information**Award Period**

10/01/2024 - 09/30/2025

Award Type

Competitive

Capital Grant

No

Expected Number of Awards

40.00

Indirect Costs Allowed

Yes

Indirect Cost Description

All applicants must provide documentation that there is an acceptable accounting system in place that is capable of identifying project related costs separate from general operating costs.

(2CFR Part 200, Appendix VII.D.b); (2 CFR 200.47)

Please see "question submission information" section for the IDOT University Indirect Cost Policy Memo as referenced in the "citation governing indirect cost restriction section".

Restrictions on Indirect Costs

Yes

Citation Governing Indirect Cost Restriction

Allowed. "The following State University F and A Rate and Base will apply to all State issued awards that contain either Federal pass-through funding or State funding: RATE: 20% Rate for awards or programs administered On-Campus* 10% Rate for awards or programs administered Off-Campus* BASE: Base approved in the State Universities' current Federally Negotiated Indirect Cost Rate Agreement (NICRA) *Criteria for utilization of the On/Off Campus rate is located within the general terms and conditions of Federal NICRA for each State University. If not clearly defined, State awarding agencies and officers will make final determination based upon the purposes of the grant scope." (See attached University Indirect Cost Rates Memorandum, January 2020). 2CFR 200

Other Funding Requirement

Submission Information

Submission Window

01/02/2024 12:00 AM - 02/16/2024 4:00 PM

Submission Timeline Type

One Time

Submission Timeline Additional Information

A Highway Safety Grant application is not considered complete until all required documents are received.

No submissions will be accepted after the deadline.

Allow Multiple Applications

Yes

Application Review Start Date / Pre-Qualification Deadline

3/1/2024

Question Submission Information

Question Submission Open Date

01/01/2024 12:00 AM

Question Submission Close Date

02/16/2024 4:00 PM

Question Submission Email Address

DOT.TSgrants@illinois.gov

Question Submission Additional Information

GATA Compliance:

Aaron Link

DOT.TSgrants@illinois.gov

Attachments

- IDOT University Indirect Cost Rate Policy Memo

Eligibility Information

Eligibility Type

Public

Eligible Applicants

- County Governments
- City or township governments
- Special District Governments
- Independent School Districts
- Public and State controlled institutions of higher education
- Native American tribal governments (Federally recognized)
- Native American tribal organizations (not Federally recognized)
- Nonprofits with 501(c)(3) status (excludes institutions of higher education)
- Nonprofits without 501(c)(3) status (excludes institutions of higher education)
- Private institutions of higher education
- Individuals
- For profit organizations (excludes small businesses)
- Small Businesses
- Others
- Government Organizations
- Education Organizations
- Nonprofit Organizations
- For-Profit Organizations

Additional Eligibility Information

Local law enforcement agencies, local civic organizations, public and private schools, colleges and universities, hospitals, public health departments, local governmental agencies, nonprofit groups, and under limited circumstances private individuals and businesses.

Additional Information

Additional Information URL

<https://idot.illinois.gov/transportation-system/transportation-safety/safety-grants/apply.html>

Additional Information URL Description

Information posted in this Notice of Funding Opportunity is also posted on our website for ease of use.

Award Administration Information

State Award Notices

Awards will be issued prior to the grant start date.

Administrative and National Policy Requirements

This NOFO is restricted by policies set forth in the FAST Act (or Infrastructure Investment and Jobs Act and 2 CFR 200.) and the Bipartisan Infrastructure Law (BIL P.L. 177-58)

Reporting

The Periodic Financial Report is required at a minimum of four (4) times per year but may be required more frequently. Each Grantee's final reporting frequency shall be in the grant agreement.

Performance Plan and Report are due monthly within AmpliFund.

In addition, the Grantee's assigned Safety Grant Administrator may have monitoring meetings throughout the grant year.

State Awarding Agency Contacts

Aaron Link
Illinois Department of Transportation
Bureau of Safety Programs and Engineering
2300 South Dirksen Parkway
Springfield, Illinois 62764
217-785-3084
Aaron.Link@illinois.gov

Project Information

Application Information

Application Name

Lake County Sheriff's Office - FY25 LAP Grant

Award Requested

\$77,586.00

Cash Match Requirement

\$0.00

Cash Match Contributions

\$0.00

In-Kind Match Requirement

\$0.00

In-Kind Match Contributions

\$0.00

Other Funding Requirement

\$0.00

Other Funding Contributions

\$0.00

Total Award Budget

\$77,586.00

Primary Contact Information

Name

Ari Briskman

Email Address

abriskman@lakecountyil.gov

Address

25 S. Martin Luther King Jr. Avenue
Waukegan, IL 60085

Phone Number

Project Description

2025 Local Agency Uniform Grant Application

Fill in the following information and be sure to check with your finance office to ensure you are supplying the correct information.

Applicant Information

Legal Name (Name used for UEI registration and grantee pre-qualification)

County of Lake

Common Name (DBA)

Sheriff's Office

Employer/Taxpayer Identification Number (EIN, TIN)

36-6006600

GATA ID (assigned through the grantee portal)

675514

SAM Cage Code

3MAP0

Unique Entity Identifier

074591652/W2V/MR6ZKNT21

Payment Address

Does your agency have a different payment address than the principal office registered in the GATA portal?

YES

NO

Applicant's Organizational Unit

Department Name

Lake County Sheriff's Office

Division Name

Contact Information for Person to be Contacted for Program Matters involving this Application. If awarded, this person will serve as Project Director.

First Name

Ari

Last Name

Briskman

Suffix

Title

Sergeant

Organizational Affiliation

Lake County Sheriff's Office

Telephone Number

2247690241

Email Address

ABriskman@lakecountyil.gov

Contact Information for Authorizing Representative serving as Executive Director or equivalent. If awarded, this person will be signing the grant agreement.

First Name

Lawrence

Last Name

Oliver

Title

Undersheriff

Telephone Number

2243742615

Email Address

LOliver@lakecountyil.gov

Contact Information for Chief Financial Officer or equivalent. If awarded, this person will be signing the grant agreement.

First Name

James

Last Name

Chamernik

Suffix

Mr.

Title

Business Manager

Organizational Affiliation

Lake County Sheriff's Office

Telephone Number

8473774221

Fax Number

8473609756

Email Address

JChamernik@lakecountyil.gov

Areas Affected

Please list the areas affected by the Project (cities, counties, state-wide)

Lake County

Add Attachments (e.g., maps) (optional)

Legislative and Congressional Districts of Applicant

6th, 10th, and 14th

Legislative and Congressional Districts of Program/Project

6th, 10th, and 14th

Attach an additional list, if necessary

Applicant's Project

Description Title of Applicant's Project

Lake County Sheriff's Office LAP Grant FFY25

Proposed Project Term Start Date

10/1/2024

Proposed Project Term End Date

9/30/2025

Applicant Certification

By signing this application, I certify (1) to the statements contained in the list of certifications* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil or administrative penalties. (U.S. Code, Title 18, Section 1001)

(*)The list of certification and assurances, or an internet site where you may obtain this list is contained in the Notice of Funding Opportunity. If a NOFO was not required for the award, the state agency will specify required assurances and certifications as an addendum to the application.

Applicant Certification

I agree

Next Steps

When you're finished answering the questions on this page, click [Mark as Complete](#). An application cannot be submitted until all pages are marked as complete.

Not finished with this page yet? Click [Save](#) or [Save & Continue](#) to fill out the missing information at a later time.

Affidavit of Disclosure of Conflicts of Interest

This Affidavit of Disclosure of Conflicts of Interest is to be completed by the highest-ranking position overseeing the grant. If more than one Affidavit of Disclosure of Conflicts of Interest needs to be submitted per Grantee requirements, email DOT.TSgrants@Illinois.gov for submission directions.

Name of Employee Completing the Affidavit of Disclosure of Conflicts of Interest

John Idleburg

Position of Employee Completing the Affidavit of Disclosure of Conflicts of Interest

Sheriff

Grantee's disclosure of the information contained in this Form is required by the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards published in Title 2, Part 200 of the Code of Federal Regulations, 2 CFR 200.112, and 44 Ill. Admin Code 7000.40(b)(3). As an Employee or Officer of Grantee, I will remain bias-free before, during and after the award process of the Grant Agreement. Pursuant to the above referenced Uniform Guidance and Administrative Rules, I have identified below any relationship I have, or have had, of a family, political, financial, or social nature with any of Grantor's employees related to this Grant Agreement, and wait for direction from the Grants Unit Manager and the Department's Ethics Officer before proceeding to participate with Grantor in the award process. After submittal of this Disclosure to the Department's Bureau of Business Services, the Bureau of Business Services will provide this form to the Ethics Officer if a conflict is noted.

I have, or have had, a relationship described above or other conflict of interest with the following employees of Grantor for this Grant Agreement.

- YES
 NO

Submittal Verification

By checking this box and typing my name below, I verify this document has been reviewed and approved by the owner and myself.

Approver Name

John Idleburg

Date

2/16/2024

Next Steps

When you're finished answering the questions on this page, click [Mark as Complete](#). An application cannot be submitted until all pages are marked as complete.

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2025 BSPE Non-Enforcement Proposal (Part 1)

This form will be used for the Bureau of Safety Programs and Engineering to aid in the evaluation of this application. It will also be used to evaluate the progress of your grant, if you are selected. Please be aware you will be responsible for completing all objectives and program implementation activities. Be specific with data, locations, dates, and activities. **SAVE YOUR PROGRESS REGULARLY TO ENSURE INFORMATION IS NOT LOST.**

Applying for _____ grant program.

Choose one of the following:

Impaired Driving Prevention ▾

Proper and Adequate Application includes the following:

- Identify the problem
- Implement a program
- Develop reasonable objectives
- Gather data and analyze results
- Develop plan for measurable results
- Report results and the adjusted plan
- Gather baseline data

1. Highway Safety Program Area (multiple boxes may be checked)

Select all highway safety program areas your project will affect.

- Distracted Driving
- Impairment
- Motorcycle Safety
- Pedestrian/Bicycle
- Speeding/Aggressive Driving
- Occupant Protection
- Other

Other (Please Specify)

2. Strategic Highway Safety Plan

Did your agency use the Strategic Highway Safety Plan to develop this application?

- YES
- NO

Most Recent Illinois Strategic Highway Safety Plan
Strategic Highway Safety Plan 2022.pdf

3. Located within the County Population Model?

The County Population Model focuses on the most highly populated areas of Illinois. This information is used to help data drive our program.

Please review the following map to answer the following question.

Highlighted in orange are the most populated counties.

- If you are located in one of those counties, click "In a High Population County"
- If you are located in a county touching an orange county, click "Located in or primarily serving collar or "pass-through" county/counties that border one of the identified counties."
- If you are not in or touching a primary county, click "Not located in or around a primary county"

County Population Model Map

County Population Model.pdf

Is your program focused in a county located within or touching the high population county model?

- In a high population county
- located in or primarily serving collar or "pass-through" county/counties that border one of the identified counties
- Not located in or around a primary county

4. Problem Statement

A. What is the specific problem that exists among certain populations in certain areas as compared to other areas or population groups? Be specific.

The 2013-2014 National Roadside Study of Alcohol and Drug Use by Drivers revealed an encouraging trend of declining alcohol use by drivers. (National Highway Traffic Safety Administration, "Drunk Driving," <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812630>.) The data collected by this study, along with declining alcohol-related fatalities documented by the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), demonstrate promising evidence that impaired driving education and enforcement initiatives are creating positive change. While it may be encouraging that the Roadside Survey found only 8.3 percent of drivers were positive for alcohol, that research also found over 20 percent of drivers tested positive for at least one drug— an increase from the 16.3 percent in 2007. Data shows significant increases in THC presence in drivers involved in fatal crashes in Illinois over the last decade. For this reason, it is vital to provide law enforcement with proper training in drug impairment recognition. The education and training of law enforcement officers is the most fundamental step in effectively combating drug-impaired driving. The Illinois Impaired Driving Strategic Plan has set this as a high priority.

Due to a limited number of trained individuals allowed to provide impaired driving instruction, Standardized Field Sobriety Test (SFST) training occurs in the basic academy with limited impaired driving training afterwards. I will focus my training efforts on teaching SFST refresher courses, seated SFST battery courses, ARIDE, DRE, DRE certifications/re-certifications, instructor development courses, and comprehensive impaired driving enforcement courses. Also through this grant, I am able to provide this impaired driver training to State's Attorneys, Village Prosecutors, and Judges who have no other resource for this training. Often this training is provided on an offhour basis on weekends and evenings to accommodate their schedules. This flexibility is not available through most MTUs in this state, and additional charges are applied to non-members of

these training units to prosecutors and judges.

An additional problem we are experiencing is recruiting qualified people for the DRE program. If approved in this grant application, I will initiate a recruitment model to identify qualified officers, meet with them, and attempt to recruit these officers into the DRE program. Once these DREs have been trained I, a Senior DRE Instructor, will host a minimum of two DRE Skill Development nights to further the DREs' training and skills while keeping these DREs on a productive track. Within the past year, I have identified an additional training need that has been unmet by the presently available courses and instructors. School personnel, including administrators, teachers, and nurses, have been desirous to receive training in identifying drug-impaired students, as these persons present a significant threat to the safety and well-being of other students. School personnel successfully identifying drug-impaired students also ensures these students do not drive away from the school campus in an impaired state, thus preventing harm to the general public as well. If approved in this grant application, I will teach drug information and field sobriety tests in a curriculum based on the National Highway Traffic Safety Administration's Drug Impairment Training for Educators (DITEP) course to educators throughout the state. These courses will be focused in areas that have the greatest need for this training as identified by the numbers of students presenting to school personnel as potentially impaired or the use of crash data to determine which areas have the largest number of school-aged crash victims who were later identified as being under the influence of alcohol and/or drugs.

B. When and where does the problem exist?

Throughout Illinois, law enforcement agencies are dealing with a variety of traffic safety issues in their communities. Research shows that many illicit, prescription, over-the-counter, and other substances impair a person's ability to operate a vehicle. However, science still lags in showing the level of impairment in every individual by the level of a particular drug in an individual's system, especially concerning Cannabis. It is important for officers to recognize and identify impairment by drugs and substances other than alcohol (or a combination of alcohol and other drugs/substances). Additionally, officers must be prepared to administer additional field sobriety tests should the individual be presenting signs of alcohol / drug impairment but be unable to walk or stand. Training of officers, state's attorneys, local prosecutors, judges, and the public in this area is primarily the responsibility of the Law Enforcement Training and Standards Board and the Mobile Training Units.

Drug related impairment is more difficult for an officer to recognize without proper foundational training and is inadvertently missed and/or overlooked due to lack of appropriate training. The combined effects of cannabis and alcohol are very difficult for officers to articulate without this training. Many officers will let a subject go with a low BrAC combined with cannabis.

In addition to Police Officers, Assistant State's Attorneys and Judges are in need of receiving this specialized

impaired driving training to best prosecute these cases. This grant will allow for training to be provided to police officers, Judges, and Assistant State's Attorneys on an off-hour basis on weekends and evenings to accommodate their schedule.

C. Who are affected? List affected population size, gender, age, and/or race.

Everyone is affected by impaired driving. Drug and alcohol impairment does not discriminate among any particular race, ethnic background, or socioeconomic status. Anyone can become addicted to drugs and show signs of impairment. Unfortunately, everyone from drivers, passengers, pedestrians, bicyclists, and families will be severely impacted by impaired drivers. Traffic safety problems affect every community throughout the state. Safe roadways impact not only the quality of life for the people who live in the city, but everyone who works, goes to school, shops, or is just traveling through the community.

Providing effective impaired driving countermeasures increase apprehensions and the public's perception of the risk of detention. If drivers perceive there is a high probability that they will be detected or arrested, it is more likely they will be deterred from engaging in that driving behavior. Research shows an increase in a community's impaired driving enforcement results in decreased motor vehicle crashes, injuries, and fatalities.

D. How do you plan to reach diverse populations?

This grant will allow me to instruct both within my primary work environment of the Chicago metropolitan area as well as traditionally underserved areas of the state. These underserved areas include counties such as those in central and southern Illinois. These areas have a smaller population, which means their law enforcement officers, prosecutors, judges, and school personnel have fewer training resources to draw upon. This is to the detriment of the diverse populations served in these counties. The result of inadequate training for these groups is a population being at greater risk for traffic deaths and problems in the schools, both of which are the result of impaired persons who might otherwise have been properly identified.

E. What is the trend on your specific problem? Example: Teen fatalities in Sangamon County have risen the past three years and we anticipate it being even higher this year.

Training was severely limited in 2020 due to the COVID-19 pandemic. When combined with the decriminalization of cannabis in 2020, prescription drug abuse, the ongoing opioid epidemic, and the developing stimulant epidemic in Illinois (methamphetamine north of I-80 is on the increase), these problems continue to increase. These problems are not limited to Lake County but are present throughout Illinois and the entire country. In comparison, other states that have decriminalized cannabis (i.e. Colorado, Washington, Oregon, and California) have fatal traffic crash statistics that have significantly increased. The same is expected to occur in Illinois. Accurate data is difficult to obtain from Illinois in 2020. Impaired driving, crash fatalities, and impaired driving arrests are difficult to measure due to the COVID-19 pandemic. From 2020 to 2022, the Lake County Sheriff's Office investigated more fatal crashes, of which a greater number involved persons impaired by alcohol, drugs, or a combination thereof.

According to the 2021 Illinois DUI Fact Book, there were 20,131 DUI arrests in Illinois in 2020, a decrease from the 26,242 DUI arrests in 2019. 14% of those arrests involving repeat offenders. Unfortunately, 254 people were killed in alcohol-related crashes, which was approximately 21% of the 1,195 total crash fatalities. While fewer people were killed in alcohol-related crashes in 2020 than 2019, the overall number of fatalities increased 15% from 1,035 in 2019 to 1,195 in 2020.

Cannabis-involved crash fatalities continued on a steady increase from 56 fatalities in 2007 to 163 fatalities in 2016. This number is expected to increase exponentially with the decriminalization and commercialization of cannabis in Illinois. Fatal crashes in which involved drivers were impaired by cannabis combined with alcohol also increased from 81 fatalities in 2007 to 237 fatalities in 2016. Drug-related impairment is more difficult for an officer to recognize without proper foundational training and is inadvertently missed due a to lack of appropriate training. The combined effects of cannabis and alcohol are very difficult for officers to articulate without this training. Many officers will release a subject with a low breath alcohol concentration (BrAC) combined with cannabis or other drugs even though the impairment is clearly present.

5. Background

Provide adequate background and explanation of the problem statement based on previous studies and data to rationalize the importance of the problem.

The Bureau of Safety Programs and Engineering (BSPE) is the lead agency for the state of Illinois' efforts to reduce fatalities and severe injuries on Illinois roadways. The BSPE is responsible for overseeing millions of dollars in federal National Highway Safety Traffic Safety Administration (NHTSA) grant monies. The IDOT/BSPE utilizes a wide variety of strategies in its mission to improve highway safety in Illinois. One of the most effective tools the state highway safety plan (HSP) suggests using is to promote reducing injuries and fatalities through high-visibility enforcement (HVE). HVE is the best strategy used to make roads safe by using increased enforcement to maximize the likelihood of detecting, arresting, and convicting impaired drivers.

There are approximately 40,000 certified police officers in the state of Illinois. There are approximately 4,500 Advanced Roadside Impaired Driving Enforcement (ARIDE) trained officers in Illinois and only 150 certified Drug Recognition Experts (DRE). Illinois has approximately 35 DRE instructors and 15 of these instructors are considered Senior DRE instructors who are approved to supervise these classes. Based on studies by IDOT, NHTSA, TSI, and additional information from the Traffic Safety Resource Prosecutors from Colorado, Michigan, and Illinois:

Expectations are that Illinois will observe a dramatic increase reference impaired driving by use of drugs such as cannabis. This will lead to more crashes, injuries, and fatalities on our roadways.

Drug-impaired countermeasure training is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through the Mobile Training Units. In addition, LAP grants allow local police officers who are DRE instructors to augment the training and recertification needs of the Illinois DEC Program. A statewide DEC Coordinator administers the Illinois' DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng/mL level for THC in DUI cases reference blood and 10ng/mL for other bodily substances. Unfortunately, these nanogram

levels have no scientific correlation to actual impairment. It takes a trained officer to be able to identify actual impairment and remove these impaired drivers from the road. This is even more important when drugs are combined such as cannabis and alcohol. Subjects may have a relatively low breath alcohol concentration (BrAC), combined with consuming cannabis (under the allowable nanograms) but show impairment. This will require a well-trained officer to be able to detect, articulate, arrest, and prosecute this subject that is not over the per se impairment law.

We must have officers properly trained to remove these impaired drivers from the roadway. Following the arrest, prosecutors and judges must take part in the same training to prosecute these offenders. This grant is vital to this training.

These countermeasures are vital because drug-impaired driving is on the rise and roadside devices to quantify drug levels are still being tested with little success. This makes it imperative to assist officers, prosecutors, and judges with training to ensure drug-impaired drivers are identified, removed from the roadway, and properly prosecuted.

Next Steps

When you're finished answering the questions on this page, click [Mark as Complete](#). An application cannot be submitted until all pages are marked as complete.

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2025 BSPE Non-Enforcement Proposal (Part 2)

This form will be used for the Bureau of Safety Programs and Engineering to aid in the evaluation of this application. It will also be used to evaluate the progress of your grant, if you are selected. Please be aware you will be responsible for completing all objectives and program implementation activities. Be specific with data, locations, dates, and activities. **SAVE YOUR PROGRESS REGULARLY TO ENSURE INFORMATION IS NOT LOST.**

6. Specific Objectives

In providing objectives, indicate which direction you expect the data to move (increase or decrease), type of value (percent or number), performance measure (seat belt use, distracted driving, etc.), focus population (teen drivers, pedestrians, etc.), target area (Sangamon County, Cook County, etc.), the exact beginning value and target value (86% to 90%, 1009 to 1,000, etc.), and by which date (September 30, 2025; July 30, 2025; etc.).

An example of an appropriate objective would be: Increase the percent of restraint use among teen drivers in Sangamon County from 86% to 90% by September 30, 2025. If there are more than ten objectives, list the 10 most impactful.

The objective of IDOT/BSPE is to reduce traffic fatalities to zero in Illinois. The IDOT/BSPE utilizes a variety of education programs to address traffic safety in Illinois. The LAP grant program coordinates its efforts to mirror the state highway safety plan (HSP). Each emphasis area has specific strategies to address the objectives linked to the HSP.

DRE / ARIDE Training: Attachment 1, 3, 4, 5, 6

Primary Objectives:

- 1) Host/coordinate a minimum of five ARIDE courses and attempt as many as eight ARIDE courses.
- 2) Train a minimum of 100 officers, 25 assistant state's attorneys / prosecutors, and as many judges as possible.
- 3) Participate/assist in the DRE training courses, two of which are scheduled for 2022 and should be matched in 2023.
- 4) Be available to participate in four SFST courses, four seated SFST courses with curriculum approved by the National Association of State Boating Law Administrators, two SFST Instructor Development courses, and one DRE Condensed Instructor course. I will attempt to convert SFST and SFST refresher courses to ARIDE courses to get the most out of the training.
- 5) Additional training courses such as DRE A-Z and Comprehensive Impaired Driving Enforcement have been developed and will continue to be offered with this grant. I will attempt to participate in three DRE A-Z course across the state. I would like to offer DRE A-Z in western Illinois, (Quad Cities area), southern Illinois (south of Springfield) and northern Illinois (north of I-80). The DRE A-Z is used as outreach and introduction to the DRE Program, ARIDE, and general information reference impaired driving countermeasures. I will also attempt to facilitate four Comprehensive Impaired Driving Enforcement courses with the Illinois Traffic Safety Resource Prosecutor in geographically diverse areas of the state.

DRE Certifications: Attachment 2

Primary Objectives:

- 1) Maintain the Lake County Sheriff's Office DRE certification by attending the International Association of Chiefs of Police Impaired Driving and Traffic Safety Conference. This conference is vital for obtaining continuing education required to maintain DRE certifications. This conference also allows me to stay up-to-date on emerging drug trends, defenses to impaired driving cases, and the latest in drug impaired driving countermeasures.
- 2) Attempt to increase drug-impaired DUI arrests by a minimum of 10% with an overall goal 20%.

DRE Community Outreach: Attachments 1, 2, 3, 4

Primary Objective:

- 1) I will be available to assist the Illinois Traffic Safety Resource Prosecutor and local state's attorney's offices with speaking engagements for community outreach events. These engagements may include MADD, AAIM, County Health Departments, impaired driving coalitions, community anti-drug coalitions, Illinois Prosecutor's Association, Illinois Association of Problem-Solving Courts, and other entities approved by the Law Enforcement Liaison.

DRE Recruitment: Attachments 2 and 3

Primary Objectives:

- 1) I will actively recruit officers for the DRE program.
- 2) I will review state DUI arrests, reports reference DUI arrests, and consult state/local prosecutors for recommendations of officers to meet and consider for the DRE program. The purpose of these consultations will be to identify and encourage quality officers into applying for the DRE program. This will support the expansion of the DRE program while improving the quality of the DREs and the integrity of the DRE program.

DRE Skills Development & Training: Attachments 1, 2, 3

Primary Objectives:

- 1) I will participate in a minimum of two DRE Skill Development nights. DREs will be invited twice each year to practice evaluations, review changing laws, court issues, and changes in countermeasures/strategies. This course will include regional coordinator meetings with input from the DEC Coordinator, state Law Enforcement Liaison, and Traffic Safety Resource Prosecutor.

Education Personnel Training: Attachment 7

Primary Objectives:

- 1) I will participate in a minimum of four courses or presentations for school administrators, teachers, nurses, and other education personnel regarding signs / symptoms of drug impairment, administration of field sobriety tests, and the proper documentation of impairment based on the National Highway Traffic Safety Administration course Drug Impairment Training for Education Professionals.

7. Performance Measures

Select specific performance measures your project will impact based on your program area using traffic safety data.

Total Fatalities

- Seat Belt Usage
- Speed-Related Fatalities
- Motorcyclist Fatalities
- Serious Injuries
- Young Drivers (under 21) Involved in Fatal Crashes
- Pedestrian Fatalities
- Unhelmeted Motorcyclist Fatalities
- Unrestrained Passenger Fatalities
- Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities
- Bicyclist and Other Cyclist Fatalities
- Impaired Driving Fatalities

8. Data and Method of Evaluation

A. Select the type(s) of data that will be used to evaluate your program.

- Crash
- Population
- Health
- Surveys
- Other

If Other (please specify):

B. Describe how you will evaluate your data. If you are using surveys, you will need to include a copy of each survey.

will send surveys to participants in September of 2025. This survey will include information as follows:

- 1) Are you using your training?
- 2) Has your training helped you remove more impaired motorists from the roadway?
- 3) Has this training increased your conviction rate?
- 4) Would you recommend this training?

I will also use the data the LAP program uses for evaluation which will primarily be based on BSPE crash data, participation, enforcement, education data reports, law enforcement liaison site visits, and monthly reports. The program uses different types of evaluation methods at different points of the project. The LAP program employs these methods at different stages using different metrics. These methods are used throughout the grant year to evaluate the LAP program.

Survey or Documentation to support answer (optional).

Lake County Attachment 1.ARIDE Administrative Guide.FFY25.pdf, Lake County Attachment 2.DRE Curriculum Overview.FFY25.pdf, Lake County Attachment 3.DRE A-Z Course Outline.FFY25.pdf, Lake County Attachment 4.Comprehensive Impaired Driving Enforcement Course Overview.FFY25.pdf, Lake County Attachment 5.Letter from Texas TSRP Regarding Seated SFSTs.FFY25.pdf, Lake County Attachment 6.Letter from NASBLA Regarding Seated SFSTs.FFY25.pdf, Lake County Attachment 7.DITEP Training Overview.FFY25.pdf

Survey or Documentation to support answer (optional)

Next Steps

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2025 BSPE Non-Enforcement Proposal (Part 3)

This form will be used for the Bureau of Safety Programs and Engineering to aid in the evaluation of this application. It will also be used to evaluate the progress of your grant, if you are selected. Please be aware you will be responsible for completing all objectives and program implementation activities. Be specific with data, locations, dates, and activities. **SAVE YOUR PROGRESS REGULARLY TO ENSURE INFORMATION IS NOT LOST.**

9. Previous Experience

A. What previous projects has your agency completed that qualify you for this project? Please provide results of the project(s) and how that experience will benefit this project.

I have maintained this grant for the past year training over 200 officers, assistant state's attorneys, and judges. I have brought back training and trends from the IACP DRE conference adding to the curriculum. I instruct and have developed programs such as DRE A-Z and Comprehensive Impaired Driving Enforcement. I have incorporated this training into the DRE/ARIDE training. I have maintained my DRE certification continuously for the past eight years.

B. Describe the qualifications of project staff to accomplish this project.

I am a DRE for the Lake County Sheriff's Office. I provide instruction to all sworn Sheriff's Office personnel in impaired driving enforcement. Additionally, I am a traffic crash reconstructionist, and I serve as the commander of the Sheriff's Office

Technical Crash Investigations Team. Including the time period prior to receiving the FFY2024 LAP grant, I have trained

over 900 officers, assistant state's attorneys, and judges in various impaired driving enforcement courses. I have spoken at events for the Lake County Bar Association, numerous community anti-drug coalitions, and many schools regarding drug impairment. I am currently collaborating with the Illinois Alliance Against Intoxicated Motorists to provide training for their volunteers and other law enforcement officers.

C. How does your agency provide outreach and engagement opportunities to the underserved and diverse populations in your community?

Annual training on Use of Force, Cultural Competence, Implicit Bias, Racial and Bias Based Policing, and Code of Ethics.

10. Project Description

The description should focus on the overall approach of your project and how it will help you reach your goals and objectives.

I will train police officers, prosecutors, and judges in all facets of impaired driving enforcement. I will also train education professionals and school nurses in recognizing the signs and symptoms of impairment from alcohol and other drugs.

Next Steps

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2025 BSPE Non-Enforcement Proposal (Part 4)

10. Program Implementation (Activities and Goals)

This form will be used for the Bureau of Safety Programs and Engineering to aid in the evaluation of this application. It will also be used to evaluate the progress of your grant if you are selected. Please be aware you will be responsible for completing all objectives and program implementation activities. Be specific with data, locations, dates, and activities. **SAVE YOUR PROGRESS REGULARLY TO ENSURE INFORMATION IS NOT LOST.**

Program Implementation is where you the applicant will respond to overall activities defined by the grantor and where you will explain and show up to 10 of the most important activities you will be completing during this grant. All activities must further highway safety and the goals of the projects. These goals and activities will become the performance plan if you are selected to receive an award. These items will be reported monthly throughout the grant year to show your progress and impact.

TEMPLATE SELECTION:

In order to begin this process, you will have to select the appropriate Performance Plan Template. Please look below at the list of available templates and choose the most appropriate template.

On the 2025 BSPE Non-Enforcement Proposal (Part 1), you selected a program you were applying for and there should be a corresponding excel file for the program. You must select the excel file based on that selection as each program has different activities defined by the grantor.

***Impaired Driving prevention has a breakdown further than what has been selected on Part 1. Please make sure to read and select the appropriate Performance Plan.**

Once you locate the appropriate file, download it.

HOW TO FILL OUT THE IDOT BUILT PART OF THE TEMPLATE:

IDOT has already created some baseline items you will be reporting on. These items are listed at the beginning of the excel form and you are required to fill out the Number To Be Achieved and Due Date.

If the Goal Type is Numeric, you must put in a number and date in which you plan to complete it. Usually that will be the end of the grant year which would be 9/30/2025.

If the Goal Type is Narrative, you must explain your approach or plan for that item.

There will be items on the sheets that will be filled in with NA and those will be something that you will report on during the grant year but will not need to define at this time.

***If there are items that are not relevant to your program that are built in, please use NA when completing those portions of the performance plan.**

HOW TO CREATE/FILL OUT THE AGENCY GOALS BELOW THE YELLOW LINE

This is where you the grantor will explain your activities and the goals of those activities. Please be clear and concise.

Goal Type - This is where you will be determining how you will report on your progress. **ONLY CHOOSE NUMERIC or NARRATIVE.**

Name - Name of your activity

Description - What is this activity showing to make an impact for traffic safety.

Question - What is the question you are answering with your activity

Number to be Achieved - this is what you plan to achieve with this activity - this should be associated with the goal type established. If it is Numeric, it should be a number or if it is narrative, it should be a narrative.

Due Date - this the date that you plan to have this activity accomplished within the grant year.

Performance Plan Templates

Select the Performance Plan Template that corresponds with the selection made on Part 1 of the proposal.

Child Passenger Safety Resource Center
CPSRC Performance Plan Template.xlsx

DUI Court Program
DUI Court Performance Plan Template.xlsx

Impaired Driving Prevention Program - BASSET
ID BASSET Performance Plan Template.xlsx

Impaired Driving Prevention Program - Community Outreach
ID Community Outreach Performance Plan Template.xlsx

Impaired Driving Prevention Program - SFST/ARIDE/DRE Training
Impaired Driving SFST - ARIDE-DRE Performance Plan Template.xlsx

Impaired Driving Prevention Program - Court Monitoring
Impaired Driving Court Monitoring Performance Plan Template.xlsx

Injury Prevention
Injury Prevention Performance Plan Template.xlsx

Law Enforcement Liaison Program
Law Enforcement Liaison Performance Plan.xlsx

Traffic Safety Resource Prosecutor/Judicial Outreach Liaison
Traffic Safety Resource Prosecutor and JOL Performance Plan Template.xlsx

Performance Plan Submission

After completing the Excel version of the performance plan, it will need to be uploaded for review.

UPLOAD FILE HERE

Lake County.ID Community Outreach Performance Plan Template.FFY25.xlsx, Lake County.Impaired Driving SFST - ARIDE-DRE Performance Plan Template.FFY25.xlsx

Next Steps

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2025 Local Agency Enforcement Programmatic Risk Assessment (PRA)

No Longer Required by Applicant

The content from the Programmatic Risk Assessment (PRA) has been added into the Internal Control Questionnaire (ICQ) that should have already been completed by your agency. Therefore, the previously completed PRA is no longer necessary. The ICQ and an Illinois Department of Transportation internal risk assessment will identify risk for your agency. If awarded and if risk is identified, it will be found in the specific conditions in the grant agreement.

Next Steps

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2025 BSPE LOCAL NON-ENFORCEMENT AGENCY UNIFORM BUDGET GUIDANCE

Please read and follow the instructions

This form is used to provide information and guidance to help develop your budget later in the application process.

Failure to follow these instructions will negatively impact your application and potential award.

Applicants should submit budgets based upon the total estimated costs for the project including all funding sources. Pay attention to applicable program-specific instructions in the NOFO.

The "Award Requested" amount on the Project Information Form must match the budget total. If they do not, you will not be able to submit. You can go back at any time and update the "Award Requested" amount.

Guidance on how and what to include in the Budget:

- 1. Budget Narratives are extremely important. Everything requested needs a narrative. Missing narratives make budget items hard to review. Requested items that may be necessary for the project may be removed if no justification is provided. The narrative should explain how costs were estimated AND justify the need for the cost.**
- 2. The budget should be as concrete and specific as possible in the estimates. Make every effort to be realistic and to estimate costs accurately. A well-prepared budget should be reasonable and demonstrate that the funds being asked for will be used wisely.**
- 3. Read your project details in the NOFO as it may outline specific items that are or are not allowed for the specific program.**
- 4. Full-time employees at your agency that work a percentage of their time on a grant, shall be paid on an hourly rate instead of a percentage of the overall salary. Percentages of time is no longer acceptable.**
- 5. Part-time employees shall be paid on an hourly rate. Percentages of time is no longer acceptable. Part-time grant funded personnel will not be eligible for leave time reimbursement.**
- 6. Travel-All grant-funded personnel must abide by Illinois state travel guide regulations. This includes per diem, preferred hotel listings, and mileage for in state and out-of-state travel.**

Acknowledgement

I have reviewed the information provided on this page

Next Steps

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2025 BSPE LOCAL NON-ENFORCEMENT AGENCY UNIFORM BUDGET SUBMISSION

Application Budget Submission Information

This form is used to download a blank budget and upload the completed budget.

On this form the applicant will:

- Download the budget
- Fill out all of the appropriate areas of the budget.
- Add in all of the budget line items into the appropriate budget categories - read and follow the information at the top of each budget category.
- Ensure all of the information is filled out for each line item
- Ensure that each line item has a clear and concise narrative that explains the costs. It is preferential to see a calculation, so reviewers are not speculating on how the cost was established.
- **NO SIGNATURES** from the applicant are necessary on the budget form.
- Upload the completed budget in the designated area below. Do Not include additional documents with the budget.

Failure to follow these instructions will negatively impact your application and potential award.

Reminder - The "Award Requested" amount on the Project Information Form must match the budget total. You can go back at any time and update the "Award Requested" amount.

Download Blank Budget Template

Depending on your browser, when you click on the budget template it may show as "Please wait..." . If so, click the download button on the upper right of the web browser to save it on your computer.

Click on the green link below to download the blank Uniform Budget
[25-0343-10 Non-Enforcement Uniform Budget Updated.pdf](#)

Upload Completed Budget Template

Click on the button below to select and upload your completed budget. This should still be in editable mode and should not be a scanned copy.

[Lake County.25-0343-10 Non-Enforcement Uniform Budget.FFY25.pdf](#)

Next Steps

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