

The logo of the Idaho Department of Transportation is a circular seal. It features a map of Idaho in the center, with the word "IDAHO" written across the top. Two stars are positioned on either side of the map. The words "TRANSPORTATION" and "DEPARTMENT" are written along the bottom inner edge of the seal.

HIGHWAY SAFETY PERFORMANCE PLAN FFY 2008

**Prepared by:
Idaho Department of Transportation
Office of Highway Operations and Safety
P.O. Box 7129
Boise, ID 83707-1129
(208) 334-8100**

TABLE OF CONTENTS

HIGHWAY SAFETY PERFORMANCE PLAN	1
Description of the Program.....	1
Process Descriptions.....	1
Traffic Safety Problem Identification.....	1
Establishing Goals and Performance Measures.....	2
Paid Advertising Assessment.....	2
Project Development.....	3
Overview of the Highway Safety Performance Plan Process.....	4
GOALS AND PERFORMANCE MEASURES	5
Mission Statement.....	5
Primary Goal.....	5
Primary Performance Measures and Benchmarks.....	5
Strategy.....	6
REFERENCE MATERIALS	9
HIGHWAY SAFETY PLAN COST SUMMARY	10
FFY 2008 HIGHWAY SAFETY GRANT PROGRAM – PROJECT DESCRIPTIONS	12
Impaired Driving.....	12
Impaired Driving – Youthful Drivers.....	12
Aggressive Driving – Youthful Drivers.....	13
Police Traffic Services – Aggressive Driving.....	13
Safety Restraints – Adults.....	14
Safety Restraints – Youthful Drivers.....	14
Safety Restraints – Child Passenger Safety.....	14
Bicycle and Pedestrian Safety.....	15
Traffic Records/Roadway Safety.....	15
Emergency Medical Services.....	16
Paid Advertising.....	17
Community Projects.....	17
Planning and Administration.....	18
410 Planning and Administration.....	18
410 Alcohol - Impaired Driving.....	19
410 Paid Advertising.....	19

TABLE OF CONTENTS
(Continued)

Section 157 – Incentive.....	20
Section 157 – Incentive Paid Advertising	20
Section 408 SAFETEA-LU DATA PROGRAM	21
Section 2010 Motorcycle Safety.....	21
Section 1906 Racial Profiling	21
CERTIFICATIONS AND ASSURANCES	22
IDAHO PROBLEM IDENTIFICATION REPORT FFY 2008	30
Statewide.....	31
Impaired Driving.....	33
Safety Restraints	34
Aggressive Driving.....	35
Youthful Drivers	36
Pedestrians and Bicyclists.....	37
Emergency Medical Services.....	38
Single-Vehicle Collisions	39
Motorcyclists.....	40
Commercial Motor Vehicles.....	41
Collisions with Trains.....	42
Mature Drivers.....	43
School Bus Collisions.....	44
REQUEST FOR PROPOSAL DOCUMENTS	45

Highway Safety Performance Plan

For more information contact:
Highway Safety Grant Manager
Office of Highway Operations and Safety
Phone: (208) 334-8100
FAX: (208) 334-4430

Description of the Program

The Office of Highway Operations and Safety, (OHOS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the new transportation act entitled Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor-vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

Process Descriptions

Traffic Safety Problem Identification

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, and vehicle miles traveled, as well as characteristics of specific subgroups that may contribute to collisions.

In the fall of 2005, OHOS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FFY 2007-2009. In accordance with Federal requirements, one element of the plan is to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's (NHTSA), eight highway safety priority areas. These program areas were determined by NHTSA to be most effective in reducing motor-vehicle

collisions, injuries, and deaths. Consideration for other potential traffic safety problem areas came from problems noted by ITSC members, OHOS staff, and by researching issues identified by other states.

Comparison data was developed, where possible, on costs of collisions, the number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Collision Database on helmet use for motorcycles and bicycles, child safety-restraint use, seat-belt use, and from available violation, license suspension, and arrest information.

Ultimately, Idaho's most critical driver behavior-related traffic safety problems were identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, and other supportable conclusions drawn from the traffic safety problem identification process.

Establishing Goals and Performance Measures

The primary goal of the highway safety grant program has been, and will continue to be, reducing motor-vehicle, bicycle, and pedestrian deaths and serious injuries. The results of the problem identification process are used by staff to assure resources are directed to areas most appropriate for achieving the primary goal. In addition to the primary goal, staff responsible for each focus area establishes long-term and near-term goals.

In November 2005, the Idaho Traffic Safety Commission voted to accept the FFY 2007-2009 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. These were:

<u>Focus Area</u>	<u>Target Funding Range</u>
Safety Restraint Use	18-25%
Impaired Drivers	18-25%
Aggressive Driving	18-25%
Youthful Drivers	8-20%
Roadway Safety/Traffic Records	5-15%
Bicycle and Pedestrian Safety	0- 5 %
Emergency Medical Services	5-10%
Other	0-10%

In October or November of each year, the ITSC reviews the identified focus areas, goals, and funding ranges. Adjustments for the upcoming fiscal year, as warranted and supported by data analysis, are made at that time, and progress toward achieving goals is presented and reviewed.

Paid Advertising Assessment

As required by NHTSA, an assessment of OHOS' paid media will measure and document audience exposure to paid advertised messages and the number of airings and/or print ads devoted to each campaign. Arbitron and Nielsen ratings will be used to estimate the size of the audience reached for radio and TV. The assessment will include:

- The number of paid airings and/or print ads that occurred for each campaign and the size of the audience reached.
- The number of free airings and/or print ads that occurred for each campaign and the size of the audience reached.

Using telephone surveys, the OHOS will also assess how the target audience's knowledge, attitude, or actions were affected by the messages.

Project Development

The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP), reflecting the focus areas considered for funding, is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by mid February. Copies of the application form and instructions are provided at the end of this document.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OHOS develops priority and funding recommendations using evaluation criteria that assess each project's potential to:

- make a reduction in traffic collisions,
- reduce the severity of traffic collision injuries,
- improve the operation of an important traffic safety system,
- fit in as part of an integrated community-wide, collision-reduction project, and
- increase the coordination of efforts between several traffic safety agencies.

Funding recommendations are incorporated into the *Statewide Transportation Improvement Program* (STIP) and presented to the ITSC each June. Final project adjustments are made after a 30-day public comment period is complete. The Idaho Transportation Board approves the Highway Safety Performance Plan in August. A flow chart depicting the entire process is contained on the following page.

Overview Of The Highway Safety Performance Plan Process

FLOW	TIME	PURPOSE
Traffic Safety Problem Identification Activities ▼	September	Analyze data – causes and trends. Define problems and problem areas of state.
ITSC/Staff Planning Session ▼	October	Review focus areas, goals, and funding ranges. Modify as necessary and supportable by data analysis. Determine and approve funding distribution for focus areas and overall direction of program.
Grant Application Period ▼	January/February	Provide notice of fund availability and solicit applications for targeted problem areas.
Draft Highway Safety Performance Plan (HSPP) ▼	March/April/ May	Clarify project proposals, prioritize projects, and develop draft language and spending plans.
ITSC Approval ▼	June	ITSC formal approval of the Highway Safety Performance Plan. Last preparations before submittal to Transportation Board within the draft <i>Statewide Transportation Improvement Program (STIP)</i> document.
Public Notification Period for STIP ▼	July	Public comment period required by law.
Transportation Board Approval ▼	August	Formal approval is through the Transportation Board. Allows OHOS to start grant process. HSPP due to NHTSA and FHWA.
Projects Start	October	Field implementation.

Goals and Performance Measures

Mission Statement

The Office of Highway Operations and Safety supports the Division of Highway's safety goals by reducing deaths and injuries from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining, and disseminating reliable crash statistics.

Primary Goal

Reduce traffic-related deaths and serious injuries

Primary Performance Measures and Benchmarks

This is the second year of a new three-year Highway Safety Performance Plan (HSPP). Goals are set and performance will be measured using five-year rates. For example, the 2004 benchmark is comprised of five years of crash data and exposure data for the years 2000 through 2004.

Reduce the five year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT)

		Goal	Actual
2004 Benchmark	-		1.89
2005	-	1.84	1.86
2006	-	1.82	1.84
2007	-	1.80	

Reduce the five year serious injury rate per 100 million AVMT

		Goal	Actual
2004 Benchmark	-		11.70
2005	-	11.06	11.61
2006	-	10.65	11.56
2007	-	10.29	

Strategy

The strategy used to reach the primary goal is to identify secondary objectives for each focus area that will cumulatively accomplish the primary goal. Performance measures are also identified. For measurement purposes, 2004 has been used as the benchmark year, with targeted objectives identified for 2005-2007.

Impaired Driving

Goal statement: Reduce the five-year impaired driving fatality and serious injury rate per 100 million AVMT.

		Goal	Actual
2004 Benchmark	-		3.00
2005	-	2.93	2.98
2006	-	2.85	2.97
2007	-	2.78	

Youthful Drivers

Goal statement: Reduce the five-year youthful driver fatality and serious injury involvement rate. The youthful fatal and serious injury involvement rate is the ratio of 15-19 year old drivers involved in fatal and serious injury collisions to all 15-19 year old drivers, divided by the ratio of all drivers involved in fatal and serious injury collisions to all drivers.

		Five Year Average	
		Goal	Actual
2004 Benchmark	-		2.11
2005	-	2.08	2.08
2006	-	2.07	2.05
2007	-	2.06	

Safety-Restraint Use

Goal statement: Increase the yearly statewide observed seat belt use rate.

		Goal	Actual
2004 Benchmark	-		74%
2005	-	76%	76%
2006	-	78%	80%
2007	-	81%	

Aggressive Driving

Goal statement: Reduce the five-year aggressive driver behavior fatality and serious injury rate per 100 million AVMT.

		Goal	Actual
2004 Benchmark	-		7.26
2005	-	6.89	7.19
2006	-	6.56	7.02
2007	-	6.25	

Bicycle and Pedestrian Actions

Goal statement: Reduce the five-year bicycle fatality and serious injury rate per 100 thousand people.

		Goal	Actual
2004 Benchmark	-		3.29
2005	-	3.26	3.12
2006	-	3.12	2.84
2007	-	2.99	

Goal statement: Reduce the five-year pedestrian fatality and serious injury rate per 100 thousand people.

		Goal	Actual
2004 Benchmark	-		5.14
2005	-	4.59	4.95
2006	-	4.29	4.83
2007	-	4.00	

Traffic Records and Roadway Safety Systems

Goal statement: Increase the percentage of law enforcement agencies accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		Goal	Actual
2004 Benchmark	-		5%
2005	-	30%	31%
2006	-	50%	50%
2007	-	65%	

Goal statement: Increase the percentage of local highway districts accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		Goal	Actual
2004 Benchmark	-		2%
2005	-	10%	6%
2006	-	20%	11%
2007	-	30%	

Emergency Medical Services Systems

Goal statement: Provide improvements that enhance local EMS extrication and communication capabilities.

		Goal	Actual
2004 Benchmark	-		8
2005	-	7	10
2006	-	7	15
2007	-	7	

Reference Materials

- **Highway Safety Performance Plan Cost Summary, (HS form 217) for Section 402, Section 410, Section 157, Section 408, Section 1906, and Section 2010.**
These budget summary forms are based on projects outlined in the Highway Safety Grant Program-Project Descriptions Document, and are estimates based on expected funding. Revised initial obligating HS 217 forms will be submitted within 30 days of being notified of the actual funding level approved by Congress.
- **Highway Safety Grant Program-Project Descriptions**
This document includes brief descriptions of each project for which funding approval is sought. The Section 402 projects are sorted by focus area and can be identified by project number. Project numbers assigned correlate with the Federal financial grant tracking system and the numbering system used to geographically identify Highway Safety Grant projects in the first portion of the STIP. The document also provides information as to the source of funds (NHTSA or FHWA) and identifies the match amounts as well as the benefit to local percentage requirements for grant funds.
- **Certifications and Assurances**
This document contains specific certifications and language required under law in order to receive highway safety grant funds.
- **Idaho Problem Identification Report**
This report contains the data and information used to identify Idaho's most critical traffic safety problems. This report is updated annually by OHOS staff, reviewed by the ITSC, and used to support funding allocations.
- **Request for Proposal – Highway Safety Grants**
A Request for Proposal form is used to apply for highway safety grant funding. Applicants provide information about problem areas and proposed solutions that address one or more of the identified focus areas.

Program Area	Project	Description	Prior Approved Program Funds	State Funds Bal.	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
MHTSA								
MHTSA 402								
Planning and Administration								
PA-2008-00-00-00	402 PLANNING & ADM		\$ 0	\$98,650.00	\$ 0	\$109,650.00	\$109,650.00	\$ 0
Planning and Administration			\$ 0	\$98,650.00	\$ 0	\$109,650.00	\$109,650.00	\$ 0
Alcohol								
AL-2008-00-00-0A	IMPAIRED DRIVER - ADULT		\$ 0	\$132,635.00	\$ 0	\$290,050.00	\$290,050.00	\$185,750.00
Alcohol Total			\$ 0	\$132,635.00	\$ 0	\$290,050.00	\$290,050.00	\$185,750.00
Youth Alcohol								
YA-2008-00-00-00	IMPAIRED DRIVER - YOUTH		\$ 0	\$20,700.00	\$ 0	\$53,000.00	\$53,000.00	\$33,000.00
Youth Alcohol Total			\$ 0	\$20,700.00	\$ 0	\$53,000.00	\$53,000.00	\$33,000.00
Emergency Medical Services								
EM-2008-00-00-00	EMERGENCY MEDICAL SVC		\$ 0	\$38,890.00	\$ 0	\$116,571.00	\$116,571.00	\$107,071.00
Emergency Medical Services			\$ 0	\$38,890.00	\$ 0	\$116,571.00	\$116,571.00	\$107,071.00
Motorcycle Safety								
MC-2008-00-00-00	MOTORCYCLE PAM		\$ 0	\$4,500.00	\$ 0	\$13,500.00	\$13,500.00	\$ 0
Motorcycle Safety Total			\$ 0	\$4,500.00	\$ 0	\$13,500.00	\$13,500.00	\$ 0
Occupant Protection								
OP-2008-00-00-0A	SAFETY RESTRAINTS - ADULT		\$ 0	\$25,100.00	\$ 0	\$180,000.00	\$180,000.00	\$72,000.00
OP-2008-00-00-0Y	SAFETY RESTRAINTS - YOUTH		\$ 0	\$4,100.00	\$ 0	\$43,600.00	\$43,600.00	\$25,000.00
Occupant Protection Total			\$ 0	\$29,200.00	\$ 0	\$223,600.00	\$223,600.00	\$97,000.00
Child Restraint								
CR-2008-00-00-00	CHILD PASSENGER SAFETY		\$ 0	\$7,700.00	\$ 0	\$123,100.00	\$123,100.00	\$75,000.00
Child Restraint Total			\$ 0	\$7,700.00	\$ 0	\$123,100.00	\$123,100.00	\$75,000.00
Pedestrian/Bicycle Safety								
PS-2008-00-00-00	PEDESTRIAN/BICYCLE PROGRAM		\$ 0	\$7,100.00	\$ 0	\$46,350.00	\$46,350.00	\$24,000.00
Pedestrian/Bicycle Safety Total			\$ 0	\$7,100.00	\$ 0	\$46,350.00	\$46,350.00	\$24,000.00
Police Traffic Services								
PT-2008-00-00-0A	AGGRESSIVE DRIVER - ADULT		\$ 0	\$30,000.00	\$ 0	\$262,450.00	\$262,450.00	\$192,750.00
PT-2008-00-00-0Y	AGGRESSIVE DRIVER - YOUTH		\$ 0	\$4,000.00	\$ 0	\$104,000.00	\$104,000.00	\$34,000.00
Police Traffic Services Total			\$ 0	\$34,000.00	\$ 0	\$366,450.00	\$366,450.00	\$226,750.00
Roadway Safety								
RS-2008-00-00-00	ROADWAY SAFETY PROGRAM		\$ 0	\$3,400.00	\$ 0	\$40,200.00	\$40,200.00	\$ 0
Roadway Safety Total			\$ 0	\$3,400.00	\$ 0	\$40,200.00	\$40,200.00	\$ 0
Traffic Records								
TR-2008-00-00-00	TRAFFIC RECORDS PROGRAM		\$ 0	\$3,400.00	\$ 0	\$100,200.00	\$100,200.00	\$ 0
Traffic Records Total			\$ 0	\$3,400.00	\$ 0	\$100,200.00	\$100,200.00	\$ 0

Highway Safety Plan Cost Summary

2008-HSP-1
For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
Community Traffic Safety Project								
	CP-2008-00-00-00	COMMUNITY PROJECTS	\$0.00	\$0.00	\$0.00	\$62,000.00	\$62,000.00	\$45,000.00
	Community Traffic Safety		\$0.00	\$0.00	\$0.00	\$62,000.00	\$62,000.00	\$45,000.00
Paid Advertising								
	PM-2008-00-00-00	PAID MEDIA CAMPAIGNS	\$0.00	\$0.00	\$0.00	\$352,000.00	\$352,000.00	\$170,000.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$352,000.00	\$352,000.00	\$170,000.00
	NHTSA 402 Total		\$0.00	\$348,320.00	\$0.00	\$1,916,671.00	\$1,916,671.00	\$964,071.00
408 Data Program SAFETEA-LU								
	K9-2008-00-00-00	408 SAFETEA-LU	\$0.00	\$152,500.00	\$0.00	\$610,000.00	\$610,000.00	\$0.00
	408 Data Program Incentive		\$0.00	\$152,500.00	\$0.00	\$610,000.00	\$610,000.00	\$0.00
	408 Data Program SAFETEA-LU		\$0.00	\$152,500.00	\$0.00	\$610,000.00	\$610,000.00	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2008-00-00-00	410 SAFETEA-LU	\$0.00	\$273,000.00	\$0.00	\$478,000.00	\$478,000.00	\$38,000.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$273,000.00	\$0.00	\$478,000.00	\$478,000.00	\$38,000.00
410 Alcohol Planning and Administration								
	K8PA-2008-00-00-00	410 SAFETEA-LU PLANNING & ADM	\$0.00	\$10,230.00	\$0.00	\$17,000.00	\$17,000.00	\$0.00
	410 Alcohol Planning and		\$0.00	\$10,230.00	\$0.00	\$17,000.00	\$17,000.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2008-00-00-00	410 SAFETEA-LU PAID MEDIA	\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$90,000.00
	410 Alcohol SAFETEA-LU Paid		\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$90,000.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$283,230.00	\$0.00	\$675,000.00	\$675,000.00	\$128,000.00
2010 Motorcycle Safety								
	K6-2008-00-00-00	MOTORCYCLE SAFETY INCENTIVE	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	2010 Motorcycle Safety		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	2010 Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
157 Incentive Funds								
	157OP-2008-00-00-00	157 SAFETY RESTRAINT INCENTIVE	\$0.00	\$0.00	\$0.00	\$137,000.00	\$137,000.00	\$100,000.00
	157 Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$137,000.00	\$137,000.00	\$100,000.00
157 Paid Advertising								
	157PM-2008-00-00-00	157 SAFETY RESTRAINTS INC PD MEDIA	\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$0.00
	157 Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$0.00
	157 Incentive Funds Total		\$0.00	\$0.00	\$0.00	\$160,000.00	\$160,000.00	\$100,000.00
1906 Prohibit Racial Profiling								
	K10-2008-00-00-00	PROHIBIT RACIAL PROFILING PROGRAM	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	1906 Prohibit Racial Profiling		\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	NHTSA Total		\$0.00	\$834,050.00	\$0.00	\$3,661,671.00	\$3,661,671.00	\$1,192,071.00
	Total		\$0.00	\$834,050.00	\$0.00	\$3,661,671.00	\$3,661,671.00	\$1,192,071.00

FFY 2008 HIGHWAY SAFETY GRANT PROGRAM - PROJECT DESCRIPTIONS

IMPAIRED DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL0801	AL-2008-01	Office of Highway Operations and Safety	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime and equipment for mobilizations; overtime for "overservice" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; alcohol breath testing equipment; and media development, consultant fees, travel, and educational materials, to decrease the incident of impaired driving statewide.	\$130,000	\$0	\$78,000
SAL0802	AL-2008-02	Bingham County Sheriff	Selective Traffic Enforcement Program (STEP) officer salary costs for the first year will focus on increasing the impaired driving enforcement and education, and reducing fatalities and serious injuries. (See additional description in SAL0822, SPT0802, SPT0822.)	\$15,000	\$0	\$15,000
SAL0803	AL-2008-03	Pocatello Police	Overtime expenses will increase impaired driving enforcement and education to reduce impaired driving. (See additional description in SSB0803.)	\$5,000	\$1,680	\$5,000
SAL0804	AL-2008-04	Idaho County Sheriff	Funding will provide impaired driving law enforcement overtime and traffic enforcement equipment to reduce impaired driving.	\$10,000	\$3,350	\$10,000
SAL0805	AL-2008-05	Twin Falls County Sheriff	STEP officer salary costs and equipment for the first year will focus on increasing impaired driving enforcement and education, and reducing fatalities and serious injuries. (See additional description in SPT0805.)	\$40,000	\$0	\$40,000
SAL0807	AL-2008-07	Nampa Police	STEP Officer salary expenses for the second year will increase impaired driving enforcement and education to reduce impaired driving. (See additional descriptions in SPT0807.)	\$15,500	\$31,000	\$15,500
SAL0808	AL-2008-08	Sandpoint Police	STEP officer salary expenses for the third year will increase impaired driving enforcement and education to reduce impaired driving. (See additional description in SPT0808.)	\$7,250	\$43,500	\$7,250
SAL0809	AL-2008-09	Idaho State Police	Overtime expenses will increase enforcement and education efforts to reduce impaired driving. (See additional descriptions in SPT0809 & SSB0809.)	\$28,000	\$0	\$0
SAL0812	AL-2008-12	Canyon County Misd. Probation	Funding for the third year for full-time DUI probation officer, substance abuse evaluator, and training will decrease DUI recidivism among repeat offenders and make probationers accountable through intense supervision.	\$15,000	\$45,000	\$15,000
S0008AL	AL-2008-AL	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental will provide program development, monitoring, and evaluation.	\$24,300	\$8,100	\$0
IMPAIRED DRIVING TOTAL				\$290,050	\$132,630	\$185,750

IMPAIRED DRIVING - YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL0821	AL-2008-21	Office of Highway Operations and Safety	Overtime enforcement, equipment, training, educational materials, presentations, media development, consultant fees, and travel will focus on reducing impaired youthful driver deaths and serious injuries.	\$31,000	\$0	\$23,000
SAL0822	AL-2008-22	Bingham County Sheriff	STEP officer salary expenses for the first year will focus on increasing aggressive youthful driver enforcement and education, and reducing fatalities and serious injuries. (See additional description in SPT0802, SPT0822, SAL0802.)	\$10,000	\$16,700	\$10,000
S0008YA	AL-2008-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$12,000	\$4,000	\$0
IMPAIRED DRIVING - YOUTHFUL DRIVERS TOTAL				\$53,000	\$20,700	\$33,000

POLICE TRAFFIC SERVICES - AGGRESSIVE DRIVING

OHDS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT0801	PT-2008-01	Office of Highway Operations and Safety	Salary expenses, equipment purchases, public awareness materials, consultant fees, media development, printing costs, and training will provide networking of local community members and reduce aggressive driving behaviors statewide.	\$154,000	\$0	\$115,000
SPT0802	PT-2008-02	Bingham County Sheriff	STEP officer salary expenses for the first year will focus on increasing the aggressive driving enforcement and education, and reducing fatalities and serious injuries. (See additional description in SAL0802, SAL0822, SPT0822.)	\$15,000	\$0	\$15,000
SPT0803	PT-2008-03	Coeur d'Alene Police	Salary expenses and equipment purchases will increase aggressive driving enforcement, officers training, and education through the CARE Traffic Team.	\$20,000	\$0	\$20,000
SPT0805	PT-2008-05	Twin Falls County Sheriff	STEP officer salary expenses and equipment for the first year will focus on increasing aggressive driving enforcement and education, and reducing fatalities and serious injuries. (See additional description in SAL0805.)	\$20,000	\$20,000	\$20,000
SPT0807	PT-2008-07	Nampa Police	STEP officer salary expenses will increase impaired driving enforcement and education. (See additional descriptions in SAL0807.)	\$15,500	\$0	\$15,500
SPT0808	PT-2008-08	Sandpoint Police	STEP officer salary expenses will increase impaired driving enforcement and education. (See additional description in SAL0808.)	\$7,250	\$0	\$7,250
SPT0809	PT-2008-09	Idaho State Police	Overtime expenses will increase enforcement and education efforts to reduce impaired driving. (See additional descriptions in SAL0809 & SPT0809.)	\$19,000	\$0	\$0
S0008PT	PT-2008-PT	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program/development, monitoring, and evaluation.	\$31,700	\$10,800	\$0
AGGRESSIVE DRIVING TOTAL				\$282,450	\$30,800	\$192,750

AGGRESSIVE DRIVING - YOUTHFUL DRIVERS

OHDS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT0821	PT-2008-21	Office of Highway Operations and Safety	Overtime enforcement, equipment, training, educational materials, presentations, media development, consultant fees, and travel will focus on reducing impaired youthful driver deaths and serious injuries.	\$32,000	\$0	\$24,000
SPT0822	PT-2008-22	Bingham County Sheriff	STEP officer salary expenses for the first year will focus on increasing aggressive youthful driver enforcement and education, and reducing fatalities and serious injuries. (See additional description in SPT0802, SAL0822, SAL0802.)	\$10,000	\$0	\$10,000
SPT0823	PT-2008-23	Department of Education	Project funding will provide focus on Idaho's youthful driver safety in worktime driving on a regionalized basis.	\$50,000	\$0	\$0
S0008YP	PT-2008-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program/development, monitoring, and evaluation.	\$12,000	\$4,000	\$0
AGGRESSIVE DRIVING - YOUTHFUL DRIVERS TOTAL				\$104,000	\$4,000	\$34,000

SAFETY RESTRAINTS--ADULTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB0801	OP-2008-01	Office of Highway Operations and Safety	Funding for seat belt enforcement, seat belt survey, Idaho Seat Belt Coalition and website administration, educational materials, media development, consultant fees, travel, and training costs will increase seat belt use and decrease injuries and fatalities in crashes.	\$100,000	\$0	\$60,000
SSB0803	OP-2008-03	Pocatello Police	Overtime expenses will increase seat belt enforcement and education efforts to increase seat belt use.	\$5,000	\$1,700	\$5,000
SSB0806	OP-2008-06	Rupert Police	Overtime expenses will increase seat belt enforcement and education efforts to increase seat belt use.	\$7,500	\$2,500	\$7,500
SSB0809	OP-2008-09	Idaho State Police	Overtime expenses will increase seat belt enforcement and education efforts to increase seat belt use. (See additional descriptions in SAL0809 & SPT0809.)	\$8,000	\$0	\$0
S008SB	OP-2008-SB	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$59,500	\$20,900	\$0
SAFETY RESTRAINT TOTAL				\$180,000	\$25,100	\$72,500

SAFETY RESTRAINTS--YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB0821	OP-2008-21	Office of Highway Operations and Safety	Overtime enforcement, equipment, training, educational materials, presentations, media development, consultant fees, and travel will focus on reducing fatalities and serious injuries among youthful drivers not wearing seat belts.	\$32,000	\$0	\$25,000
S008YS	OP-2008-YD	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$11,600	\$4,100	\$0
SAFETY RESTRAINT - YOUTHFUL DRIVERS TOTAL				\$43,600	\$4,100	\$25,000

CHILD PASSENGER SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB0831	OP-2008-31	Office of Highway Operations and Safety	Child safety and booster seats, overtime enforcement, equipment, training, educational materials, presentations, media development, consultant fees, and travel will focus on reducing serious injuries among Idaho's children.	\$50,000	\$0	\$30,000
SSB0832	OP-2008-32	Idaho American Academy of Pediatrics	Funding will provide statewide distribution of child safety restraints and supervision of Idaho's Child Passenger Safety Technician Training through the ICAAP.	\$50,000	\$0	\$45,000
S008CS	OP-2008-CP	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$23,100	\$7,700	\$0
CHILD PASSENGER SAFETY TOTAL				\$123,100	\$7,700	\$75,000

BICYCLE AND PEDESTRIAN SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPS0801	PS-2008-01	Office of Highway Operations and Safety	Funding will provide bicycle and pedestrian safety awareness materials, helmets, training, media development, and workshops statewide.	\$25,750	\$0	\$15,750
SPS0802	PS-2008-02	Barnock Planning Organization	Funding will produce a statewide pedestrian safety booklet.	\$8,250	\$2,750	\$8,250
S0008PS	PS-2008-PS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$12,350	\$4,350	\$0
BICYCLE AND PEDESTRIAN SAFETY TOTAL				\$46,350	\$7,100	\$24,000

TRAFFIC RECORDS/ROADWAY SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
STR0801	TR-2008-01	Office of Highway Operations and Safety	Consultant fees, printing costs, technical services, computer equipment, and software purchases to improve collision data collection and dissemination. Funding will be used to maintain and enhance IMPACT 2K.	\$90,000	\$0	\$0
S0008TR	TR-2008-TR	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$10,200	\$3,400	\$0
SRS0801	RS-2008-01	Office of Highway Operations and Safety	Consultant fees, technical services, computer equipment, software purchases, and licenses to provide roadway safety collision analysis development, maintenance, and support. Funding will be used to maintain and enhance WebCARS software.	\$30,000	\$0	\$0
S0008RS	RS-2008-RS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$10,200	\$3,400	\$0
TRAFFIC RECORDS/ROADWAY SAFETY TOTAL				\$140,400	\$6,800	\$0

EMERGENCY MEDICAL SERVICES

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SEM0802	EM-2008-02	Teton County Fire Protection District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$20,025	\$6,675	\$20,025
SEM0803	EM-2008-03	Bannock County Sheriff Search & Rescue	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$3,843	\$1,281	\$3,843
SEM0804	EM-2008-04	Franklin County Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$12,798	\$4,266	\$12,798
SEM0805	EM-2008-05	East Side Fire	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$12,500	\$4,167	\$12,500
SEM0806	EM-2008-06	Parna Rural Fire	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$13,871	\$4,624	\$13,871
SEM0807	EM-2008-07	Clearwater County Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$8,940	\$2,980	\$8,940
SEM0808	EM-2008-08	Pritchard-Murray Volunteer Fire	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$4,711	\$1,570	\$4,711
SEM0809	EM-2008-09	Horseshoe Bend Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility.	\$17,000	\$5,667	\$17,000
SEM0812	EM-2008-12	New Plymouth Fire and Rescue	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce transport time to a medical facility. Additionally department staff will develop an elementary-high school motor vehicle safety program using seat belt and extrication equipment in exhibitions.	\$13,383	\$4,461	\$13,383
S0008EM	EM-2008-EM	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$9,500	\$3,200	\$0
EMERGENCY MEDICAL SERVICES TOTAL				\$116,571	\$38,890	\$107,071

MOTORCYCLE PROGRAM AREA MANAGEMENT

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0008MC	MC-2008-MC	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$13,500	\$4,500	\$0
MOTORCYCLE TOTAL				\$13,500	\$4,500	\$0

PAID ADVERTISING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA	EARNED MEDIA MATCH	LOCAL BENEFIT \$
SPM0801	PM-2008-01	Office of Highway Operations and Safety	Paid media buys and media development for the general public will raise awareness and change behavior in an effort to reduce death and serious injuries in traffic crashes in the areas of adult and youthful impaired driving, aggressive driving, safety restraint usage, and child passenger safety. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	\$340,000	\$0	\$170,000
SPM0802	PM-2008-02	Office of Highway Operations and Safety - Media Survey	Contractor technical fees and services will evaluate the effectiveness of paid media communications tools and marketing strategies utilized in focus area mobilization campaigns to raise awareness and effect behavioral changes in reducing death and serious injuries in traffic crashes.	\$12,000	\$0	\$0
PAID ADVERTISING TOTAL				\$352,000	\$0	\$170,000

COMMUNITY PROJECTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SCP0801	CP-2008-01	Office of Highway Operations and Safety - Highway Safety Summit	The summit will deliver technical training and increase knowledge of traffic safety issues and strategies for effective enforcement and education to reduce deaths and serious injuries in traffic crashes.	\$12,000	\$0	\$0
SCP0802	CP-2008-02	Office of Highway Operations and Safety - LEL	Funding of regional law enforcement liaisons will increase participation in statewide mobilizations, and increase effectiveness of education and enforcement efforts by state and local law enforcement agencies and officers.	\$50,000	\$0	\$45,000
COMMUNITY PROJECT TOTAL				\$62,000	\$0	\$45,000

PLANNING AND ADMINISTRATION

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0008PA	PA-2008-PA	Office of Highway Operations and Safety	Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 402 statewide program.	\$109,650	\$66,000	\$0
PLANNING AND ADMINISTRATION TOTAL				\$109,650	\$66,000	\$0

410 PLANNING AND ADMINISTRATION

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK808PA	K8-2008-PA	Office of Highway Operations and Safety	Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 410 statewide program.	\$17,000	\$10,230	\$0
410 PLANNING AND ADMINISTRATION TOTAL				\$17,000	\$10,230	\$0

410 ALCOHOL-IMPAIRED DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK80801	K8-2008-01	Office of Highway Operations and Safety	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "overservice" bar checks; "Celebrate Graduation" program; overtime and equipment for mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; alcohol breath testing equipment; media development, consultant fees, travel, and educational materials, to decrease the incident of impaired driving statewide.	\$274,000	\$235,000	\$0
SK80802	K8-2008-02	Traffic Safety Resource Prosecutor	Salary, benefits, training and educational, and equipment purchases for a Traffic Safety Resource Prosecutor will provide critical support, enhancing the capability of the Idaho prosecutors to effectively pursue impaired driving and traffic safety violations.	\$128,000	\$0	\$0
SK80803	K8-2008-03	Twin Falls County DUI Court	Salary expenses, for part-time prosecutor and full-time probation officer, and alcohol breath testing equipment purchase will bring about a reduction in DUI arrests and alcohol/drug related traffic deaths by implementing an innovative treatment-based "Fast-Track DUI Court", making offenders accountable and creating behavioral changes that reduce DUI recidivism.	\$38,000	\$38,000	\$38,000
SK80899	K8-2008-99	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$38,000	\$0	\$0
410 TOTAL				\$478,000	\$273,000	\$38,000

410 PAID ADVERTISING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	EARNED MEDIA MATCH	LOCAL BENEFIT \$
SK808PM	KSPM-2008-01	Office of Highway Operations and Safety	Paid media buys and media development for general public will raise awareness and affect behavioral changes through multi-media radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	\$180,000	\$0	\$0
410 PAID ADVERTISING TOTAL				\$180,000	\$0	\$0

SECTION 157 - INCENTIVE

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S57OP81	157OP-2008-01	Office of Highway Operations and Safety	Funding for enforcement, education, promotional materials, coalition facilitation, media development, travel, and training costs will provide statewide increased safety restraint usage, and decreased injuries and fatalities in traffic crashes.	\$137,000	\$0	\$100,000
SECTION 157 INCENTIVE TOTAL				\$137,000	\$0	\$100,000

SECTION 157 - INCENTIVE PAID ADVERTISING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S57PM81	157PM-2008-01	Office of Highway Operations and Safety	Paid media buys and media development for general public and targeted audiences will raise awareness and affect behavioral changes through various marketing tools including radio, TV, news, theatre, outdoor advertising, and other advertising tools.	\$23,000	\$0	\$0
SECTION 157 INCENTIVE PAID ADVERTISING TOTAL				\$23,000	\$0	\$0

FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	BENEFITS
SR60801	Office of Highway Operations and Safety	Funding provides for educational and development materials, printed materials and evaluation of program impact.	\$20,000	\$0	\$0
SR60802	Office of Highway Operations and Safety - Motorcycle media campaigns	This grant will support a paid media program/public awareness campaign to raise motor vehicle operators awareness of motorcycles. Funding includes creative development of PSA ads, ad production, purchase of air time and a public relations component.	\$80,000	\$0	\$0
SECTION 2010 TOTAL					
			\$100,000	\$0	\$0

Section 2010 MOTORCYCLE SAFETY

FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	BENEFITS
SR10801	Office of Highway Operations and Safety	This grant will allow Idaho to undertake activities and establish a statewide or pilot project to assess the occurrence of racial profiling by law enforcement officers. Funds will be used to collect and maintain data from traffic stops, evaluate the data, develop and implement programs to reduce the occurrence of racial profiling, including the possible purchase of traffic safety equipment.	\$200,000	\$0	\$0
SECTION 1906 TOTAL					
			\$200,000	\$0	\$0

Section 1906 RACIAL PROFILING

FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	BENEFITS
SR90801	Office of Highway Operations and Safety	Salaries, consultant fees, software, computer server and equipment, travel, technical services, printing costs, and meeting or training expenses will be used to develop Idaho's traffic record systems.	\$565,000	\$141,290	\$0
SR90802	ADA County Sheriff's Office	To establish a means for collecting traffic citation and crash data in the field electronically, and transmitting data to the court system and others with an interest in the type of data. Funding is to purchase equipment. This funding was a continuance of FFY 2007 project. Project was set up to end in December 2007.	\$45,000	\$11,290	\$0
SECTION 408 TOTAL					
			\$610,000	\$152,580	\$0

SECTION 408 SAFTEA-LU DATA PROGRAM

Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended:
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Nonprofit Organizations
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

In accordance with 49 CFR 18.11(c), I hereby certify that the state of Idaho will comply with all applicable Federal statutes and regulations, and give assurances that:

1. The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration and the use, management and disposition of equipment) to carry out the programs under 23 USC 402 (b)(1)(A).
2. The political subdivisions of this state are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation in compliance with 23 USC 402(b)(1)(B).
3. At least 40 percent of all Federal funds apportioned to this state under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the state in carrying out local highway safety programs authorized in accordance with 23 USC 402(b)(1)(C), unless this requirement is waived in writing.
4. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:
 - National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
 - An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
5. The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.
 6. This state's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks to comply with 23 USC 402 (b)(1)(D).
 7. Cash drawdowns will be initiated only when actually needed for disbursements; cash disbursements and balances will be reported in a timely manner as required by NHTSA; and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.41. Failure to adhere to these provisions may result in the termination of drawdown privileges.
 8. The state has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).
 9. Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes to comply with 23 CFR 1200.21.
 10. The state will comply with all applicable state procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.
 11. The state highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance

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

DRUG-FREE WORKPLACE:

In accordance with the Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart F), the state certifies that it will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition.
2. Establishing a drug-free awareness program to inform employees about:
 - a. The dangers of drug abuse in the workplace;
 - b. The grantee's policy of maintaining a drug-free workplace;
 - c. Any available drug counseling, rehabilitation, and employee-assistance programs; and
 - d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph 1.
4. Notifying the employee in the statement required by paragraph 1 that, as a condition of employment under the grant, the employee will:
 - a. Abide by the terms of the statement; and
 - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph 4 (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph 4(b), with respect to any employee who is so convicted.
 - a. Taking appropriate personnel action against such an employee, up to and including termination; or
 - b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state or local health, law enforcement or other appropriate agency.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs 1, 2, 3, 4, 5, and 6.

BUY AMERICA ACT:

In accordance with the provisions of the Buy America Act, the state will comply with the reference 23 USC 101 Note, which contains the following requirements:

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

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

POLITICAL ACTIVITY (HATCH ACT):

The state will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning political activity of state or local offices, or employees.

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for contracts, grants, loans, and cooperative agreements.

In accordance to certification regarding lobbying, the undersigned certifies, to the best of his or her knowledge and belief, that:

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

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

RESTRICTION ON STATE LOBBYING:

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

In accordance with the provisions of 49 CFR Part 29, the state agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The state further agrees that it will include the following clause and accompanying instruction, without modification, in all lower-tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower-tier covered transactions.

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

LOWER TIER CERTIFICATION:

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The

knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.


9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT:

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8-17-07
Date

Idaho
Problem
Identification
Report
FY 2008

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2005, 275 people were killed and 14,436 people were injured in traffic collisions.
- The fatality rate was 1.84 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2005. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was 1.47 per 100 million AVMT in 2005.
- Motor vehicle collisions cost Idahoans over \$1.78 billion in 2005. Fatal and serious injuries represented 75 percent of these costs.

Idaho Collision Data and Measures of Exposure, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Collisions	26,090	26,477	26,700	28,332	28,238	2.0%
Fatal Collisions	225	230	261	240	243	2.2%
Total Deaths	259	264	293	260	275	1.9%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	1.6%
Total Injured	14,021	14,762	14,601	14,734	14,436	0.8%
Property-Damage-Only Collisions (Severity >\$750)	16,634	16,559	16,778	18,249	18,185	2.3%
Idaho Population (thousands)	1,321	1,341	1,366	1,393	1,429	2.0%
Licensed Drivers (thousands)	900,956	911,252	925,775	948	983	2.2%
Vehicle Miles Of Travel (millions)	14,299	14,303	14,400	14,825	14,969	1.2%
Registered Vehicles (thousands)	1,247	1,331	1,316	1,386	1,421	3.4%

Economic Costs* of Idaho Collisions, 2005

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	275	\$3,321,330	\$913,365,826
Serious Injuries	1,812	\$229,938	\$416,648,109
Visible Injuries	4,318	\$45,988	\$198,574,673
Possible Injuries	8,306	\$24,271	\$201,597,083
Property Damage Only	18,185	\$2,555	\$46,460,301
Total Estimate of Economic Cost			\$1,776,645,991

*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on 1994 estimates released by the Federal Highway Administration and updated to reflect 2004 dollars.

Statewide – (Continued)

Fatal and Injury Collision Involvement by Age of Driver, 2005

Age of Driver	# of Drivers in F&I Collisions	% of Drivers in F&I collisions	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
19 & Under	2,879	17%	66,637	7%	2.5
20-24	2,533	15%	91,850	9%	1.6
25-34	3,447	20%	172,563	18%	1.1
35-44	2,689	16%	176,630	18%	0.9
45-54	2,490	15%	191,401	19%	0.7
55-64	1,497	9%	143,828	15%	0.6
65 & Older	1,309	8%	140,331	14%	0.5
Missing	287	2%			
Total	17,131		983,240		

*Representation is percent of drivers in fatal and injury collisions divided by percent of licensed drivers. Over representation occurs when the value is greater than 1.0.

Location of Idaho Collisions, 2001-2005

Roadway Information	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Local:						
AVMT (100 millions)	65.9	63.7	64.0	67.3	67.5	0.7%
Fatal Collision Rate	1.3	1.4	1.5	1.1	1.5	6.0%
Injury Collision Rate	79.2	85.1	86.5	81.2	83.6	1.5%
Total Collision Rate	232.9	242.6	244.2	245.2	249.3	1.7%
State System (Non-Interstate):						
AVMT (100 millions)	45.1	46.2	47.7	47.4	48.2	1.7%
Fatal Collision Rate	2.2	2.3	2.4	2.4	2.2	0.7%
Injury Collision Rate	66.9	72.1	69.2	70.3	66.0	-0.2%
Total Collision Rate	178.9	183.6	183.6	186.0	182.2	0.5%
Interstate:						
AVMT (100 millions)	32.0	33.1	32.3	33.5	34.0	1.5%
Fatal Collision Rate	1.3	1.0	1.5	1.6	1.1	-0.4%
Injury Collision Rate	31.3	28.2	25.6	31.2	28.9	-1.1%
Total Collision Rate	83.7	76.6	71.6	89.6	77.3	-0.9%
Statewide Totals:						
AVMT (100 millions)	143.0	143.0	144.0	148.2	149.7	1.2%
Fatal Collision Rate	1.6	1.6	1.8	1.6	1.6	1.1%
Injury Collision Rate	64.6	67.7	67.1	66.4	65.5	0.4%
Total Collision Rate	182.5	185.1	185.4	191.1	188.6	0.8%

Impaired Driving

The Problem

- In 2005, 100 fatalities resulted from impaired driving collisions. This represents 36 percent of all fatalities. Only 27 (or 30 percent) of the 89 passenger vehicle occupants killed in impaired driving collisions were wearing a seat belt.
- Nearly 15 percent of impaired drivers were under the age of 21 in 2005, even though they are too young to legally purchase alcohol.
- Impaired driving collisions cost Idahoans just over \$458 million in 2005. This represents 26 percent of the total economic cost of collisions.

Impaired Driving in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Impaired Driving Collisions	1,655	1,886	1,973	1,944	1,952	4.4%
Fatalities	94	97	115	103	100	2.1%
Serious Injuries	312	335	315	331	367	4.3%
Visible Injuries	663	715	663	559	522	-5.4%
Possible Injuries	440	581	617	603	630	10.1%
Impaired Driving Collisions as a % of All Collisions	6.3%	7.1%	7.4%	6.9%	6.9%	2.4%
Impaired Driving Fatalities as a % of All Fatalities	36.3%	36.7%	39.2%	39.6%	36.4%	0.2%
Impaired Driving Injuries as a % of All Injuries	10.1%	11.0%	10.9%	10.1%	10.5%	1.2%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.84	3.02	2.99	2.93	3.12	2.5%
Annual DUI Arrests by Agency*						
Idaho State Police	1,640	1,723	1,708	1,461	817	-13.6%
Local Agencies	8,257	8,302	8,523	8,674	8,255	0.0%
Total Arrests	9,897	10,025	10,231	10,135	9,072	-2.0%
DUI Arrests per 100 Licensed Drivers	1.10	1.10	1.11	1.07	0.92	-4.1%

*Source: Idaho State Police, Bureau of Criminal Identification

Safety Restraints

The Problem

- In 2005, only 76 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2005, seat belt usage varied by region around the state from a high of 85 percent in District 3 (southwestern Idaho) to a low of 55 percent in District 5 (southeastern Idaho).
- Only 40 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2005. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 88 lives were saved in Idaho in 2005 because they were wearing a seat belt and an additional 33 lives could have been saved if everyone had worn their seat belt.
- There were 5 children under the age of 7 killed (all were restrained) and 36 were seriously injured (17 were restrained) while riding in passenger vehicles in 2005. The NHTSA estimates, child safety seats are 69 percent effective in reducing fatalities and serious injuries. By this estimate, we can deduce that child safety seats saved 7 lives in 2005. Additionally, 25 serious injuries were prevented and 13 of the 19 unrestrained serious injuries may have been prevented if they had all been properly restrained

Occupant Protection in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Observational Seat Belt Survey						
District 1	58%	71%	77%	76%	76%	7.4%
District 2	57%	68%	74%	75%	81%	9.6%
District 3	65%	63%	79%	82%	85%	7.7%
District 4	51%	54%	59%	60%	71%	9.1%
District 5	54%	55%	53%	57%	55%	0.6%
District 6	56%	58%	59%	66%	68%	4.9%
Statewide Average	60%	63%	72%	74%	76%	6.0%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Collisions	29.7%	37.5%	37.2%	42.4%	40.0%	8.4%
In Serious Injury Collisions	51.0%	57.6%	58.4%	64.7%	64.7%	6.3%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	82.7%	85.5%	86.2%	87.3%	70.9%	-3.3%

Aggressive Driving

The Definition

- Aggressive driving behaviors include: Failure to Yield Right of Way, Following Too Close, Passed Stop Sign, Disregarded Signal, Exceeded Posted Speed and Driving Too Fast for Conditions.
- Aggressive driving collisions are those where an officer indicates that at least one aggressive driving behavior contributed to the collision. Up to three contributing circumstances are possible for each vehicle in a collision, thus the total number of collisions attributed to these behaviors is less than the sum of the individual components.

The Problem

- With increasing vehicle miles of travel, traffic congestion and travel delays, the resulting frustration and impatience is reflected in driver behavior.
- Drivers, ages 19 and younger, are more than 4 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving collisions cost Idahoans nearly \$935 million in 2005. This represented 53 percent of the total economic cost of collisions.

Aggressive Driving in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Aggressive Driving Collisions	15,398	15,066	14,649	15,934	15,572	0.4%
Fatalities	128	138	128	116	133	1.5%
Serious Injuries	949	963	838	867	975	1.1%
Visible Injuries	3,254	3,223	2,895	2,614	2,511	-6.2%
Possible Injuries	4,770	5,023	5,065	5,519	5,295	2.8%
Number of Traffic Fatalities and Serious Injuries Involving*:						
Driving Too Fast for Conditions	359	357	311	334	404	3.7%
Fail to Yield Right of Way	356	373	353	356	391	2.5%
Exceeded Posted Speed	202	184	133	129	168	-2.4%
Passed Stop Sign	122	127	97	65	114	5.7%
Following Too Close	127	106	95	122	59	-12.5%
Disregarded Signal	48	44	53	44	65	10.7%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.53	7.70	6.71	6.63	7.40	0.0%

* Three contributing circumstances possible per unit involved in each collision

Youthful Drivers

The Problem

- Drivers, age 15 to 19, represented 7 percent of licensed drivers in Idaho in 2005, yet they were involved in nearly 14 percent of the fatal and serious injury collisions.
- In 2005, drivers age 15 to 19 constituted 10 percent of the impaired drivers involved in collisions, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Only 5 of the 15 (33 percent) youthful drivers killed were wearing a seat belt.
- Collisions involving youthful drivers cost Idahoans over \$338 million in 2005. This represents 19 percent of the total economic cost of collisions.

Youthful Drivers on Idaho Highways, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Collisions Involving Drivers 15-19	7,586	7,720	7,368	7,408	7,309	-0.9%
Fatalities	68	50	45	39	38	-13.1%
Serious Injuries	477	454	354	376	377	-5.1%
Visible Injuries	1,601	1,709	1,478	1,258	1,156	-7.4%
Possible Injuries	2,360	2,658	2,498	2,479	2,471	1.4%
Drivers 15-19 in Fatal & Serious Injury Collisions	405	408	328	335	326	-4.9%
% of all Drivers involved in Fatal and Serious Injury Collisions	16.1%	16.3%	14.3%	13.8%	13.5%	-4.2%
Licensed Drivers 15-19	69,812	67,050	65,605	65,391	66,637	-1.1%
% of Total Licensed Drivers	7.7%	7.4%	7.1%	6.9%	6.8%	-3.1%
Over Representation (Involvement)*	2.07	2.20	2.02	2.01	1.99	-0.9%
Drivers 15-19 - Fatal Collisions	54	46	38	36	35	-10.1%
Impaired Drivers 15-19 - Fatal Collisions	14	8	10	8	10	-3.2%
% of Youthful Drivers that were Impaired in Fatal Collisions	23.5%	17.4%	26.3%	22.2%	28.6%	9.6%

* Representation is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

Pedestrians and Bicyclists

The Problem

- In 2005, 9 pedestrians and 3 bicyclists were killed in traffic collisions. The 21 bicyclists and pedestrians killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 22 percent of the fatalities and injuries sustained in pedestrian collisions and 33 percent of the fatalities and injuries sustained in bicycle collisions.
- Collisions involving pedestrians and bicyclists cost Idahoans over \$77 million dollars in 2005. This represents 4 percent of the total economic cost of collisions.

Pedestrians and Bicyclists Involved in Collisions in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Pedestrian Collisions	175	199	213	235	206	4.7%
Fatalities	12	15	13	18	9	0.0%
Serious Injuries	53	53	51	64	51	0.4%
Visible Injuries	68	96	91	97	91	9.1%
Possible Injuries	54	41	65	67	62	7.5%
Pedestrians in Collisions	190	208	223	249	218	4.0%
Pedestrian Fatal and Serious Injuries	65	68	64	82	60	0.0%
% of All Fatal and Serious Injuries	3.5%	3.4%	3.4%	4.3%	2.9%	-2.3%
Impaired Pedestrian F&SI	15	13	13	19	11	-2.3%
% of Pedestrian F&SI - Impaired	23.1%	19.1%	20.3%	23.2%	18.3%	-4.4%
Bicycle Collisions	274	314	319	276	321	4.8%
Fatalities	2	3	2	3	3	16.7%
Serious Injuries	44	51	36	28	42	3.6%
Visible Injuries	161	170	186	142	167	2.2%
Possible Injuries	70	92	92	96	106	11.5%
Bicyclists in Collisions	283	326	324	279	327	4.5%
Bicycle Fatal and Serious Injuries	46	54	38	31	45	3.6%
% of All Fatal and Serious Injuries	2.5%	2.7%	2.0%	1.6%	2.2%	-0.4%
Bicyclists Wearing Helmets in Collisions	31	39	49	35	56	20.7%
% of Bicyclists Wearing Helmets	11.0%	12.0%	15.1%	12.5%	17.1%	13.8%
Impaired Bicyclist F&SI	1	3	1	0	3	83.3%
% of Bicycle F&SI - Impaired	2.2%	5.6%	2.6%	0.0%	6.7%	2.4%

Emergency Medical Services

The Problem

- The availability and quality of services provided by local EMS agencies may mean the difference between life and death for someone injured in a traffic collision. Improved post-crash victim care reduces the severity of trauma incurred by collision victims. The sooner someone receives appropriate medical care, the better the chances of recovery. This care is especially critical in rural areas because of the time it takes to transport a victim to a hospital.

Emergency Medical Services in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Collisions	26,090	26,477	26,700	28,332	28,238	2.0%
EMS Response to Fatal & Injury Collisions	4,142	4,842	6,282	6,624	6,550	12.7%
% of Fatal & Injury Collisions	43.8%	48.8%	63.3%	65.7%	65.2%	11.0%
Persons Injured in Collisions	14,021	14,762	14,601	14,734	14,436	0.8%
Injured Transported from Rural Areas	3,332	3,596	3,567	3,549	3,234	-0.6%
Injured Transported from Urban Areas	2,577	2,732	2,570	2,643	2,740	1.6%
Total Injured Transported by EMS	5,909	6,328	6,137	6,192	5,974	0.4%
% of Injured Transported	42.1%	42.9%	42.0%	42.0%	41.4%	-0.4%
Trapped and Extricated	576	583	554	568	651	3.3%
Fatal and Serious Injuries Transported by Helicopter	226	243	280	271	258	3.7%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2005, 22 percent of all collisions involved a single-vehicle leaving the roadway. The majority of these collisions (75 percent) occurred on rural roadways.
- Single-vehicle run-off-road collisions resulted in 49 percent of all fatalities in Idaho. Impaired Driving was a factor in 41 percent of the 123 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 64 percent of the single-vehicle run off road collisions. Rollovers were responsible for 68 percent of the single-vehicle run-off road fatalities and one-third of all fatalities in 2005. Of the 91 people killed in single-vehicle run-off-road rollovers, 60 (68 percent) were not wearing a seat belt.
- Run-off-road collisions cost Idahoans nearly \$675 million in 2005. This represents 38 percent of the total economic cost of collisions.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Ran-Off-Road Collisions	5,585	5,683	5,720	6,156	6,272	3.0%
Fatalities	114	87	136	116	134	8.4%
Serious Injuries	509	543	563	564	582	3.4%
Visible Injuries	1,473	1,519	1,395	1,308	1,254	-3.9%
Possible Injuries	1,280	1,348	1,522	1,670	1,566	5.4%
Most Harmful Events of Ran Off Road Crashes by Percentage						
Overturn	299	332	366	383	367	5.4%
Ditch/Embankment	39	52	57	37	55	14.1%
Tree	40	45	37	37	46	4.8%
Poles/Posts	28	25	32	25	28	1.9%
Fence/Building Wall	14	17	11	13	15	4.9%
Other Fixed Object	13	13	7	15	14	15.4%
Guardrail	16	3	12	7	11	58.6%
Immersion	5	7	7	6	5	2.3%
Culvert	3	1	7	2	6	165.5%
Bridge Rail/Abutment/End	3	2	1	4	3	47.9%
All Other Most Harmful Events	26	22	27	21	28	4.6%

Motorcyclists

The Problem

- In 2005, motorcycle collisions represented just 2 percent of the total number of collisions, yet accounted for just over 10 percent of the total number of fatalities and serious injuries.
- Just over half (52 percent) of all motorcycle collisions involved a single vehicle, while 54 percent of fatal motorcycle collisions involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2005, only 18 of the 28 (64 percent) motorcycle drivers and passengers, under the age of 18 and involved in collisions, were wearing helmets.
- The National Highway Traffic Safety Administration estimates helmets are 29 percent effective in preventing motorcycle fatalities. In 2005, only 35 percent of motorcyclists killed in collisions were wearing helmets.
- Motorcycle collisions cost Idahoans over \$142 million dollars in 2005. This represents 8 percent of the total economic cost of collisions.

Motorcycle Collisions in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Motorcycle Collisions	380	403	437	508	549	9.7%
Fatalities	19	11	19	24	26	16.3%
Serious Injuries	102	130	139	145	185	16.6%
Visible Injuries	207	185	178	216	224	2.7%
Possible Injuries	75	73	99	110	110	11.0%
Motorcyclists in Collisions	457	465	500	578	625	8.3%
Registered Motorcycles	39,434	43,245	46,935	52,614	60,202	11.2%
Motorcyclists Wearing Helmets	162	175	193	246	270	13.9%
% Motorcyclists Wearing Helmets	35.4%	37.6%	38.6%	42.6%	43.2%	5.1%

Commercial Motor Vehicles

Definition

- Commercial motor vehicles are buses, truck tractors, truck-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight that are primarily used for the transportation of property.

The Problem

- In 2005, 37 people died in collisions with commercial motor vehicles. This represents 13 percent of all motor vehicle fatalities in Idaho. Of the persons killed in collisions with commercial motor vehicles, 59 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2005, 55 percent of all collisions and 63 percent of all fatal collisions involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- The majority of commercial motor vehicle collisions (43 percent) occurred on local roadways, while the majority of fatal commercial motor vehicle collisions (57 percent) occurred on U.S. and State highways.
- Commercial motor vehicles collisions cost Idahoans nearly \$178 million in 2005. This represents 10 percent of the total economic cost of collisions.

Commercial Motor Vehicle Collisions in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total CMV Collisions	1,893	1,766	1,704	1,918	1,983	1.4%
Fatalities	41	37	43	32	37	-0.9%
Serious Injuries	145	151	134	132	133	-2.0%
Visible Injuries	352	274	301	293	257	-6.8%
Possible Injuries	371	411	349	379	353	-0.6%
Commercial AVMT (millions)	2,516	2,543	2,543	2,641	2,735	2.1%
% of Total AVMT	17.6%	17.8%	17.7%	17.8%	18.3%	0.9%
Fatalities per 100 Million CAVMT	1.63	1.45	1.69	1.21	1.35	-2.8%
Injuries per 100 Million CAVMT	34.49	32.87	30.83	30.44	27.17	-5.7%

Collisions with Trains

The Problem

- Train-vehicle collisions are rare, yet are often very severe when they occur. Of the 20 collisions in 2005, 10 (50 percent) resulted in an injury.
- The majority of train-vehicle collisions occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train.
- Collisions with trains cost Idahoans almost \$930 thousand in 2005. This represents less than 1 percent of the total economic cost of collisions.

Vehicle Collisions with Trains in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Train Collisions	16	12	15	17	20	7.7%
Fatalities	1	1	3	2	0	16.7%
Serious Injuries	3	1	4	5	3	54.6%
Visible Injuries	11	3	1	4	1	21.4%
Possible Injuries	5	0	0	3	8	91.7%
Location of Collisions						
Rural Roads	11	11	9	14	14	9.3%
Urban Roads	5	1	6	3	6	117.5%

Mature Drivers

The Problem

- Mature drivers, drivers over the age of 65, were involved in 3,362 collisions in 2005. This represents 12 percent of the total number of collisions. Collisions involving mature drivers resulted in 17 percent of the total number of fatalities in 2005.
- Mature drivers are underrepresented in fatal and injury crashes. Drivers over the age of 65 represent just over 14 percent of licensed drivers, but represent less than 8 percent of drivers in fatal and injury collisions.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic collisions due to their physical fragility.
- Collisions involving drivers, age 65 and older, cost Idahoans just under \$267 million dollars in 2005. This represents 15 percent of the total economic cost of collisions.

Collisions Involving Mature Drivers in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total Mature Driver Collisions	3,197	3,214	3,214	3,378	3,362	1.3%
Fatalities	48	45	46	43	48	0.3%
Serious Injuries	197	237	207	224	224	4.0%
Visible Injuries	619	651	595	575	533	-3.5%
Possible Injuries	902	1,004	1,014	1,052	1,067	4.4%
Mature Drivers in Fatal & Injury Crashes	1,208	1,296	1,275	1,297	1,309	2.1%
% of All Drivers in Fatal & Injury Crashes	7.4%	7.5%	7.5%	7.5%	7.6%	0.7%
Licensed Drivers 65 & Older	124,434	128,458	132,306	134,849	140,331	3.1%
% of Total Licensed Drivers	13.8%	14.1%	14.3%	14.2%	14.3%	0.8%
Involvement of Drivers 65 & Older*	0.54	0.53	0.53	0.53	0.54	-0.2%
Mature Drivers-Fatal Collisions	48	42	44	38	44	-1.4%
Mature Drivers-Impaired Fatal Collisions	4	1	3	1	3	64.6%
% Fatal Impaired Collisions	8.3%	2.4%	6.8%	2.6%	6.8%	53.2%

* Representation (or Involvement) is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

School Bus Collisions

The Problem

- School bus collisions are rare, but when they occur they have the potential of producing many injuries, as evidenced by a crash in 2001 resulted in the death of the driver and 18 visible injuries to the other occupants of the school bus and by a crash in 2003 that resulted in 31 visible injuries. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- Collisions with school buses cost Idahoans nearly \$6 million in 2005. This represents less than 1 percent of the total economic cost of collisions.

School Bus Collisions in Idaho, 2001-2005

	2001	2002	2003	2004	2005	Avg. Yearly Change 2001-2005
Total School Bus Collisions	93	64	74	83	94	2.5%
Fatalities	3	1	0	0	1	-16.7%
Serious Injuries	2	1	0	6	5	108.3%
Visible Injuries	38	11	40	13	13	31.3%
Possible Injuries	43	36	31	23	26	-10.7%



HIGHWAY SAFETY GRANT

Request for Proposal

Federal Fiscal Year 2008

Each year, the Office of Highway Operations and Safety (OHOS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical traffic safety problems. Projects that are considered for funding usually address highway safety problems in one or more of these focus areas: safety restraint use, impaired driving, aggressive driving, youthful drivers, roadway safety/traffic records, emergency medical services, and bicycle and pedestrian safety. Other highway safety problem areas will also be considered.

The highway safety grant year is the Federal Fiscal Year which begins October 1st and runs through September 30th. The grants can provide startup or "seed" money for new programs, provide new direction to existing safety programs, or support state planning to identify and quantify highway safety problems. Grant moneys may also be used for one-time acquisition of technology, system upgrades, and/or equipment purchases that will be used to solve highway safety problems where a demonstrated need exists.

Depending on the type of project, funding may be considered for one, two, or at a maximum of three years. Successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for crash or injury reduction or system improvement.**

Highway safety projects typically require the grantee agency to provide a portion of the funding for the project, called matching funds. In first year projects, grant money will generally reimburse 75 percent of the total project costs, in the second year 50 percent, and in the third year 25 percent. Matching funds can be in the form of agency funds or resources to support the proposed project. Highway safety programs are "seed money" programs, and agencies are expected to assume the full cost of programs and provide program continuation at the conclusion of the grant funding. **Agencies pay 100 percent of the project costs up-front as accrued, and then request reimbursement monthly or quarterly from the Office Highway Operations and Safety in the amount of the approved federal share.**

Highway safety funds, by law, cannot be used for highway construction, maintenance, or design. Requests for grant funds are not appropriate for projects such as safety barriers, turning lanes, traffic signals, and pavement/crosswalk markings. Additionally, funds cannot be used for facility construction or purchase of office furniture. Because of limited funding, the OHOS does not fund the purchase of vehicles.

DESCRIPTIONS OF THE FOCUS AREAS AND EXAMPLES OF PROJECTS THAT HAVE BEEN FUNDED:

Safety Restraint Use: The overall goal of the Safety Restraint Program Area is to reduce deaths and serious injuries from motor vehicle crashes by increasing the proper use of seat belts, booster seats, and child safety seats. Projects may include a combination of safety restraint law enforcement, public awareness programs, purchase of speed detection equipment to determine probable cause for traffic stops, and creative education activities. Projects can include adult, teen, and/or child safety restraint use education as a program emphasis, as well as funding to start or improve a local child safety seat distribution program. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to their enforcement activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and other drug-impaired drivers from the roads and reduce recidivism. A project may include enforcement combined with public information outreach activities. We encourage jurisdictions with these projects to work closely with their local media to "advertise" their enforcement activities and inform their community about highway safety. This program area can also fund DUI arrest system equipment, training for judges and prosecutors, probation programs for repeat offenders, and education programs like alcohol server training, designated driver awareness, underage consumption outreach and enforcement, and DUI courts. The OHOS is searching for creative programs that could reduce impaired driving in your community. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from impaired driving crashes.

Aggressive Driving: The goal of this program area is to reduce the incidence of aggressive driving behaviors, such as speeding, failing to yield, following too close, or disregarding signs or signals. The goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs (STEP), Accident Reduction Teams, Safe Community Programs, model programs to address aggressive driver behavior, and other similar projects which usually combine effective law enforcement and public awareness activities. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from aggressive driving crashes.

Youthful Drivers: The goal of this program area is to reduce the number of injury and fatal crashes by 15-19 year old drivers. Emphasis is on education, prevention, and enforcement activities directed toward youth grades K-12 and college undergraduates. Agencies are encouraged to work with local teen populations—including youth who are working community service for impaired driving offenses, or youth participating in Idaho Drug Free Youth (IDFY) programs, Safe and Drug Free Schools, student governments, and other student organizations dedicated to safety—to create a comprehensive program where teens change the driving behavior of others teens. The OHOS urges agencies to think creatively and work closely with the OHOS when developing a youth program.

Roadway Safety/Traffic Records: The goal of this program area is to improve the safety of the roadway and environment, with special emphasis on the support of record systems that aid in identifying existing and emerging traffic safety problems and evaluating program performance. Roadway projects might include funds to develop and implement systems and procedures for carrying out safety construction and operation improvements; develop guidelines and methods of highway design, construction, and maintenance related to safety issues; upgrade skills of highway personnel; and develop plans for conducting traffic engineering services. Traffic record projects might include enhancements to the crash analysis capability of the Internet version of the Crash Analysis and Reporting System (WebCARS), enhancements in crash data collection and reporting through Idaho's Mobile Program for Accident Collection 2000 (IMPACT 2K), or improvements to traffic safety data systems.

Emergency Medical Services: The goal of this program area is to enhance appropriate, timely, and safe response to crashes and to reduce the time that it takes first responders to remove injured crash victims from the crash site and transport them to advanced medical treatment. Funding priorities for this area are for the purchase of hydraulic extrication equipment.

Bicycle and Pedestrian Safety: The overall goal of this program is to reduce roadway fatalities and serious injuries by reducing bicycle and pedestrian crashes through education, equipment, and providing direction and support for local communities. Emphasis is on public awareness materials and safety equipment, targeting school-age children, teens through adult, or a statewide campaign designed to reach all age groups.

Other: This category includes all other potential focus areas such as mature driver, motorcycle, train, school bus crashes, work zone safety, etc. The goal of any project in this category must be to reduce roadway fatalities and serious injuries in Idaho.

ELIGIBILITY REQUIREMENTS

1. Grant awards can only be made to local and state governmental entities and non-profit organizations within Idaho.
2. There must be a demonstrable highway safety crash, fatality, serious injury, and/or systems problem. Data must be provided to demonstrate need.
3. Agencies must have a safety restraint use policy in place prior to the start of grant funding.
4. Law enforcement agencies must demonstrate that they are enforcing the safety restraint laws.

HOW TO APPLY

Interested agencies must complete the attached Letter of Intent and have it postmarked no later than February 16, 2007. Faxed or e-mailed Letters of Intent must be received no later than 5:00 PM MST on February 16, 2007. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/> and then clicking on *Highway Safety Programs*. Proposals may be mailed or faxed to:

Idaho Transportation Department
Office of Highway Operations and Safety
PO Box 7129
Boise, Idaho 83707-1129
Fax: (208) 334-4430

Feel free to contact the Office of Highway Operations and Safety at (208) 334-8100 for questions or assistance.

OFFICE OF HIGHWAY OPERATIONS AND SAFETY LETTER OF INTENT

HIGHWAY SAFETY GRANTS FFY 2008

Submit by February 16, 2007

MAIL TO: Office of Highway Operations and Safety PO Box 7129 Boise, ID 83707-1129 Phone No.: (208) 334-8100 FAX No.: (208) 334-4430	FOR OHOS USE ONLY Primary Program Area: OHOS Staff Assignment:																																										
1. Agency: Street Address: Mailing Address if different: Tax Identification Number: Contact Person: Phone No.: FAX No.: Email :	2. Mark the Focus Areas that Apply: <input type="checkbox"/> Safety Restraint Use <input type="checkbox"/> Impaired Driving <input type="checkbox"/> Aggressive Driving <input type="checkbox"/> Youthful Drivers <input type="checkbox"/> Roadway Safety/Traffic Record <input type="checkbox"/> EMS <input type="checkbox"/> Bicycle & Pedestrian <input type="checkbox"/> Other (specify below)																																										
3. <u>BRIEFLY</u> describe proposed activities to reduce safety problem: 																																											
4. Proposed Budget:	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="text-align: center; border-bottom: 1px solid black;"><u>Agency Match</u></th> <th style="text-align: center; border-bottom: 1px solid black;"><u>Grant Funds</u></th> </tr> </thead> <tbody> <tr> <td style="padding-left: 20px;">a. PERSONNEL COSTS: (salary, benefits, travel, etc)</td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Example: Salary + Benefits X ___ hours X ___ officers</td> <td></td> <td></td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td style="padding-left: 20px;">b. OTHER COSTS:</td> <td></td> <td></td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td style="text-align: right;">TOTALS</td> <td style="text-align: right;">\$ _____</td> <td style="text-align: right;">\$ _____</td> </tr> </tbody> </table>		<u>Agency Match</u>	<u>Grant Funds</u>	a. PERSONNEL COSTS: (salary, benefits, travel, etc)			Example: Salary + Benefits X ___ hours X ___ officers			_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	b. OTHER COSTS:			_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	_____	\$ _____	\$ _____	TOTALS	\$ _____	\$ _____
	<u>Agency Match</u>	<u>Grant Funds</u>																																									
a. PERSONNEL COSTS: (salary, benefits, travel, etc)																																											
Example: Salary + Benefits X ___ hours X ___ officers																																											
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
b. OTHER COSTS:																																											
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
_____	\$ _____	\$ _____																																									
TOTALS	\$ _____	\$ _____																																									