



**HIGHWAY SAFETY
PERFORMANCE PLAN
FFY 2010**

Prepared by:

**Idaho Department of Transportation
Office of Highway Operations and Safety
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Highway Safety Performance Plan

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Description of the Program

The Office of Highway Operations & Safety, (OHOS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the 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, injuries, and economic losses resulting from traffic crashes 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 crash experience than normal expectations. Problem identification involves the study of relationships between traffic crashes and the population, licensed drivers, registered vehicles, and vehicle miles traveled, as well as characteristics of specific subgroups that may contribute to crashes.

In the fall of 2008, OHOS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FFY 2010-2012. 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

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

Comparison data was developed, where possible, on costs of crashes, the number of crashes, 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, injuries, and economic losses. 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 October 2008, the Idaho Traffic Safety Commission voted to accept the FFY 2010-2012 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. The funding ranges were revised in October 2008 reflecting an increase to 30% maximum for safety restraints, impaired driving, and aggressive driving. Also, the motorcycle program was assigned a target funding range.

The approved funding ranges are:

Focus Area	Target Funding Range
Safety Restraint Use	18-30%
Impaired Drivers	18-30%
Aggressive Driving	18-30%
Youthful Drivers	8-20%
Roadway Safety/Traffic Records	5-15%
Bicycle and Pedestrian Safety	0- 5 %
Emergency Medical Services	5-10%
Motorcycle	0- 5 %
Other	0-10%

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. OHS develops priority and funding recommendations using evaluation criteria that assess each project's potential to reduce 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.

Funding recommendations are incorporated into the Highway Safety Performance Plan and are presented to the ITSC for approval. Once approved, they go into the *Statewide Transportation Improvement Program* (STIP). Final project adjustments are made after a 30-day public comment period is complete. It is then presented to the Idaho Transportation Department Board for their approval. Following that, it is sent to NHTSA for their final approval. 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	Clarify project proposals, prioritize projects, and develop draft language and spending plans.
ITSC Approval ▼	May	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 OHS to start grant process. HSPP due to NHTSA and FHWA.
Projects Start	October	Field implementation once funding is received.

Idaho Traffic Safety Commissioners

The Idaho Traffic Safety Commission has input throughout the development process of our Highway Safety Plan. The OHS maintains contact primarily through regular email and our Highway Safety Newsletter. The current commissioners are:

Public Education

Karla Merrill
Post Falls High School

Medical

Ginger Floerchinger Franks Dr PH
Director Idaho Trauma Registry

State Law Enforcement

Major Steve Jones
Idaho State Police

Private Sector

James L. Pline, President
Pline Engineering, Inc.

Private Sector

Paula Hornbeck, RN, MSN
Director – Emergency Dept and Minor Care Svs
St. Joseph’s Regional Medical Center

Emergency Medical Services

Gary Rose
Retired Idaho Falls Fire Dept.

Legislative

Representative JoAn E. Wood
Idaho House of Representatives

Legislative

Senator John McGee
Idaho State Senator

Judicial (Court)

The Hon Linda J. Cook
Bonneville County Magistrate Div.

Judicial (Attorney)

Mark Hiedeman
Bannock County Prosecutor

Local Law Enforcement

Capt. Ben Wolfinger
Kootenai County Sheriff's Office

Local Government

Tony Poinelli, Deputy Director
Idaho Association of Counties

Idaho Transportation Department

Pam Lowe, Director and Governor’s Rep
Brent Jennings, Highway Operations and Safety
Engineer, ITSC Chairman (assigned by Lowe)

Goals and Performance Measures

Mission Statement

We support the Department's mission of "Your Mobility" by conducting programs to reduce traffic deaths, injuries, and economic losses through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting and maintaining crash data and utilizing reliable crash statistics.

Vision Statement

To be a leader in promoting safety on Idaho's roads in an efficient and effective manner.

Primary Goal

Consistent with our performance measures approved by the ITSC in October 2008, our primary goal is to reduce traffic deaths to a 5-year average of no more than 254 by 2012.

Primary Performance Measures, Benchmarks, & Strategy

This is the first year of a three-year Highway Safety Performance Plan (HSPP). Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2007 benchmark is comprised of five years of crash data and exposure data for the years 2003 through 2007. The National Highway Traffic Safety Administration has instituted a set of ten core outcome performance measures and one core behavioral performance measure for which the States shall set goals and report progress. There are three additional activity measures for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025).

The goals listed below were presented to the Idaho Traffic Safety Commission in our fall Performance Planning meetings and will be updated with new benchmarks in 2010.

C-1. Reduce the five year average number of fatalities.

		Goal	Actual
2007 Benchmark	-		269
2008	-	268	
2009	-	265	
2010	-	262	
2011	-	258	
2012	-	254	

C-2. Reduce the five year average number of serious injuries.

		Goal	Actual
2007 Benchmark	-		1,716
2008	-	1,705	
2009	-	1,687	
2010	-	1,670	
2011	-	1,652	
2012	-	1,634	

C-3. Reduce the five year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT).

		Goal	Actual
2007 Benchmark	-		1.80
2008	-	1.80	
2009	-	1.77	
2010	-	1.75	
2011	-	1.72	
2012	-	1.70	

C-4. Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed.

		Goal	Actual
2007 Benchmark	-		121
2008	-	120	
2009	-	118	
2010	-	114	
2011	-	108	
2012	-	100	

C-5. Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08.

		Goal	Actual
2007 Benchmark	-		84
2008	-	84	
2009	-	82	
2010	-	80	
2011	-	78	
2012	-	76	

C-6. Reduce the five-year average number of fatalities resulting from crashes involving speeding.

		Goal	Actual
2007 Benchmark	-		82
2008	-	80	
2009	-	79	
2010	-	79	
2011	-	78	
2012	-	77	

C-7. Reduce the five-year average number of motorcyclists killed.

		Goal	Actual
2007 Benchmark	-		27
2008	-	29	
2009	-	29	
2010	-	28	
2011	-	25	
2012	-	24	

C-8. Reduce the five-year average number of motorcyclists killed that were not wearing helmets.

		Goal	Actual
2007 Benchmark	-		17
2008	-	17	
2009	-	17	
2010	-	16	
2011	-	14	
2012	-	13	

C-9. Reduce the five-year average number of fatal crashes involving drivers 20 years old and younger.

		Goal	Actual
2007 Benchmark	-		48
2008	-	47	
2009	-	46	
2010	-	45	
2011	-	44	
2012	-	42	

C-10. Reduce the five-year average number of pedestrians killed by motor vehicles.

		Goal	Actual
2007 Benchmark	-		13
2008	-	13	
2009	-	12	
2010	-	11	
2011	-	10	
2012	-	10	

B-1. Increase the yearly observed seat belt use rate.

		Goal	Actual
2007 Benchmark	-		78%
2008	-	77%	
2009	-	80%	
2010	-	81%	
2011	-	83%	
2012	-	84%	

Activity Measures: Number of citations issued during grant funded activities.

	A-1 Seat Belt	A-2 DUI	A-3 Speeding
FFY2008 Benchmark	6,576	1,453	9,868*
FFY2008			
FFY2009			
FFY2010			
FFY2011			
FFY2012			

*The speeding citations for FFY2008 had to be estimated based on the percentage of speeding citations issued during enforcement mobilizations. "Traffic Safety Performance Measures for States and Federal Agencies" was not released until August 2008. This was near the end of FFY2008 and the sub-grantees were not required to specifically report speeding violations as a part of their grant performance.

Reference Materials

- **List of items over \$5,000 for NHTSA approval**
This list provides information about equipment which needs NHTSA approval for items over the \$5,000 threshold.
- **Highway Safety Performance Plan Cost Summary, (HS form 217) for Section 402, Section 410, 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 Highway Safety staff, reviewed by the Idaho Traffic Safety Commission, 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.
- **ITD Organization Chart**
This is the ITD organization chart, excluding the Governor's office.

Below is the list of equipment request from various agencies. The extrication equipment funds will be generated from Section 402 funds. The intoxilyzer will be funded with Section 410 and Section 402.

	Agency	Equipment	Model/Maker	Price
1	Hauser Lake FPD	Hydraulic Cutter w/controls	4020&AHS1400/Holmatro	6,050
		Pneumatic Lift & Stabilization kit	HLB10&20&A-1/Holmatro	3,000
		Air Chisel set	Ajax Rescue Tools	700
		Total Equipment Set		9,750
2	Oneida Co Amb	Rescue Jack	RJ-4PTX-XSTRUT/Res-Q-Jack	7,530
		Cribbing kit	TPUSAR-kit/Turtleback	1,552
		Step Chock	TP-SC-1/Turtleback	456
		S&H		815
		Total Equipment Set		10,353
3	Garden Valley FPD	Rope Rescue System	941202000002/AMKUS	5,500
		Gin Poles	941100000010/AMKUS	1,700
		Portable Generator	EM6500/Honda	3,350
		Total Equipment Set		10,550
4	Cottonwood VFD	Air lifting bags	Paratech	3,200
		Master control pkg.	Paratech	2,755
		Total Equipment Set		5,955
5	Snowville FD	Spreader	SP510/Hurst	6,675
	Funding at 30%	Cutter	S510/Hurst	5,653
		Ram	R422/Hurst	3,690
		Pump	P620SG/Hurst	6,885
		High Pressure Hose	Hurst	2,860
		Lift bag set	48/Paratech	2,730
		Lift bag controller	Paratech	1,235
		Total Equipment Set		29,728
6	Lewiston PD	Motorcycle Camera System	Vision Hawk SST 24	5,400
6	Multiple	Intoxilizer (4)	CMI	24,400

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number 1

Date 05/12/09

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	Current Balance	
PA-2010-00-00-00	Planning and Admin		\$ 69,808.00	\$ -	\$ 116,000.00	\$ 116,000.00	\$ -
AL-2010-00-00-0A	Impaired Driver		\$ 313,600.00	\$ -	\$ 313,700.00	\$ 313,700.00	\$ 236,700.00
EM-2010-00-00-00	Emergency Medical Services		\$ 46,133.00	\$ -	\$ 137,100.00	\$ 137,100.00	\$ 125,600.00
MC-2010-00-00-00	Motorcycle PAM		\$ 4,167.00	-	\$ 12,500.00	\$ 12,500.00	\$ -
OP-2010-00-00-00	Safety Restraints		\$ 106,167.00	\$ -	\$ 362,200.00	\$ 362,200.00	\$ 300,200.00
PS-2010-00-00-00	Bike/Pedestrian		\$ 7,333.00	\$ -	\$ 57,000.00	\$ 57,000.00	\$ 40,000.00
PT-2010-00-00-00	Aggressive Driver - Adult		\$ 97,333.00	\$ -	\$ 412,200.00	\$ 412,200.00	\$ 340,200.00
PT-2010-00-00-0Y	Aggressive Driver - Youth		\$ 82,300.00	\$ -	\$ 230,900.00	\$ 230,900.00	\$ 115,000.00
TR-2010-00-00-00	Traffic Records		\$ 7,000.00	\$ -	\$ 146,000.00	\$ 146,000.00	\$ -
CP-2010-00-00-00	Community Traffic Safety		\$ 10,300.00	\$ -	\$ 220,900.00	\$ 220,900.00	\$ 70,000.00
RS-2010-00-00-00	Roadway Safety		\$ 1,133.00	\$ -	\$ 128,400.00	\$ 128,400.00	\$ -
CR-2010-00-00-00	Child Passenger Safety		\$ 2,000.00	\$ -	\$ 81,000.00	\$ 81,000.00	\$ 45,000.00
PM-2010-00-00-00	Paid Media		\$ -	\$ -	\$ 517,000.00	\$ 517,000.00	\$ 251,500.00
	Total NHTSA		\$ 747,274.00	\$ -	\$ 2,734,900.00	\$ 2,734,900.00	\$ 1,524,200.00
	Total FHWA						
	Total NHTSA & FHWA						

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number
Date 05/12/09

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	Current Balance	
K9-2010-00-00-00	408 SAFETEA-LU		\$ 330,000.00	\$ -	\$ 1,320,000.00	\$ 1,320,000.00	\$ -
K8-2010-00-00-00	410 SAFETEA-LU		\$ 1,180,000.00	\$ -	\$ 1,180,000.00	\$ 1,180,000.00	\$ 250,000.00
K8PA-2010-00-00-00	410 SAFETEA-LU Planning and Admin		\$ 12,036.00	\$ -	\$ 20,000.00	\$ 20,000.00	\$ -
K8PM-2010-00-00-00	410 SAFETEA-LU Paid Media		\$ -	\$ -	\$ 300,000.00	\$ 300,000.00	\$ -
K6-2010-00-00-00	2010 SAFETEA-LU		\$ -	\$ -	\$ 110,000.00	\$ 110,000.00	\$ -
K10-2010-00-00-00	1906 SAFETEA-LU		\$ 113,543.00	\$ -	\$ 454,170.00	\$ 454,170.00	\$ -
	Total NHTSA	\$ -	\$ 1,635,579.00	\$ -	\$ 3,384,170.00	\$ 3,384,170.00	\$ 250,000.00
	Total FHWA						
	Total NHTSA & FHWA		\$ 2,382,853.00	\$ -	\$ 6,119,070.00	\$ 6,119,070.00	\$ 1,774,200.00

State Official Authorized
Signature: _____

NAME: Scott Slot
TITLE: Acting Director
DATE: 8-6-09

Federal Official Authorized
Signature: _____

NAME: _____
TITLE: _____
DATE: _____

HS Form 217

Effective Date: _____

FFY 2010 HIGHWAY SAFETY GRANT PROGRAM - PROJECT DESCRIPTIONS

IMPAIRED DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL1001	AL-2010-01	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; overtime and equipment for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and enforcement equipment, support of the Drug Recognition Expert Program, media development, consultant fees, travel, and educational materials, to reduce impaired traffic fatalities, injuries and economic losses. Start up funds for DUI Courts and county probation officer positions.	\$125,000	\$85,000	\$120,000
SAL1002	AL-2010-02	Bingham County Sheriff	Year 3 Selective Traffic Enforcement Program (STEP) funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT1002.)	\$19,000	\$81,000	\$19,000
SAL1003	AL-2010-03	Canyon County Sheriff	Year 2 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT1003 and SSB1003.)	\$20,200	\$30,600	\$20,200
SAL1004	AL-2010-04	Lewiston Police	Year 2 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT1004.)	\$21,500	\$43,000	\$21,500
SAL1005	AL-2010-05	Twin Falls County Sheriff	Year 3 STEP funds for officer salary expenses will focus on education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT1005.)	\$9,500	\$45,000	\$9,500
SAL1006	AL-2010-06	Idaho County Sheriff	Year 1 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT1006.)	\$40,000	\$20,000	\$40,000
SAL1007	AL-2010-07	Bonneville County Sheriff	Fund is to purchase approved equipment which will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SSB1007.)	\$6,500	\$0	\$6,500
SAL1009	AL-2010-09	Idaho State Police	Overtime and mileage expenses for enforcement and education of youth and adult drivers to increase seat belt use and reduce traffic fatalities, injuries and economic losses. Administrative expenses will be included for administrator to oversee the program. (See additional description in SSB1009 and SPT1009.)	\$45,000	\$0	\$0
S0010AL	AL-2010-AL	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental costs will provide program development, monitoring, and evaluation.	\$27,000	\$9,000	\$0
IMPAIRED DRIVING TOTAL				\$313,700	\$313,600	\$236,700

POLICE TRAFFIC SERVICES - AGGRESSIVE DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT1001	PT-2010-01	Office of Highway Operations and Safety	Funding will provide overtime enforcement (include targeting aggressive "riders"), incentive equipment reimbursement, training, public awareness materials, presentations, media development, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on reducing aggressive driving fatalities, injuries and economic losses.	\$290,000	\$85,000	\$280,000
SPT1002	PT-2010-02	Bingham County Sheriff	Year 3 Selective Traffic Enforcement Program (STEP) funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL1002.)	\$8,000	\$0	\$8,000
SPT1003	PT-2010-03	Canyon County Sheriff	Year 2 STEP funds for officer salary expenses will focus on adult and youth education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL1003 and SSB1003.)	\$5,200	\$0	\$5,200
SPT1004	PT-2010-04	Lewiston Police	Year 2 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL1004.)	\$21,500	\$0	\$21,500
SPT1005	PT-2010-05	Twin Falls County Sheriff	Year 3 STEP funds for officer salary expenses will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL1005.)	\$5,500	\$0	\$5,500
SPT1006	PT-2010-06	Idaho County Sheriff	Year 1 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL1006.)	\$20,000	\$0	\$20,000
SPT1009	PT-2010-09	Idaho State Police	Overtime and mileage expenses for enforcement and education of youth and adult drivers to increase seat belt use and reduce traffic fatalities, injuries and economic losses. Administrative expenses will be included for administrator to oversee the program. (See additional description in SAL1009 and SSB1009.)	\$25,000	\$0	\$0
S0010PT	PT-2010-PT	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$37,000	\$12,333	\$0
AGGRESSIVE DRIVING TOTAL				\$412,200	\$97,333	\$340,200

AGGRESSIVE DRIVING - YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT1021	PT-2010-21	Office of Highway Operations and Safety	Overtime enforcement and local agency administrative support reimbursement, incentive and instructional equipment reimbursement, training, educational materials, presentations, media development, consultant fees, printing and travel will coordinate cooperation of stakeholders to focus on reducing youthful aggressive driving fatalities, serious injuries, and increase teen accountability.	\$177,700	\$70,000	\$115,000
SPT1027	PT-2010-27	Idaho Volunteer Fire & EMS Association	IVFSA training, instruction and educational costs, for youthful drivers to focus on raising driver awareness and changing risky behaviors.	\$16,300	\$0	\$0
S0010YP	PT-2010-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$36,900	\$12,300	\$0
AGGRESSIVE DRIVING - YOUTHFUL DRIVERS TOTAL				\$230,900	\$82,300	\$115,000

SAFETY RESTRAINTS--ADULTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB1001	OP-2010-01	Office of Highway Operations and Safety	Funding for seat belt enforcement, seat belt survey, website hosting and administration, educational materials, media development, consultant fees, travel, and training costs will increase seat belt use and decrease traffic fatalities, injuries and economic losses.	\$280,000	\$85,000	\$270,000
SSB1003	OP-2010-03	Canyon County Sheriff (STEP)	Year 2 STEP funds for officer salary expenses will focus on increasing seat belt education and enforcement for adult and youthful drivers to increase seat belt use and reduce traffic fatalities, injuries and economic losses. (See additional description in SAL1003 and SPT1003.)	\$5,200	\$0	\$5,200
SSB1007	OP-2010-07	Bonneville County Sheriff	Overtime expenses and equipment will increase enforcement and education for youth and adult drivers to increase seat belt use and reduce traffic fatalities, injuries and economic losses. (See SAL1007 for additional description.)	\$25,000	\$10,500	\$25,000
SSB1009	OP-2010-09	Idaho State Police	Overtime and mileage expenses for enforcement and education of youth and adult drivers to increase seat belt use and reduce traffic fatalities, injuries and economic losses. Administrative expenses will be included for administrator to oversee the program. (See additional description in SAL1009 and SPT1009.)	\$20,000	\$0	\$0
S0010SB	OP-2010-SB	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	\$32,000	\$10,667	\$0
SAFETY RESTRAINT TOTAL				\$362,200	\$106,167	\$300,200

CHILD PASSENGER SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB1031	CR-2010-31	Office of Highway Operations and Safety	Educational materials, presentations, media development, consultant fees, and travel will focus on reducing traffic deaths, injuries and economic losses among Idaho's children.	\$25,000	\$0	\$0
SSB1032	CR-2010-32	Idaho Chapter of the American Academy of Pediatrics	Funding will provide statewide distribution of child safety seats and supervision of Idaho's Child Passenger Safety Technician Training program through ICAAP.	\$50,000	\$0	\$45,000
S0010CS	CR-2010-CS	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	\$6,000	\$2,000	\$0
CHILD PASSENGER SAFETY TOTAL				\$81,000	\$2,000	\$45,000

EMERGENCY MEDICAL SERVICES

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SEM1001	EM-2010-01	Office of Highway Operations and Safety	To reduce traffic deaths, serious injuries and economic losses from motor vehicle crashes by providing educational assistance and outreach to Emergency Medical Services volunteers.	\$45,000	\$15,000	\$45,000
SEM1002	EM-2010-02	Hauser Lake Fire Protection District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility. Air lifting equipment is essential to stabilize a crash vehicle when extricating the victim.	\$7,400	\$2,500	\$7,400
SEM1003	EM-2010-03	Garden Valley Fire Protection District	Rescue equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility. Rope rescue system is vital for over the cliff rescues.	\$7,900	\$2,700	\$7,900
SEM1004	EM-2010-04	Oneida County Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility. Closest extrication equipment is 50 minutes away.	\$7,800	\$2,600	\$7,800
SEM1005	EM-2010-05	Cottonwood Volunteer Fire Dept.	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility. Air lifting equipment is essential to stabilize a crash vehicle when extricating the victim.	\$4,500	\$1,500	\$4,500
SEM1006	EM-2010-06	Snowville Fire District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility. Closest extrication equipment is 1 hour away.	\$9,000	\$3,000	\$9,000
SEM1007	EM-2010-07	IVFESA	Funding will provide training and educational materials for volunteer EMS first responders re: safe and effective emergency driving, accident scene safety precautions and immediate action to save a life.	\$44,000	\$15,000	\$44,000
S0010EM	EM-2010-EM	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$11,500	\$3,833	\$0
EMERGENCY MEDICAL SERVICES TOTAL				\$137,100	\$46,133	\$125,600

BICYCLE AND PEDESTRIAN SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPS1001	PS-2010-01	Office of Highway Operations and Safety	Funding will provide bicycle and pedestrian safety awareness materials, bicycle helmets, bicycle/pedestrian safety training, education, outreach, media development and enforcement.	\$35,000	\$0	\$25,000
SPS1002	PS-2010-02	City of Rexburg	Funding will provide assistance to the City of Rexburg's safety plan and includes bike helmet safety courses, bike/ped enforcement, bike helmets, and educational materials.	\$15,000	\$5,000	\$15,000
S0010PS	PS-2010-PS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$7,000	\$2,333	\$0
BICYCLE AND PEDESTRIAN SAFETY TOTAL				\$57,000	\$7,333	\$40,000

MOTORCYCLE PROGRAM AREA MANAGEMENT

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0010MC	MC-2010-MC	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$12,500	\$4,167	\$0
MOTORCYCLE TOTAL				\$12,500	\$4,167	\$0

TRAFFIC RECORDS/ROADWAY SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
STR1001	TR-2010-01	Office of Highway Operations and Safety	Funding will be used for consultant fees, printing costs, technical services, computer equipment, travel and software purchases to improve and coordinate crash data collection, evaluation, and reporting on transportation safety. Funding will be used to maintain and enhance Impact software.	\$125,000	\$0	\$0
S0010TR	TR-2010-TR	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$21,000	\$7,000	\$0
SRS1001	RS-2010-01	Office of Highway Operations and Safety	Funding will provide consultant fees, technical services, computer equipment, software purchases, travel and licenses to provide roadway safety crash analysis development, maintenance, and support. Funding will be used to maintain and enhance WebCARS software.	\$125,000	\$0	\$0
S0010RS	RS-2010-RS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$3,400	\$1,133	\$0
TRAFFIC RECORDS/ROADWAY SAFETY TOTAL				\$274,400	\$8,133	\$0

PAID ADVERTISING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPM1001	PM-2010-01	Office of Highway Operations and Safety	Paid media buys and media development for the general public, or targeted audiences, will raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the areas of adult and youthful impaired driving, aggressive driving, and safety restraint use. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	\$503,000	\$0	\$251,500
SPM1002	PM-2010-02	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 to raise awareness and effect behavioral changes in reducing death and serious injuries in traffic crashes.	\$14,000	\$0	\$0
PAID ADVERTISING TOTAL				\$517,000	\$0	\$251,500

COMMUNITY PROJECTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SCP1001	CP-2010-01	Office of Highway Operations and Safety - Highway Safety Summit	The summit will deliver technical and practical training to increase knowledge of traffic safety issues and strategies, provide opportunity for attendees to network and share best practices for effective enforcement and education in reducing deaths, injuries and economic losses in traffic crashes.	\$30,000	\$0	\$20,000
SCP1002	CP-2010-02	Office of Highway Operations and Safety - LEL	Funding of regional law enforcement liaisons to increase participation in statewide mobilizations, and increase effectiveness of education and enforcement efforts by state and local law enforcement agencies and officers.	\$60,000	\$0	\$50,000
SCP1003	CP-2010-03	Office of Highway Operations and Safety - Coalition Building	Funding will be used to support the Idaho Highway Safety Coalition program, workshops, activities, website hosting and administration, partnerships, outreach and education to promote highway safety. These efforts will increase effectiveness of our education, outreach and enforcements efforts statewide.	\$100,000	\$0	\$0
S0010CP	CP-2010-CP	Office of Highway Operations and Safety	Personnel costs and other incidental to administer program development, monitoring, and evaluation.	\$30,900	\$10,300	\$0
COMMUNITY PROJECT TOTAL				\$220,900	\$10,300	\$70,000

PLANNING AND ADMINISTRATION

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0010PA	PA-2010-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.	\$116,000	\$69,808	\$0
PLANNING AND ADMINISTRATION TOTAL				\$116,000	\$69,808	\$0

410 PLANNING AND ADMINISTRATION

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK810PA	K8-2010-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.	\$20,000	\$12,036	\$0
410 PLANNING AND ADMINISTRATION TOTAL				\$20,000	\$12,036	\$0

410 ALCOHOL-IMPAIRED DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK81001	K8-2010-01	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; overtime and equipment for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; in-car video camera and alcohol breath testing equipment; support of the Drug Recognition Expert Program, media development, consultant fees, travel, and educational materials, to reduce impaired traffic fatalities, injuries and economic losses. Start up funds for DUI Courts and county probation officer positions.	\$989,400	\$1,180,000	\$250,000
SK81002	K8-2010-02	Traffic Safety Resource Prosecutor	Salary, benefits, travel, training, education, and professional equipment purchases for a Traffic Safety Resource Prosecutor will provide critical support, enhancing the capability of law enforcement to effectively pursue impaired driving and traffic safety violations and Idaho's prosecutors to successfully convict those violations. Administrative expenses will be included for an administrator to see to the efficiency and effectiveness of the program.	\$150,600	\$0	\$0
S0010K8	K8-2010-K8	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$40,000	\$0	\$0
410 TOTAL				\$1,180,000	\$1,180,000	\$250,000

410 PAID ADVERTISING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK810PM	K8PM-2010-01	Office of Highway Operations and Safety - Paid Advertising Section 410	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.	\$300,000	\$0	\$0
410 PAID ADVERTISING TOTAL				\$300,000	\$0	\$0

SECTION 408 SAFETEA-LU DATA PROGRAM

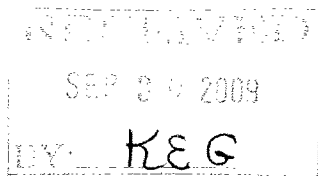
OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK91001	K9-2010-01	Office of Highway Operations and Safety	Salaries, consultant fees, software, hardware and equipment, travel, technical services, printing costs, and meeting or training expenses will develop, document and collect traffic crash or citation data for enhancing accurate, uniform, consistent, accessible, and integrated data within Idaho's traffic record systems.	\$1,320,000	\$330,000	\$0
SECTION 408 TOTAL				\$1,320,000	\$330,000	\$0

Section 1906 RACIAL PROFILING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK11001	K10-2010-01	Office of Highway Operations and Safety	This grant will allow Idaho to undertake activities and establish a pilot and/or statewide 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.	\$454,170	\$113,543	\$0
SECTION 1906 TOTAL				\$454,170	\$113,543	\$0

Section 2010 MOTORCYCLE SAFETY

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK61001	K6-2010-01	Office of Highway Operations and Safety	Funding provides for educational and development materials, printed materials and evaluation of program impact.	\$20,000	\$0	\$0
SK61002	K6-2010-02	Office of Highway Operations and Safety - Paid Advertising Section 2010	Paid media buys and media development for motorcycle awareness by the 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.	\$90,000	\$0	\$0
SECTION 2010 TOTAL				\$110,000	\$0	\$0



Revised 8/25/05

**NATIONAL HIGHWAY TRANSPORTATION SAFETY
ADMINISTRATION**

STATE 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, 1250, 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

Certifications and Assurances

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 program (23 USC 402(b) (1) (A));

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

At least 40 per cent 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 subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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.**

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.

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 (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, 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 disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

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 (23 CFR 1200.21);

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;

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 (42U.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 of 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.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

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

- 2) 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.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products 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 of a satisfactory 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

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

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

extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

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

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

RESTRICTION ON STATE LOBBYING

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

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.

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 which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, 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 that 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.

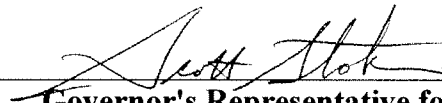
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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 participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Idaho

State or Commonwealth

9/29/09

Date

Idaho
Problem
Identification
Report
FFY 2010

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2007, 252 people were killed and 13,594 people were injured in traffic crashes.
- The fatality rate was 1.59 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2007. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was 1.37 per 100 million AVMT in 2007.
- Motor vehicle crashes cost Idahoans over \$2.83 billion in 2007. Fatal and serious injuries represented 70 percent of these costs.

Idaho Collision Data and Measures of Exposure, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Collisions	26,700	28,332	28,238	24,225	26,452	0.2%
Fatal Collisions	261	240	243	239	218	-4.3%
Total Deaths	293	260	275	267	252	-3.5%
Injury Collisions	9,661	9,843	9,810	9,536	9,234	-1.1%
Total Injured	14,601	14,734	14,436	13,950	13,594	-1.8%
Property-Damage-Only Collisions (Severity >\$750)	16,778	18,249	18,185	14,450	17,000	1.4%
Idaho Population (thousands)	1,366	1,393	1,429	1,466	1,499	2.4%
Licensed Drivers (thousands)	925.775	947.584	983.267	1008	1028	2.6%
Vehicle Miles Of Travel (millions)	14,400	14,825	14,969	15,259	15,837	2.4%
Registered Vehicles (thousands)	1,316	1,386	1,421	1,436	6,467	89.8%

Economic Costs* of Idaho Crashes, 2007

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	252	\$5,800,000	\$1,461,600,000
Serious Injuries	1,806	\$288,845	\$521,653,836
Visible Injuries	4,049	\$80,904	\$327,579,658
Possible Injuries	7,739	\$53,628	\$415,026,747
Property Damage Only	17,000	\$6,209	\$105,546,609
Total Estimate of Economic Cost			\$2,831,406,850

*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, 2007

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	2,692	17%	65,173	6%	2.6
20-24	2,293	14%	93,860	9%	1.6
25-34	3,093	19%	182,302	18%	1.1
35-44	2,565	16%	177,190	17%	0.9
45-54	2,381	15%	197,239	19%	0.8
55-64	1,508	9%	158,735	15%	0.6
65 & Older	1,332	8%	153,003	15%	0.6
Missing	278	2%			
Total	16,142		1,027,502		

*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 Crashes, 2003-2007

Roadway Information	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Local:						
AVMT (100 millions)	64.0	67.3	67.5	69.2	72.7	3.2%
Fatal Collision Rate	1.5	1.1	1.5	1.5	1.2	-3.3%
Injury Collision Rate	86.5	81.2	83.6	79.7	80.1	-1.8%
Total Collision Rate	244.2	245.2	249.3	202.6	233.1	-0.4%
State System (Non-Interstate):						
AVMT (100 millions)	47.7	47.4	48.2	48.5	49.9	1.2%
Fatal Collision Rate	2.4	2.4	2.2	2.0	1.8	-6.8%
Injury Collision Rate	69.2	70.3	66.0	65.2	52.8	-6.2%
Total Collision Rate	183.6	186.0	182.2	160.8	142.2	-6.0%
Interstate:						
AVMT (100 millions)	32.3	33.5	34.0	34.9	35.8	2.6%
Fatal Collision Rate	1.5	1.6	1.1	1.1	1.2	-5.3%
Injury Collision Rate	25.6	31.2	28.9	24.6	21.7	-3.0%
Total Collision Rate	71.6	89.6	77.3	68.7	67.4	-0.4%
Statewide Totals:						
AVMT (100 millions)	144.0	148.2	149.7	152.6	158.4	2.4%
Fatal Collision Rate	1.8	1.6	1.6	1.6	1.4	-6.5%
Injury Collision Rate	67.1	66.4	65.5	62.5	58.3	-3.4%
Total Collision Rate	185.4	191.1	188.6	158.8	167.0	-2.2%

Prepared by: Office of Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$1500.

Impaired Driving

The Problem

- In 2007, 101 fatalities resulted from impaired driving crashes. This represents 40 percent of all fatalities. Only 12 (or 15 percent) of the 81 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt.
- Over 14 percent of impaired drivers involved in crashes were under the age of 21 in 2007, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$760 million in 2007. This represents 27 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Impaired Driving Collisions	1,973	1,944	1,952	1,877	1,936	-0.4%
Fatalities	115	103	100	110	101	-2.9%
Serious Injuries	315	331	367	316	309	0.0%
Visible Injuries	663	559	522	610	568	-3.1%
Possible Injuries	617	603	630	593	628	0.6%
Impaired Driving Collisions as a % of All Collisions	7.4%	6.9%	6.9%	7.7%	7.3%	0.0%
Impaired Driving Fatalities as a % of All Fatalities	39.2%	39.6%	36.4%	41.2%	40.1%	0.8%
Impaired Driving Injuries as a % of All Injuries	10.9%	10.1%	10.5%	10.9%	11.1%	0.4%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.99	2.93	3.12	2.79	2.59	-3.3%
Annual DUI Arrests by Agency*						
Idaho State Police	1,708	1,461	817	1,744	1,654	12.4%
Local Agencies	8,523	8,674	8,255	9,637	9,997	4.4%
Total Arrests	10,231	10,135	9,072	11,381	11,651	4.1%
DUI Arrests per 100 Licensed Drivers	1.11	1.07	0.92	1.13	1.13	1.5%

*Source: Idaho State Police, Bureau of Criminal Identification

Safety Restraints

The Problem

- In 2007, 78 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2007, seat belt usage varied by region around the state from a high of 87 percent in District 1 (North Idaho) to a low of 60 percent in District 6 (Northeastern Idaho).
- Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2007. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 65 lives were saved in Idaho in 2007 because they were wearing a seat belt and an additional 57 lives could have been saved if everyone had worn their seat belt.
- There were 6 children under the age of 7 killed (4 were restrained) and 25 seriously injured (15 were restrained) while riding in passenger vehicles in 2007. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate we can deduce that child safety seats saved 6 lives in 2007. Additionally, 22 serious injuries were prevented and 7 of the 10 unrestrained serious injuries may have been prevented if they had all been properly restrained

Occupant Protection in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Observational Seat Belt Survey						
District 1	77%	76%	76%	87%	87%	3.5%
District 2	74%	75%	81%	83%	82%	2.4%
District 3	79%	82%	85%	89%	87%	2.5%
District 4	59%	60%	71%	67%	69%	4.1%
District 5	53%	57%	55%	63%	62%	4.1%
District 6	59%	66%	68%	66%	60%	0.7%
Statewide Average	72%	74%	76%	80%	78%	2.3%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Collisions	37.2%	42.4%	40.0%	38.8%	34.8%	-1.3%
In Serious Injury Collisions	58.4%	64.7%	64.7%	67.6%	66.1%	3.3%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	86.2%	87.3%	70.9%	76.2%	77.9%	-1.9%

*The child restraint law was modified in 2005 to include children under the age of 7. As of 2005, seat belt use is for persons age 7 and older and child restraint use if or children 6 and younger.

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 crashes 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 crashes 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 crashes cost Idahoans nearly \$1.4 billion in 2007. This represented 49 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Aggressive Driving Collisions	14,649	15,934	15,572	13,037	14,364	0.1%
Fatalities	128	116	133	116	108	-3.6%
Serious Injuries	838	867	975	902	928	2.8%
Visible Injuries	2,895	2,614	2,511	2,399	2,283	-5.7%
Possible Injuries	5,065	5,519	5,295	4,858	4,784	-1.2%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	311	334	404	396	371	5.0%
Fail to Yield Right of Way	353	356	391	303	366	2.2%
Exceeded Posted Speed	133	129	168	173	135	2.1%
Passed Stop Sign	97	65	114	111	134	15.1%
Following Too Close	95	122	59	71	59	-4.9%
Disregarded Signal	53	44	65	56	38	-3.8%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.71	6.63	7.40	6.67	6.54	-0.3%

* Three contributing circumstances possible per unit involved in each collision

Youthful Drivers

The Problem

- Drivers, age 15 to 19, represented 6 percent of licensed drivers in Idaho in 2007, yet they represented nearly 15 percent of the drivers involved in fatal and serious injury crashes.
- In 2007, drivers age 15 to 19 constituted 11 percent of the impaired drivers involved in crashes, 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 6 of the 17 (35 percent) youthful drivers killed were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans over \$604 million in 2007. This represents 21 percent of the total economic cost of crashes.

Youthful Drivers on Idaho Highways, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Collisions Involving Drivers 15-19	7,368	7,408	7,309	6,216	6,734	-1.9%
Fatalities	45	39	38	38	42	-1.3%
Serious Injuries	354	376	377	403	426	4.8%
Visible Injuries	1,478	1,258	1,156	1,233	1,127	-6.2%
Possible Injuries	2,498	2,479	2,471	2,342	2,234	-2.7%
Drivers 15-19 in Fatal & Serious Injury Collisions	328	335	326	339	374	3.4%
% of all Drivers involved in Fatal and Serious Injury Collisions	14.3%	13.8%	13.5%	14.1%	14.9%	1.0%
Licensed Drivers 15-19	65,605	65,391	66,637	66,038	65,173	-0.2%
% of Total Licensed Drivers	7.1%	6.9%	6.8%	6.6%	6.3%	-2.8%
Over Representation (Involvement)*	2.02	2.01	1.99	2.15	2.34	3.9%
Drivers 15-19 - Fatal Collisions	38	36	35	35	36	-1.3%
Impaired Drivers 15-19 - Fatal Collisions	10	8	10	7	9	0.9%
% of Youthful Drivers that were Impaired in Fatal Collisions	26.3%	22.2%	28.6%	20.0%	25.0%	2.0%

* 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 2007, 17 pedestrians and 2 bicyclists were killed in traffic crashes. The 19 pedestrians and bicyclists killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 20 percent of the fatalities and injuries sustained in pedestrian crashes and 26 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans nearly \$171 million dollars in 2007. This represents 6 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Pedestrian Collisions	213	235	206	224	244	3.9%
Fatalities	13	18	9	8	17	22.5%
Serious Injuries	51	64	51	56	65	7.8%
Visible Injuries	91	97	91	99	90	0.0%
Possible Injuries	65	67	62	71	83	6.8%
Pedestrians in Collisions	223	249	218	236	259	4.3%
Pedestrian Fatal and Serious Injuries	64	82	60	64	82	9.0%
% of All Fatal and Serious Injuries	3.4%	4.3%	2.9%	3.3%	4.0%	7.4%
Impaired Pedestrian F&SI	13	19	11	15	14	8.4%
% of Pedestrian F&SI - Impaired	20.3%	23.2%	18.3%	23.4%	17.1%	-1.5%
Bicycle Collisions	319	276	321	328	321	0.7%
Fatalities	2	3	3	2	2	4.2%
Serious Injuries	36	28	42	29	35	4.4%
Visible Injuries	186	142	167	180	161	-2.2%
Possible Injuries	92	96	106	120	124	7.8%
Bicyclists in Collisions	324	279	327	333	333	1.3%
Bicycle Fatal and Serious Injuries	38	31	45	31	37	3.7%
% of All Fatal and Serious Injuries	2.0%	1.6%	2.2%	1.6%	1.8%	0.4%
Bicyclists Wearing Helmets in Collisions	49	35	56	55	58	8.8%
% of Bicyclists Wearing Helmets	15.1%	12.5%	17.1%	16.5%	17.4%	5.3%
Impaired Bicyclist F&SI	1	0	3	0	3	100.0%
% of Bicycle F&SI - Impaired	2.6%	0.0%	6.7%	0.0%	8.1%	50.0%

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, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Collisions	26,700	28,332	28,238	24,225	26,452	0.2%
EMS Response to Fatal & Injury Collisions	6,282	6,624	6,550	6,519	6,471	0.8%
% of Fatal & Injury Collisions	63.3%	65.7%	65.2%	66.7%	68.5%	2.0%
Persons Injured in Collisions	14,601	14,734	14,436	13,950	13,594	-1.8%
Injured Transported from Rural Areas	3,567	3,549	3,234	3,063	3,110	-3.3%
Injured Transported from Urban Areas	2,570	2,643	2,740	2,777	2,871	2.8%
Total Injured Transported by EMS	6,137	6,192	5,974	5,840	5,981	-0.6%
% of Injured Transported	42.0%	42.0%	41.4%	41.9%	44.0%	1.2%
Trapped and Extricated	554	568	651	586	566	0.9%
Fatal and Serious Injuries Transported by Helicopter	280	271	258	201	233	-3.5%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2007, 22 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (72 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 52 percent of all fatalities in Idaho. Impaired Driving was a factor in 49 percent of the 112 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 69 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 59 percent of the single-vehicle run-off road fatalities and nearly one-third (31%) of all fatalities in 2007. Of the 78 people killed in single-vehicle run-off-road rollovers, 62 (79 percent) were not wearing a seat belt.
- Run-off-road crashes cost Idahoans more than \$1.1 billion in 2007. This represents 40 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Ran-Off-Road Collisions	5,720	6,156	6,272	5,471	5,940	1.3%
Fatalities	136	116	134	126	132	-0.1%
Serious Injuries	563	564	582	546	625	2.9%
Visible Injuries	1,395	1,308	1,254	1,236	1,169	-4.3%
Possible Injuries	1,522	1,670	1,566	1,504	1,507	-0.1%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	366	383	367	362	377	0.8%
Ditch/Embankment	57	37	55	35	37	-4.3%
Tree	37	37	46	44	47	6.7%
Poles/Posts	32	25	28	24	37	7.5%
Fence/Building Wall	11	13	15	15	16	10.1%
Other Fixed Object	7	15	14	14	8	16.2%
Guardrail	12	7	11	11	17	17.5%
Immersion	7	6	5	13	8	22.6%
Culvert	7	2	6	1	5	111.3%
Bridge Rail/Abutment/End	1	4	3	1	3	102.1%
All Other Most Harmful Events	27	21	28	33	44	15.6%

Prepared by: Office of Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$1500.

Motorcyclists

The Problem

- In 2007, motorcycle crashes represented just 2 percent of the total number of crashes, yet accounted for just less than 11 percent of the total number of fatalities and serious injuries.
- Just over half (51 percent) of all motorcycle crashes involved a single vehicle, while more than two-thirds (69 percent) of fatal motorcycle crashes involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2007, only 13 of the 23 (57 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.
- The National Highway Traffic Safety Administration estimates helmets are 29 percent effective in preventing motorcycle fatalities. In 2007, only 41 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$253 million dollars in 2007. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Motorcycle Collisions	437	508	549	516	615	9.4%
Fatalities	19	24	26	38	29	14.3%
Serious Injuries	139	145	185	149	194	10.7%
Visible Injuries	178	216	224	212	271	11.9%
Possible Injuries	99	110	110	119	123	5.7%
Motorcyclists in Collisions	500	578	625	589	718	10.0%
Registered Motorcycles	46,935	52,614	60,202	51,842	45,752	0.2%
Motorcyclists Wearing Helmets	193	246	270	286	343	15.8%
% Motorcyclists Wearing Helmets	38.6%	42.6%	43.2%	48.6%	47.8%	5.6%

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 2007, 32 people died in crashes with commercial motor vehicles. This represents 13 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 84 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2007, 56 percent of all crashes and 71 percent of all fatal crashes 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.
- Local roadways had the most commercial motor vehicle crashes at 47 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 39 percent.
- Commercial motor vehicles crashes cost Idahoans more than \$253 million in 2007. This represents 9 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total CMV Collisions	1,704	1,918	1,983	1,710	1,878	3.0%
Fatalities	43	32	37	30	32	-5.6%
Serious Injuries	134	132	133	144	118	-2.6%
Visible Injuries	301	293	257	249	262	-3.2%
Possible Injuries	349	379	353	322	444	7.7%
Commercial AVMT (millions)	2,543	2,641	2,735	2,833	2,957	3.8%
% of Total AVMT	17.7%	17.8%	18.3%	18.6%	18.7%	1.4%
Fatalities per 100 Million CAVMT	1.69	1.21	1.35	1.06	1.08	-9.1%
Injuries per 100 Million CAVMT	30.83	30.44	27.17	25.24	27.87	-2.2%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur. Of the 18 crashes in 2007, 9 (50 percent) resulted in an injury.
- The majority of train-vehicle crashes occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train. In 2007, 78 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans just over \$12 million dollars in 2007. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Train Collisions	15	17	20	17	18	5.5%
Fatalities	3	2	0	3	2	33.3%
Serious Injuries	4	5	3	1	0	-45.4%
Visible Injuries	1	4	1	2	4	106.3%
Possible Injuries	0	3	8	5	4	102.3%
Location of Collisions						
Rural Roads	9	14	14	12	14	14.5%
Urban Roads	6	3	6	5	4	3.3%

Mature Drivers

The Problem

- Mature drivers, drivers over the age of 65, were involved in 3,307 crashes in 2007. This represents 13 percent of the total number of crashes. Crashes involving mature drivers resulted in 17 percent of the total number of fatalities in 2007.
- Mature drivers are under-represented in fatal and injury crashes. Drivers over the age of 65 represent nearly 15 percent of licensed drivers, but represent 8 percent of drivers involved in fatal and injury crashes.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans almost \$415 million dollars in 2007. This represents 15 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total Mature Driver Collisions	3,214	3,378	3,362	2,853	3,307	1.4%
Fatalities	46	43	48	43	42	-1.9%
Serious Injuries	207	224	224	240	244	4.3%
Visible Injuries	595	575	533	531	540	-2.3%
Possible Injuries	1,014	1,052	1,067	1,088	1,063	1.2%
Mature Drivers in Fatal & Injury Crashes	1,275	1,297	1,309	1,326	1,332	1.1%
% of All Drivers in Fatal & Injury Crashes	7.5%	7.5%	7.6%	8.0%	8.3%	2.4%
Licensed Drivers 65 & Older	132,306	134,849	140,331	146,822	153,003	3.7%
% of Total Licensed Drivers	14.3%	14.2%	14.3%	14.6%	14.9%	1.0%
Involvement of Drivers 65 & Older*	0.53	0.53	0.54	0.55	0.55	1.3%
Mature Drivers-Fatal Collisions	44	38	44	39	42	-0.4%
Mature Drivers-Impaired Fatal Collisions	3	1	3	1	4	91.7%
% Fatal Impaired Collisions	6.8%	2.6%	6.8%	2.6%	9.5%	76.7%

* 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 Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries, as evidenced by a crash in 2003 that resulted in 31 visible injuries. In 2007, there were 2 single-vehicle bus crashes that resulted in 16 visible injuries and 61 possible injuries. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- Crashes with school buses cost Idahoans nearly \$9.6 million in 2007. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2003-2007

	2003	2004	2005	2006	2007	Avg. Yearly Change 2003-2007
Total School Bus Collisions	74	83	94	72	97	9.2%
Fatalities	0	0	1	0	0	0.0%
Serious Injuries	0	6	5	1	10	225.8%
Visible Injuries	40	13	13	13	29	13.9%
Possible Injuries	31	23	26	19	82	73.0%



OFFICE OF HIGHWAY OPERATIONS AND SAFETY

HIGHWAY SAFETY GRANT Request for Proposal

Federal Fiscal Year 2010

Each year, the Office of Highway Safety (OHS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical traffic safety problems from the behavioral perspective. Our goal is to reduce 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. 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 (primarily extrication equipment and/or education), and bicycle and pedestrian safety. Other highway safety problem areas will also be considered.

The highway safety grant year is the Federal Fiscal Year 2010, which begins October 1, 2009 and runs through September 30, 2010. 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. Letters of Intent for successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for injury or fatality 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 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 OHS 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 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 traffic enforcement equipment, 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 activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and drug-impaired drivers from the roads and reduce recidivism. A project may include establishing DUI Courts, DUI probation positions, or 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 alcohol breath testing equipment, training for judges, prosecutors, probation officers, and education programs like alcohol server training, designated driver awareness, underage alcohol consumption, outreach and enforcement. 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 prevention through education and enforcement activities directed toward youth grades K-12. 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 OHS 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.

Electronic Ticketing: Funding is available through Section 408 for improving timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic safety data, and demonstrating improvement in an agency's traffic records system using measurement-driven data. Agencies may submit a Letter of Intent for equipment to process electronic citations and crash data. Limited funding is available, and grants will be available prior to October 1, 2009.

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 extrication equipment and/or educational opportunities.

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. Grant requests will be evaluated based on crash data.
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

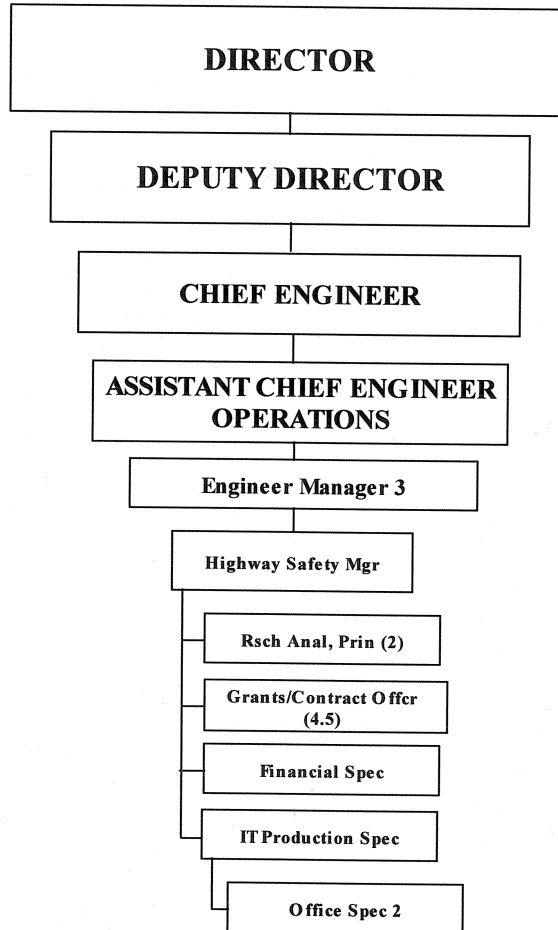
Interested agencies must complete the attached Letter of Intent and have it postmarked no later than February 13, 2009. Faxed Letters of Intent must be received no later than 11:59 PM MST (before Midnight) on February 13, 2009. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/programs.htm>. Proposals may be mailed or faxed to:

Idaho Transportation Department Office of Highway Safety
PO Box 7129 Boise, Idaho 83707-1129
Fax: (208) 334-4430 Phone: (208) 334-8100

Proposals may also be emailed to the Office of Highway Safety at ohsgrants@itd.idaho.gov. Emails must also be received by 11:59 PM MST (before Midnight) on February 13, 2009.

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

**IDAHO TRANSPORTATION DEPARTMENT
ORGANIZATION COMPLEMENT
Division of Highways -- Highway Safety**



HWY SAFETY 0808.SDR

APPROVED:

Highway Safety Staff includes:

- 1 Highway Safety Manager
- 4.5 Grant Program Coordinators
- 2 Research Analysts
- 1 Financial Specialist
- 1 Crash Analyst Unit Supervisor
- 4.5 Crash Analysts
- .5 Law Enforcement Trainer
- 1.5 Administrative Staff Support