

Michael R. Stout
Director of the Division of Traffic Safety
Illinois Department of Transportation

On November 1, 2004, Illinois Department of Transportation Secretary Tim Martin named Michael R. Stout as Acting Director of the Division of Traffic Safety, his appointment as director was official in January. Prior to this appointment he served as the chairperson of the 2005 Illinois Highway Safety Plan Committee. Stout had served as IDOT's Deputy Director of Finance and Administration since June of 2003.

Stout's career began with IDOT in 1978 when he was hired as a transportation analyst in the Office of Planning and Programming. He left the department in 1986 to work for Teamsters Professional/Technical Local 916, which represents over 2,200 IDOT employees. Stout's career with the Teamsters spanned 13 years, his final five years as director of governmental affairs over ten states. In 1994, Stout was appointed by Governor Edgar to the Illinois Department of Labor Governor's Advisory Board. In 1999, he was hired as director of operations for the Midwest Region of Laborers' International Union of North America.

He served on Governor Blagojevich's Alcohol Abuse Task Force and Illinois Secretary of State Jesse White's Graduated Drivers License Task Force. Stout represents the Midwest states on the Governor's Highway Safety Association Executive Board.

Stout attended Murray State University and studied labor relations at Cornell University and the George Meany Institute of Labor Studies. He has been married to his wife Vickie for over 24 years and together has two daughters, Cori a graduate of University of Illinois @ Springfield and Vanessa a senior at Southern Illinois University.

National Surface Transportation Policy and Revenue Study Commission

Panel Theme: Safety Solutions for the Surface Transportation Network

Illinois Overview

The Illinois Department of Transportation, Division of Traffic Safety (IDOT/DTS) administers highway safety programs for the State of Illinois. These programs are aimed at reducing the number and severity of motor vehicle crashes, fatalities and injuries. IDOT receives federal highway safety funds from the National Highway Traffic Safety Administration (NHTSA).

IDOT/DTS's mission is...***to formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.***

SAFETEA-LU – New Federal Highway Bill

In August 2005, the President of the United States signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy of Users (SAFETEA-LU). SAFETEA-LU represents the largest surface transportation investment in our nation's history. Based on the new federal highway bill Illinois received increases in our core funding levels for highway safety program areas. Illinois also received a one-time incentive of \$29.2 million in Section 406 funds for passing the primary safety belt law in Illinois in July 2003. This funding will assist Illinois in the development of new program ideas (i.e. community outreach activities) and enhance current programs such as paid media for the safety belt and impaired driving national campaigns.

The SAFETEA-LU also established new funding areas such as Section 2010 Motorcyclist Safety, Section 408 Traffic Records, Section 1906 Racial Profiling and Section 2011 Child Passenger Safety, Booster Seat. Based on these new funding areas Illinois is able to program federal highway safety funds in these important emphasis areas.

Future Policy Consideration

Illinois will concentrate on NHTSA 9 emphasis areas:

- Occupant Protection
- Impaired Driving
- Speed Control
- Police Traffic Services
- Emergency Medical Services
- Traffic Records
- Motorcycle Safety
- Bicycle and Pedestrian Safety
- Roadway Safety

Funding Sources for Highway Safety Programs

1. **Section 402** – support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage.
2. **Section 405** – encourage states to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles.
3. **Section 406** (new program under SAFETEA-LU) - incentive grant, encourage the enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles.
4. **Section 408** (new program under SAFETEA-LU) – encourage States to adopt and implement effective programs to improve timeliness, accuracy, completeness, uniformity, integration and accessibility of State data that is needed to identify priorities for national, state, and local highway and traffic safety programs.
5. **Section 410** – amends alcohol-impaired driving counter measure incentive grant program to encourage states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.
6. **Section 2010** (new program under SAFETEA-LU) – establishes a new program of incentive grants to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach campaigns.
7. **Section 2011** (new program under SAFETEA-LU) – establishes a new program to make grants available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law.
8. **Section 1906** (new program under SAFETEA-LU) – establishes a new program of an incentive grant program to encourage States to enact and enforce laws that prohibit the use of racial profiling in the enforcement of traffic laws on Federal-aid highways, and to maintain and allow public inspections of statistics on motor vehicle stops.