

Idaho Office of Highway Safety

FFY 2014 Idaho Highway Safety Plan

Our Mission: Your safety. Your Mobility. Your Economic Opportunity



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Highway Safety Performance Plan

Description of the Program

The Office of Highway Safety (OHS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the transportation act entitled Moving Ahead for Progress in the 21st Century (MAP21), and the Highway Safety Act of 1966. The goal of the program is to eliminate deaths, injuries, and economic losses resulting from traffic crashes on all Idaho roadways, by implementing programs designed to address driver behaviors. The purpose of the program is to provide funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

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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 is a data driven process that 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.

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 eliminating motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from analysis of the Idaho crash data and coordination with the Idaho Strategic Highway Safety Plan. The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated plan that provides a comprehensive framework for eliminating highway fatalities and serious injuries on all public roads.

Comparison data was developed, where possible, on costs of crashes, the number of crashes, and the number of deaths and injuries. Crash data, from the Idaho State Collision Database, was analyzed to determine problem areas as well as helmet use for motorcycles and bicycles, child safety-restraint use, and seat-belt use. Population data from the Census Bureau, Violation and license suspension data from the Economics and Research Section, Idaho Transportation Department and arrest information from the Bureau of Criminal Identification, Idaho State Police (ISP) was also used in the problem identification.

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

In October, the problem identification analysis is presented to the Idaho Traffic Safety Commission (ITSC) to identify the recommended focus areas and funding ranges. The ITSC votes to accept the Idaho Focus Areas and approve the targeted funding ranges anticipated to be programmed for the next year.

The funding ranges approved in October 2012 by the ITSC are:

Focus Area	Target Funding Range
Safety Restraint Use	18-30%
Aggressive Driving	18-30%
Impaired Drivers	18-30%
Youthful Drivers	8-20%
Distracted Driving	5-20%
Roadway Safety/Traffic Records	5-15%
Crash Responses (EMS)	5-10%
Motorcycle	0- 5 %
Bicycle and Pedestrian Safety	0- 5 %
Other	0-10%

Establishing Goals and Performance Measures

The primary goal of the highway safety program has been, and will continue to be, eliminating motor vehicle, bicycle, and pedestrian deaths, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) staff to assure resources are directed to areas most appropriate for achieving the primary goal and showing the greatest return on investment. Performance measures and goals are consistent with both NHTSA requirements and the SHSP goals.

The goals are determined by examining the trend of past data to determine likely future performance. The OHS tries to set goals that are aggressive, but also reasonable. A new set of goals through 2015 were presented to and approved by the ITSC at the October 2012 meeting.

In keeping with the requirements of the Idaho Legislature, ITD has implemented Zero Based Budgeting for the State Fiscal Year 2013 budget, and ITD continues to justify budgeting for each tax payer dollar with updated Business Plan for each State Fiscal Year. To continuously progress to be the best Transportation department in the nation, ITD has recently experienced an organizational realignment; as a result, both the Safe Routes to School (SR2S) and Statewide Bicycle and Pedestrian programs are currently managed by the Division of Transportation Performance. These two programs are funded through other sources. Therefore, OHS limits its funding for the Bicycle and Pedestrian program within NHTSA Section 402 funds. OHS will continue working in partnership with the SR2S and Statewide Bicycle / Pedestrian programs and with the SHSP Bicycle/Pedestrian emphasis team to support Pedestrian and

Bicycle safety programs. As in the past, OHS fully intends to pursue Federal Highway Administration (FHWA) flex funds for highway safety behavior programs, which some limited funding is directed to Bicycle/Pedestrian program.

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 in December. Requests For Proposals (RFP) invites applicants to submit Letters of Intent (LOI) by the end of January. Copies of the RFP, LOI and instructions are provided at the end of this document.

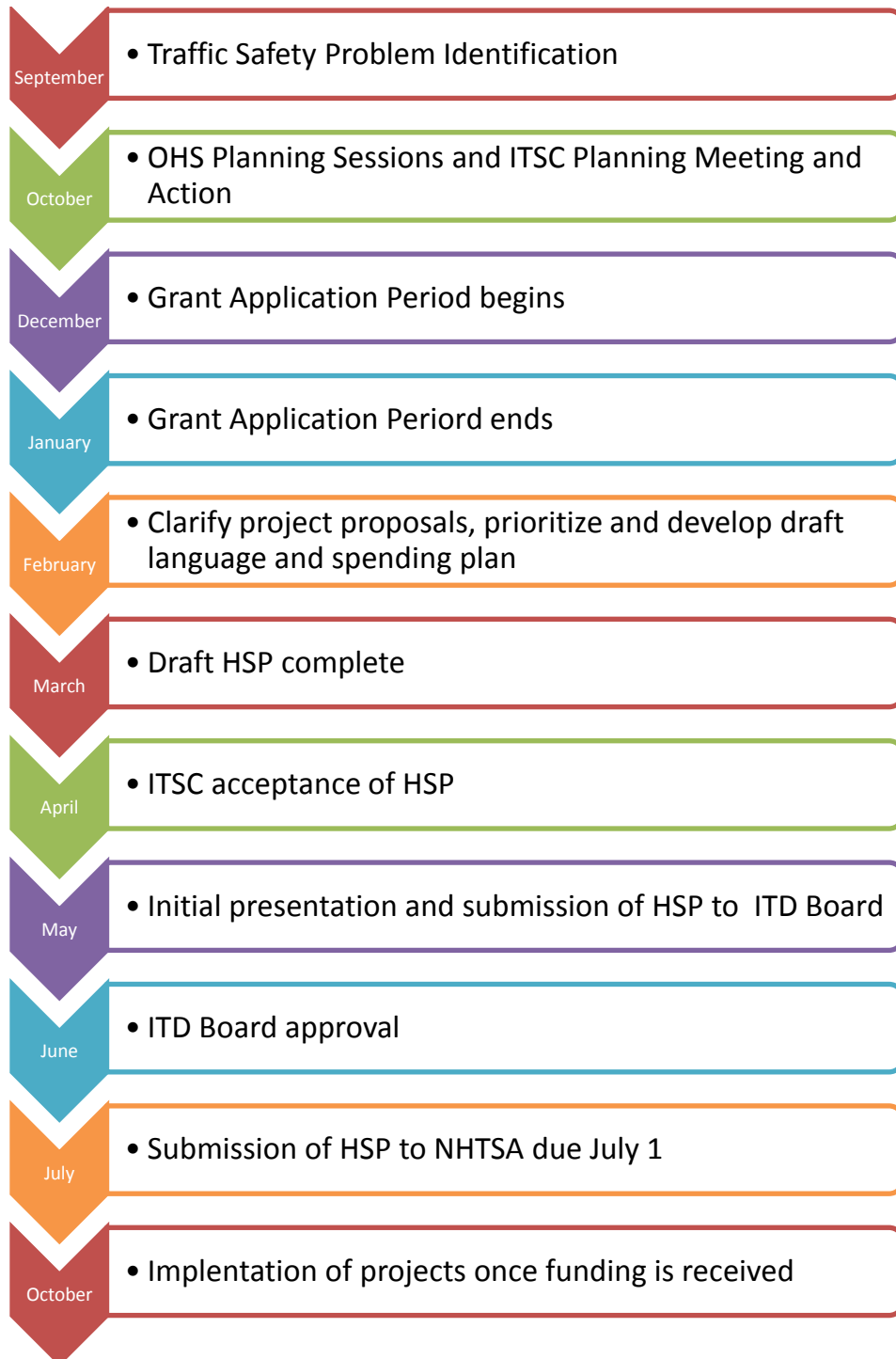
Analysis of the crash data for all counties and cities with a population of 2,000 people or greater is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations. This analysis is done for each focus area and includes the number of fatal and injury crashes over the last three years and the 3-year fatal and injury crash rate per 100,000 population. Fatal and serious injury crashes are also used if the number of crashes is large enough to provide guidance of areas that may have a more severe crash problem. A more complete description and examples of the tables and graphs used can be found in Appendix A.

Once the application period has closed, potential projects are sorted according to the focus area that most closely fits the project. OHS evaluates each project's potential to eliminate death and injury from motor vehicle crashes. Funding decisions are based on where the crash data indicates a traffic safety problem that grant funds may be able to reduce.

Funding recommendations for the individual projects are incorporated into the Highway Safety Plan (HSP) and are presented to the ITSC for acceptance. The HSP is presented to the Idaho Transportation Board for approval and then is sent to NHTSA for final approval. A flow chart depicting the entire process is contained on the following page.

Besides seeking guidance and approval from ITSC, OHS coordinates SHSP team meetings for guidance in implementing programs funded with NHTSA funds, Section 402 and 405, and with FHWA Flex funds.

Overview of the Highway Safety Plan Process



Idaho Traffic Safety Commission Members

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 **Quick Notes**. The current commissioners are:

Judicial (Court)

The Hon Judge George Hicks
Magistrate
Elmore County

Judicial (Attorney)

Louis Marshall
Prosecutor
Bonner County

State Law Enforcement

Lieutenant Colonel Kedrick Wills
Deputy Director
Idaho State Police

County Law Enforcement

Vacant

Local Law Enforcement

Chief Jeff Wilson
Orofino Police Department

Idaho Transportation Department

- Scott Stokes, *Chief Deputy*, assigned by Brian Ness, Governor's Representative
- Brent Jennings, P.E.
Highway Safety Manager

Municipal

Mayor Greg Lanting
City of Twin Falls

Medical

Ginger Floerchinger-Franks Dr PH
Director
Idaho Trauma Registry

Public Education

Audra Urie
Driver Education Coordinator
Idaho Department of Education

Public Education

Stacey (Ax) Axmaker
Director
Idaho STAR Program

Medical (Private Sector)

Karla Bryan, RN, BSN
Eastern Idaho Regional Medical Center

Legislative

Representative Joe Palmer
Idaho House of Representatives

Legislative

Senator Bert Brackett
Idaho State Senate



Idaho Strategic Highway Safety Plan

Oversight Team and Team leaders as of June 24, 2013

Oversight Team:	<p>Scott Stokes, <i>Oversight Team Chairman, Chief Deputy, Idaho Transportation Department</i></p> <p>Brent Jennings, <i>Highway Safety Manager, Idaho Transportation Department</i></p> <p>Ginger Floerchinger-Franks, <i>Trauma Registry Director, Idaho Hospital Association</i></p> <p>Lance Johnson, <i>Safety and Traffic Program Manager, Federal Highway Administration</i></p> <p>Lieutenant Colonel Kedrick Wills, <i>Deputy Director, Idaho State Police</i></p> <p>Shirley Wise, <i>Regional Program Manager, NHTSA</i></p>
Safety Restraint Team Leader:	<p>Kyle Wills</p> <p><i>Officer, Boise Police Department</i></p>
Impaired Driving Team Leader:	<p>Dean Matlock</p> <p><i>Sergeant, Idaho State Police</i></p>
Aggressive Driving Team Leader:	<p><i>Leader to be determined</i></p>
Distracted Driving Team Leader:	<p>Matt Pavelek</p> <p><i>Sergeant, Nampa Police Department</i></p>
Youthful Driver Team Leader:	<p>Todd Bilbo</p> <p><i>Detective, Boise Police Department</i></p>
Motorcycle Safety Team Leader:	<p>Stacey Axmaker</p> <p><i>Director, Idaho STAR Program</i></p>
Vulnerable Users, (Bike, Pedestrian, and Mature Drivers) Team Leader:	<p>Cynthia Gibson</p> <p><i>Executive Director</i></p> <p><i>Idaho Pedestrian & Bicycle Alliance</i></p>
Commercial Vehicles Team Leader:	<p>Bill Reese</p> <p><i>Captain, Idaho State Police</i></p>
Lane Departure Team Leader:	<p>John Perry</p> <p><i>Field Operations Engineer, Federal Highway Administration</i></p>
Intersections Team Leader:	<p>Bruce Christensen</p> <p><i>Traffic Engineer, Idaho Transportation Department</i></p>
Emergency Response Team Leader:	<p>Mark Zandhuisen</p> <p><i>Bonner County Emergency Medical Services</i></p>

Goals and Performance Measures

Mission Statement

We support the ITD's mission of "Your Safety, Your Mobility, Your Economic Opportunity" by conducting programs to eliminate traffic deaths, serious injuries, and economic losses from motor vehicle crashes 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 all of Idaho's roadways in an efficient and effective manner.

Primary Goal

Reduce the 5-year average number of traffic deaths 200 or fewer by 2015.

Primary Performance Measures, Benchmarks, & Strategy

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2010 benchmark is comprised of five years of crash data and exposure data for the years 2008 through 2011. NHTSA 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), link: <http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf>.

The data to be used in determining goals for the performance measures is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/16_ID/2010/16_ID_2010.htm.

The exceptions are the 5-year average number of serious injuries, which come from the state crash data and the yearly observed seat belt use rate which is determined from the observational seat belt survey. The goals listed below were presented to the Idaho Traffic Safety Commission in the October Performance Planning meeting.

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 5-Year Average Number of Fatalities is comprised of the sum of the number of fatalities over 5 years divided by 5 (for the 2006-2010 Benchmark, that would be for the years 2006 through 2010). The 5-Year Fatality Rate is the sum of the number of fatalities over the 5 year period divided by the sum of the annual vehicle miles of travel over the same 5 year period. Averaging the rates over the 5 year period is the incorrect way to calculate the value since the rates are weighted values and averaging them negates the weights.

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

		Goal	Actual
2010 Benchmark	-		237
2011	-	217	217
2012	-	209	
2013	-	204	
2014	-	201	
2015	-	200	

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

		Goal	Actual
2010 Benchmark	-		1,559
2011	-	1,479	1,480
2012	-	1,402	
2013	-	1,384	
2014	-	1,364	
2015	-	1,356	

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

		Goal	Actual
2010 Benchmark	-		1.53
2011	-	1.39	1.39
2012	-	1.34	
2013	-	1.29	
2014	-	1.27	
2015	-	1.25	

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

		Goal	Actual
2010 Benchmark	-		99
2011	-	92	90
2012	-	90	
2013	-	88	
2014	-	85	
2015	-	83	

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
2010 Benchmark	-		73
2011	-	69	66
2012	-	68	
2013	-	67	
2014	-	66	
2015	-	66	

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

		Goal	Actual
2010 Benchmark	-		76
2011	-	71	69
2012	-	70	
2013	-	69	
2014	-	67	
2015	-	66	

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

		Goal	Actual
2010 Benchmark	-		32
2011	-	28	27
2012	-	27	
2013	-	26	
2014	-	26	
2015	-	25	

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

		Goal	Actual
2010 Benchmark	-		17
2011	-	16	15
2012	-	15	
2013	-	14	
2014	-	14	
2015	-	14	

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

		Goal	Actual
2010 Benchmark	-		43
2011	-	41	39
2012	-	40	
2013	-	39	
2014	-	38	
2015	-	36	

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

		Goal	Actual
2010 Benchmark	-		11
2011	-	11	11
2012	-	10	
2013	-	10	
2014	-	10	
2015	-	9	

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

		Goal	Actual
2010 Benchmark	-		77.9%
2011	-	78.9%	79.1%
2012	-	79.1%	79.0%
2013	-	79.3%	
2014	-	79.5%	
2015	-	79.7%	

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

	A-1 Seat Belt	A-2 DUI	A-3 Speeding
FFY2010	11,276	1,352	16,464
FFY2011	9,795	1,214	19,932
FFY2012	11,125	1,010	14,311
FFY2013			
FFY2014			

Performance Measures: Goals and Actual Values

The table below presents the goals and actual values for each performance measure in a simple, one-page format.

		Benchmark						
		2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	
C1	5-Year Ave Fatalities	Goals		217	209	204	201	200
		Actual Values	237	217				
C2	5-Year Ave Serious Injuries	Goals		1,479	1,402	1,384	1,364	1,356
		Actual Values	1,559	1,480				
C3	5-Year Fatality Rate	Goals		1.39	1.34	1.29	1.27	1.25
		Actual Values	1.53	1.39				
C4	5-Year Ave Unrestrained PMV Fatalities	Goals		92	90	88	85	83
		Actual Values	99	90				
C5	5-Year Ave Driver BAC>=0.08 Fatalities	Goals		69	68	67	66	66
		Actual Values	73	66				
C6	5-Year Ave Speeding Fatalities	Goals		71	70	69	67	66
		Actual Values	76	69				
C7	5-Year Ave Motorcycle Fatalities	Goals		28	27	26	26	25
		Actual Values	32	27				
C8	5-Year Ave Unhelmeted MC Fatalities	Goals		16	15	14	14	14
		Actual Values	17	15				
C9	5-Year Ave Drivers <=20 in Fatal Crashes	Goals		41	40	39	38	36
		Actual Values	43	39				
C10	5-Year Ave Pedestrian Fatalities	Goals		11	10	10	10	9
		Actual Values	11	11				
B1	Yearly Observed SB Use		2010	2011	2012	2013	2014	2015
		Goals		78.9%	79.1%	79.3%	79.5%	79.7%
		Actual Values	77.9%	79.1%	79.0%			
Items for Reporting								
			2010	2011	2012	2013	2014	2015
	Yearly Total Fatality Rate		1.32	1.05				
	Yearly Urban Fatality Rate		0.67	0.47				
	Yearly Rural Fatality Rate		1.79	1.47				
			FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	
A1	Seat Belt Citations Issued during Grant Funded Activities		9,795	11,125				
A2	DUI Arrests made during Grant Funded Activities		1,214	1,010				
A3	Speeding Citations Issued during Grant Funded Activities		19,932	14,311				

Reference Materials

- **Idaho Traffic Safety Commissioners (ITSC) members (see page 5)**
- **Strategic Highway Safety Plan (SHSP) oversight members and SHSP respective team leaders (see page 6)**
- **Equipment over \$5,000 for NHTSA approval (page 13)**

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 and 405 (page 14)**

These budget summary forms are based on projects outlined in the Highway Safety Program-Project Descriptions Document, and are estimates based on expected funding. The carry forward funds are located in the **Previous Balance** column, and **Current Balance** column is the total of carry forward and new funds. 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 Program Project Descriptions (tab: Project Description)**

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. 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 Section 402 grant fund.
- **Idaho Problem Identification Report (tab: 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 the OHS Principle Analyst, reviewed by the ITSC and is used to support and update SHSP goals and strategies. It is also used to support funding allocations.
- **Section 402 Certifications and Assurances (Appendix A)**

This document contains specific certifications and language required under law in order to receive highway safety grant funds.
- **Section 405 Certifications and Assurances (Appendix B)**

This document contains specific certifications and language required under law, in accompanying Section 405 application for Highway Safety Incentive grant funds.
- **The Data Driven Process (Appendix C)**

This section contains a description and examples of data used for evaluation of the problem areas at the local agency level (Counties and Cities). The data is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations.
- **ITD Organization Chart (Appendix D)**

This chart, on the last page, is the organization chart for OHS, excluding the Governor's office. Here is the link for the State wide organizational chart: <http://dfm.idaho.gov/citizensguide/statestructure.html>
- **Request for Proposal – Highway Safety Grants (Appendix E)**

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.

Equipment over \$5,000

Below is the list of equipment request from various agencies for equipment over \$5,000; it also identifies the NHTSA funding source in reimbursing agencies for their equipment.

	Agency	Equipment	Model/Maker	Price	Funding Source
1	Multiple [Incentive Mobilization Enforcement FFY 2014 Participants]	Intoxilyzer (3)	CMI	\$19,500	402 or 410
2	Multiple [Incentive Mobilization Enforcement FFY 2014 Participants]	Tru-Cam Lidars (4)	LTI	(not to exceed) \$24,400	402
3	Multiple [Incentive Mobilization Enforcement FFY 2014 Participants]	In-Car Video Camera (6)	Coban or Watch Guard	(not to exceed) \$36,600	402
4	Multiple [Incentive Mobilization Enforcement FFY 2014 Participants]	Speed Monitor Trailer (10)	MPH or other approved vendors	(not to exceed) \$90,000	402

Grantee is required to track their equipment per 49 CFR 18.32 and 23 CFR 1200.21. When they signed the grant agreement or the Memorandum of Understanding (MOU), they are to certify that:

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 certification wording is directly taken out of NHTSA certification to States for Section 402 and Incentive grants application.



HIGHWAY SAFETY PROGRAM COST SUMMARY SECTION 402

State ID Number 1 Date 06/17/13

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decrease)	Current Balance	
PA-2014-00-00-00	Planning and Admin		\$101,102		\$168,000	\$168,000	\$0
AL-2014-00-00-00	Impaired Driving		\$79,176		\$387,500	\$387,500	\$250,000
EM-2014-00-00-00	Emergency Medical Services		\$4,250		\$131,500	\$131,500	\$23,000
MC-2014-00-00-00	Motorcycle		\$6,333		\$48,000	\$48,000	\$15,000
OP-2014-00-00-00	Safety Restraints		\$80,333		\$376,000	\$376,000	\$260,000
PT-2014-00-00-00	Aggressive Driving		\$90,000		\$340,000	\$340,000	\$205,000
TSP-2014-00-00-00	Youthful Drivers		\$61,667		\$280,000	\$280,000	\$195,000
TR-2014-00-00-00	Traffic Records		\$10,700		\$172,100	\$172,100	\$0
CP-2014-00-00-00	Community Traffic Safety		\$4,000		\$133,000	\$133,000	\$75,000
RS-2014-00-00-00	Roadway Safety		\$0		\$140,000	\$140,000	\$0
DD-2014-00-00-00	Distracted Driving		\$7,333		\$91,000	\$91,000	\$20,000
CR-2014-00-00-00	Child Restraint		\$1,200		\$113,600	\$113,600	\$50,000
PS-2014-00-00-00	Bike/Ped Safety		\$667		\$5,000	\$5,000	\$0
PM-2014-00-00-00	Paid Media		\$0		\$589,700	\$589,700	\$279,850
	Total NHTSA 402 Fund		\$446,761		\$2,975,400	\$2,975,400	\$1,372,850

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number 1 Date 06/17/13

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decrease)	Current Balance	
K9-2014-00-00-00	408 SAFETEA-LU		\$353,800	\$1,415,200	\$0	\$1,415,200	\$0
M3DA-2014-00-00-00	405(c) MAP 21 Data		\$250,000	\$500,000	\$500,000	\$1,000,000	\$225,000
K8-2014-00-00-00	410 SAFETEA-LU		\$450,000	\$150,000	\$0	\$150,000	\$100,000
K8PM-2014-00-00-00	410 SAFETEA-LU Paid Media		\$0	\$140,000	\$0	\$140,000	\$0
K8PA-2014-00-00-00	410 SAFETEA-LU Planning and Admin		\$18,000	\$29,000	\$0	\$29,000	\$0
M5HVE-2014-00-00-00; M5TR-2014-00-00-00; M5CS-2014-00-00-00; M5IDC-2014-00-00-00;	405(d) MAP 21 Impaired		\$450,000	\$700,000	\$700,000	\$1,400,000	\$500,000
M5PEM-2014-00-00-00	405 MAP 21 Impaired Paid Media		\$0	\$200,000	\$200,000	\$400,000	
K6-2014-00-00-00	2010 SAFETEA-LU		\$0	\$100,000	\$0	\$100,000	\$0
M9MA-2014-00-00-00	405(f) MAP 21 Motorcycle		\$15,000	\$30,000	\$30,000	\$60,000	\$0
M2HVE-2014-00-00-00; M2TR-2014-00-00-00; M2PE-2014-00-00-00	405(b) MAP 21 Occupant Protection		\$150,000	\$200,000	\$400,000	\$600,000	\$0
	Total NHTSA INCENTIVE FUNDS		\$ 1,686,800.00	\$3,464,200.00	\$ 1,830,000.00	\$ 5,294,200.00	\$ 825,000.00

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number 1 Date 06/17/13

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
164AL-2014-00-00-00	NHTSA S164 TRANSFER FUNDS		\$500,000	\$500,000	\$1,000,000	\$400,000
	Total NHTSA S164 TRANSFER FUNDS		\$500,000	\$500,000	\$1,000,000	\$400,000
KN12538	FHWA FY'14 Flex	\$79,214	\$0	\$1,000,000	\$1,000,000	\$300,000
	Total FHWA	\$79,214	\$0	\$1,000,000	\$1,000,000	\$300,000
	Total NHTSA FFY 2014 PROGRAMS	\$2,133,561	\$3,964,200	\$5,305,400	\$9,269,600	\$2,597,850
	Total NHTSA & FHWA FFY 2014 PROGRAMS	\$2,212,775	\$3,964,200	\$6,305,400	\$10,269,600	\$2,897,850

State Official Authorized Signature:

NAME: Brian Ness, Director, Idaho Transportation Department

TITLE: Governors Highway Safety Representative

DATE: _____

HS Form 217

Federal Official Authorized Signature:

NAME: John M. Moffat

TITLE: Regional Administrator, NHTSA Region 10

DATE: _____

Effective Date: _____

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FFY 2014 Highway Safety Grants - Project Descriptions

Strategic
Highway Safety
Plan (SHSP)
Strategies:

SECTION 402 IMPAIRED DRIVING

- | | |
|---|---|
| 1 | Support impaired driving high visibility enforcement and alcohol compliance checks each year. |
| 2 | Increase the number of Drug Recognition Expert (DRE) officers. |
| 3 | Support efforts to establish more DUI Courts. |

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
AL-2014-00-00-01	SAL1401	OHS Statewide Services Grant	This grant will provide funding for: enforcement plan including statewide mobilization overtime and equipment; compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses, and to support statewide impaired driving task force.	SHSP 1-3	C-5		\$290,000	\$70,000	\$250,000		
	SAL1401-A	Mobilization - November Enforcement Plan	Funding provides statewide mobilization overtime and equipment to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$50,000					
	SAL1401-B	Mobilization - December Enforcement Plan	Funding provides statewide mobilization overtime and equipment to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$50,000					
	SAL1401-C	Mobilization - March Enforcement Plan	Funding provides statewide mobilization overtime and equipment to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$50,000					
	SAL1401-D	Mobilization - July Enforcement Plan	Funding provides statewide mobilization overtime and equipment to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$50,000					
	SID1401-E	Mobilization - September Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$50,000					
	SAL1401-F	OHS SWS - Education	This Grant will provide funding for education materials, travel, training to aid with the eliminating impaired traffic crashes and fatalities, serious injuries and economic losses.	SHSP 1	C-5	\$15,000					
	SAL1401-G	OHS SWS - Compliance and Training	This Grant will provide funding for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; and consultant fees.	SHSP 1-3	C-5	\$25,000					
AL-2014-00-00-09	SAL1409	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to reduce impaired driving traffic related fatalities, serious injuries, and economic losses. Dedicated administrative expenses is included as a direct expense. (See additional description in SSB1409, SPT1409, and SDD1409.)	SHSP 1-3	C-5		\$70,000	\$0	\$0		
AL-2014-00-00-AL	SAL1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-3	C-1 C-2 C-3		\$27,500	\$9,176	\$0		
IMPAIRED DRIVING TOTAL								\$387,500	\$79,176	\$250,000	

SECTION 402 AGGRESSIVE DRIVING

SHSP Strategies: 1 Partner with law enforcement agencies to implement traffic safety programs and high visibility enforcement in local jurisdictions.
 2 Educate law enforcement and the public regarding aggressive driving behaviors and consequences through effective media campaigns.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
PT-2014-00-00-01	SPT1401	OHS Statewide Services	Grant funding will provide overtime enforcement and incentive equipment reimbursement, training costs, public awareness materials, presentations, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on reducing aggressive driving related fatalities, serious injuries, and economic losses.	SHSP 1-2	C-6		\$240,000	\$80,000	\$200,000	
	SPT1401-A	Mobilization April Enforcement Plan	This grant will fund overtime and equipment reimburse for enforcement to eliminate aggressive driving related fatalities, serious injuries, and economic losses.	SHSP 1	C-6	\$100,000				
	SPT1401-B	Mobilization August Enforcement Plan	This grant will fund overtime and equipment reimburse for enforcement to eliminate aggressive driving related fatalities, serious injuries, and economic losses.	SHSP 1	C-6	\$100,000				
	SPT1401-C	Statewide Services	Grant will fund education materials, public awareness materials, presentations, consultant fees, printing costs, and travel.	SHSP 1	C-6	\$40,000				
PT-2014-00-00-02	SPT1402	Bonneville County Sheriff	This grant will fund overtime enforcement and education activities to decrease aggressive driving and reduce traffic fatalities, serious injuries, and economic losses. (See additional description in SSB1402 and SDD1402.)	SHSP 1	C-6		\$5,000	\$0	\$5,000	
PT-2014-00-00-09	SPT1409	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to reduce aggressive driving-related fatalities, serious injuries, and economic losses. Dedicated administrative expenses is included as a direct expense. (See additional description in SAL1409, SSB1409, and SDD1409.)	SHSP 1	C-6		\$65,000	\$0	\$0	
PT-2014-00-00-PT	SPT1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$30,000	\$10,000	\$0	
AGGRESSIVE DRIVING TOTAL							\$340,000	\$90,000	\$205,000	

SECTION 402 YOUTHFUL DRIVERS

SHSP Strategies: 1 Educate young and inexperienced drivers up to age 18, through grade 12 (or successfully completing the G.E.D.) on traffic safety issues.
 2 Utilize appropriate assessment and evaluation tools for driver education.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
TSP-2014-00-00-01	SYD1401	OHS Statewide Services	Funding will be focused on strategy 1 for eliminating youthful driving fatalities, serious injuries, economic losses, and increasing youth accountability through educational opportunities, overtime enforcement, local agency administrative support, equipment, training, public awareness materials, consultant fees, printing and travel.	SHSP 1-2	C-9		\$15,000	\$50,000			
TSP-2014-00-00-02	SYD1402	Alive at 25	Focused on strategy 1, funding will be expended for law enforcement-instructed young driver safety awareness training.	SHSP 1	C-9		\$185,000		\$180,000	\$100,000	
TSP-2014-00-00-03	SYD1403	Teen Coalition	Funding focused on strategies 1 and 2 will be expended for young driver safety coalition coordination, travel and training.	SHSP 1-2	C-9		\$20,000		\$15,000	\$20,000	
TSP-2014-00-00-04	SYD1404	Teen Website	Focused on strategy 2, funding will be utilized for teenage drivers to improve traffic safety awareness of young driver risks, and knowledge of driving laws.	SHSP 2	C-9		\$13,000				
TSP-2014-00-00-05	SYD1405	HS Kids Calendar	Funding will be expended for focus on Strategy 1 by coordinating, promoting and disseminating the highway safety kids calendar artwork and traffic message competition.	SHSP 1	C-9		\$12,000				
TSP-2014-00-00-YD	SYD1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$35,000	\$11,667	\$0		
YOUTHFUL DRIVERS TOTAL								\$280,000	\$61,667	\$195,000	\$120,000

SECTION 402 SAFETY RESTRAINTS

Strategic	1	Educate and inform target groups regarding the importance of safety restraint use.
Highway Safety	2	Increase enforcement of safety restraint laws.
Plan (SHSP)	3	All grantees including law enforcement will have an enforced seat belt policy.
Strategies:	4	Encourage public and private employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
OP-2014-00-00-01	SSB1401	OHS Statewide Services	Funding for seat belt enforcement, seat belt survey, educational materials, travel, and training costs to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4		\$275,000	\$70,000	\$255,000		
	SSB1401-A	Mobilization February Enforcement Plan	Funding for seat belt enforcement to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 2	C-4	\$100,000					
	SSB1401-B	Mobilization May Enforcement Plan	Funding for "Click it or Ticket" seat belt enforcement to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 2	C-4	\$110,000					
	SSB1401-C	Seatbelt Survey	Funding for a seat belt survey to determine yearly observed usage rates within the State of Idaho.	SHSP 0	B-1	\$40,000					
	SSB1401-D	Educational Materials, travel and training costs	Funding for seat belt educational materials, travel and training costs to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4	\$25,000					
OP-2014-00-00-02	SSB1402	Bonneville County Sheriff	This grant will fund overtime enforcement and education activities to increase seat belt use and reduce traffic fatalities, serious injuries, and economic losses. (See additional description in SPT1402 and SDD1402.)	SHSP 2	C-4		\$5,000	\$0	\$5,000		
OP-2014-00-00-09	SSB1409	Idaho State Police	Funding for overtime and mileage expenses in support of enforcement and education activities to increase the seat belt use rate and reduce traffic fatalities, serious injuries, and economic loss. Dedicated administrative expense is included as a direct expense. (See additional description in SAL1409, SPT1409, and SDD1409.)	SHSP 1-2	C-4 A-1		\$65,000	\$0	\$0		
OP-2014-00-00-58	SSB1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-3	C-1 C-2 C-3		\$31,000	\$10,333	\$0		
SAFETY RESTRAINTS TOTAL								\$376,000	\$80,333	\$260,000	

SECTION 402 CHILD PASSENGER SAFETY

SHSP Strategies: 1 Educate parents, caregivers and grandparents regarding the proper selection and installation of child passenger safety restraints.
 2 Maintain current and increase the number of Child Passenger Safety (DPS) Technicians.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
CR-2014-00-00-01	SCR1401	OHS Child Restraint Statewide Svc.	Funding for educational materials, training, presentations, and travel to focus on the reduction of traffic deaths resulting from lack of or improper use of child passenger safety seats, serious injuries, and economic losses among Idaho's children.	SHSP 1	C-4		\$10,000	\$0	\$0	
CR-2014-00-00-02	SCR1402	Idaho Chapter of the American Academy of Pediatrics	Funding will provide the statewide distribution of child passenger safety seats and the supervision of Idaho's Child Passenger Safety (CPS) Technician Training program including educational materials, travel, and expenses related to the training and continued education of CPS Techs through ICAAP.	SHSP 1-2	C-4		\$100,000	\$0	\$50,000	
CR-2014-00-00-CR	SCR1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$3,600	\$1,200	\$0	
CHILD PASSENGER SAFETY TOTAL							\$113,600	\$1,200	\$50,000	

SECTION 402 EMERGENCY MEDICAL SERVICES

SHSP Strategies: 1 Increase emergency scene safety through multi-jurisdictional collaborative training.
 2 Provide highest level of EMS care practical in rural communities.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
EM-2014-00-00-01	SEM1401	OHS EMS Statewide Services	Funds will support training of emergency responders from various agencies to improve traffic incident management, ensure scene safety, and improve communication to reduce serious injuries and fatalities. In addition, funds will also be used for public awareness materials, presentations, consultant fees, printing costs, and travel. Prevent secondary crashes by providing equipment that improves crash scene safety & visibility.	SHSP 1	C-1 C-2 C-3		\$118,000	\$0	\$20,000	
EM-2014-00-00-02	SEM1402	Clark Fork Fire & Rescue	Funds for extrication equipment to aid rescue personnel to safely remove crash victims and reduce time elapsed from the crash incident to victims arrival to a medical facility.	SHSP 2	C-1 C-2 C-3		\$3,000	\$750	\$3,000	
EM-2014-00-00-EM	SEM1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$10,500	\$3,500	\$0	
EMERGENCY MEDICAL TOTAL							\$131,500	\$4,250	\$23,000	

SECTION 402 MOTORCYCLE SAFETY

SHSP Strategies: 1 Reduce motorcycle injuries and fatalities by conducting statewide education, enforcement, and awareness efforts with a focus on rider safety and impaired riding.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
MC-2014-00-00-01	SMC1401	Office of Highway Safety	Funding will provide public awareness and educational materials, travel and training costs, reimbursement for overtime enforcement, with a primary goal being to focus on reducing motorcycle involved fatalities, serious injuries, and economic losses.	SHSP 1	C-7 C-8		\$29,000	\$0	\$15,000	1,100,00.00
MC-2014-00-00-MC	SMC1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	SHSP 1	C-1 C-2 C-3		\$19,000	\$6,333	\$0	\$0
MOTORCYCLE SAFETY TOTAL							\$48,000	\$6,333	\$15,000	1,100,00.00

SECTION 402 TRAFFIC RECORDS/ROADWAY SAFETY

SHSP Strategies: 1 Highway Safety Programs are data-driven and establish statewide targets in the key emphasis areas. (Page 8)
2 Crash data provides evidence-based information on safety progress and trends in Idaho. (Page 8)

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
TR-2014-00-00-01	STR1401	OHS Traffic Records Statewide Svc.	Funding will provide consultant fees, technical services, computer software and hardware purchases, and travel for improving, enhancing and reporting crash data collection on transportation safety through eImpact and CIRCA software.	SHSP 1-2	C-1 C-2 C-3		\$140,000	\$0	\$0	\$130,000
RS-2014-00-00-01	SRS1401	OHS Roadway Safety Statewide Svc. WebCars	Funding will provide consultant fees, technical services, computer software and hardware purchases, and travel for improving, enhancing, evaluating and reporting crash analysis through WebCARS software.	SHSP 1-2	C-1 C-2 C-3		\$140,000	\$0	\$0	\$30,000
TR-2014-00-00-TR	STR1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$32,100	\$10,700	\$0	
TRAFFIC RECORDS/ROADWAY SAFETY TOTAL							\$312,100	\$10,700	\$0	\$160,000

SECTION 402 DISTRACTED DRIVING

SHSP Strategies: 1 Education for all roadway users and employers on the dangers of distracted driving and drowsy driving. 2 Enforce distracted driving laws including no texting and inattention.										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
DD-2014-00-00-01	SDD1401	OHS Distracted Driving Statewide Services	Funding will provide educational materials, media development, distribution, consultant fees, enforcement and travel to focus on reducing distracted driving fatalities, serious injuries, and economic loss from traffic crashes.	SHSP 1-2	C-1 C-2 C-3	\$30,000	\$45,000	\$0	\$15,000	
	SDD1401-A	OHS Distracted Driving Youthful Driver Billboard Contest	Funding will provide educational, materials, public awareness ideas, travel, and recognition awards to youthful driver organizations who develop and win a billboard contest for distracted driving awareness.	SHSP 1-2	C-1 C-2 C-3	\$15,000				
DD-2014-00-00-02	SDD1402	Bonneville County Sheriff	This grant will fund overtime enforcement and education activities to decrease distracted driving and reduce traffic fatalities, serious injuries, and economic losses. (See additional description in SPT1402 and SSB1402.)	SHSP 1-2	C-1 C-2 C-3		\$5,000	\$3,333	\$5,000	
DD-2014-00-00-09	SDD1409	Idaho State Police	This grant will fund overtime enforcement and education of youth and adult drivers to reduce distracted driving related traffic crash fatalities, serious injuries, and economic losses. Direct administrative expenses is included as a direct expense. (See additional description in SAL1409, SPT1409, and SSB1409.)	SHSP 1-2	C-1 C-2 C-3		\$29,000	\$0	\$0	
DD-2014-00-00-DD	SDD1499	OHS Program Area Management	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$12,000	\$4,000	\$0	
DISTRACTED DRIVING TOTAL							\$91,000	\$7,333	\$20,000	

SECTION 402 PAID ADVERTISING

SHSP Strategies: 1 Educate and inform target groups to raise awareness about the dangers of operating a vehicle in a distracted, impaired, unrestrained and/or aggressive manner. 2 Develop effective media campaigns to reach target groups to eliminate deaths and serious injuries on Idaho's roadways as a result of unrestrained, impaired, aggressive, and distracted driving.										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
PM-2014-00-00-01	SPM1401	OHS- Paid Media	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the areas of impaired driving, aggressive driving, safety restraints, child passenger safety, motorcycle, distracted driving and youthful driver focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3		\$559,700		\$279,850	
	SPM1401-A	OHS - Paid Media Alcohol	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the impaired driving focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$90,000		\$0		
	SPM1401-B	OHS - Paid Media Aggressive	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the aggressive driving focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$170,000		\$0		

SECTION 402 PAID ADVERTISING

SHSP Strategies: 1 Educate and inform target groups to raise awareness about the dangers of operating a vehicle in a distracted, impaired, unrestrained and/or aggressive manner.											
2 Develop effective media campaigns to reach target groups to eliminate deaths and serious injuries on Idaho's roadways as a result of unrestrained, impaired, aggressive, and distracted driving.											
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
	SPM1401-C	OHS - Paid Media Safety Restraints	Funding for paid media purchases and media development for the general public, or demographically targeted audiences, to raise awareness and change behavior in an effort to increase yearly seat belt use and reduce death, injuries and economic losses in traffic crashes in the safety restraint use focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3 B-1	\$150,000		\$0			
	SPM1401-D	OHS - Child Passenger Safety	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the child passenger safety focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$20,000		\$0			
	SPM1401-E	OHS - Paid Media Motorcycle	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the motorcycle safety focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$35,000		\$0			
	SPM1401-F	OHS - Paid Media Distracted Driving	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the areas of distracted driving focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$54,700		\$0			
	SPM1401-G	OHS - Paid Media Youth	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes in the youthful drivers safety focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	\$40,000		\$0		\$20,000	
	SPM1402	OHS - Media Survey	Funding provides contractor technical fees and services to evaluate the effectiveness of paid media communication tools and marketing strategies utilized in raising awareness and effecting behavioral changes to eliminate death and serious injuries in traffic crashes.	SHSP 1-2	C-1 C-2 C-3		\$30,000	\$0	\$0		
SECTION 402 PAID ADVERTISING TOTAL								\$589,700	\$0	\$279,850	\$20,000

SECTION 402 COMMUNITY PROJECTS

SHSP Strategies: 1 Promote a change in mindset that it is not acceptable to make poor and irresponsible choices when driving in Idaho as we move toward the vision of "Towards Zero Deaths".
 2 Move toward zero deaths on all roadways in Idaho by addressing all 5 categories of the "Toward Zero Deaths" initiative: engineering, education, enforcement, emergency response and policy.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
CP-2014-00-00-01	SCP1401	OHS - Highway Safety Summit	Funding to provide the summit conference to 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.	SHSP 1-2	C-1 C-2 C-3		\$40,000	\$0	\$25,000		
CP-2014-00-00-02	SCP1402	OHS - Law Enforcement Liaisons	Funding of district law enforcement liaisons to increase the participation and effectiveness of state and local law enforcement officers and agencies during statewide mobilizations, education and outreach efforts.	SHSP 1-2	C-1 C-2 C-3 A-1		\$60,000	\$0	\$50,000		
CP-2014-00-00-03	SCP1403	OHS - Strategic Highway Safety Plan	Funding to support and promote activities and projects for the Strategic Highway Safety Plan (SHSP) implementation including, workshops, activities, website hosting, administration, partnerships, outreach and education to promote highway safety; majority of SHSP total fund will come from FHWA Flex Funding. These efforts will increase effectiveness of our education, outreach and enforcements efforts statewide which also strengthens partnerships, coalitions and resources.	SHSP 1-2	C-1 C-2 C-3		\$21,000	\$0	\$0		
CP-2014-00-00-CP	SCP1499	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$12,000	\$4,000	\$0		
COMMUNITY PROJECTS TOTAL								\$133,000	\$4,000	\$75,000	\$0

SECTION 402 BICYCLE & PEDESTRIAN SAFETY

SHSP Strategies: 1 Increase knowledge and compliance of policies, laws, programs and procedures related to mobility and safety.
 2 Support training to educate planners, engineers and decision-makers in community and infrastructure

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
PS-2014-00-00-01	SPS1401	OHS Bicycle and Pedestrian Statewide Services	Funding to support and promote bicycle and pedestrian safety through enforcement and education efforts.	SHSP 1-2	C-10		\$3,000	\$0	\$0	\$5,000	
PS-2014-00-00-PS	SPS1499	OHS Program Area Management	Personnel costs and other incidental to administer bicycle and pedestrian safety program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		\$2,000	\$667	\$0	\$0	
BICYCLE AND PEDESTRIAN SAFETY TOTAL								\$5,000	\$667	\$0	\$5,000

SECTION 402 PLANNING AND ADMINISTRATION

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
PA-2014-00-00-PA	SPA1401	OHS Planning & Administration	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.		C-1 C-2 C-3		\$168,000	\$101,102	\$0	
402 PLANNING AND ADMINISTRATION TOTAL							\$168,000	\$101,102	\$0	

SECTION 410 PLANNING & ADMINISTRATION

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	
K8-2014-00-00-PA	SK814PA	OHS Section 410 Planning & Administration	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.		C-1 C-2 C-3		\$29,000	\$18,000	\$0	
410 IMPAIRED DRIVING PROGRAM ADMINISTRATION TOTAL							\$29,000	\$18,000	\$0	

Strategic

SECTION 410 ALCOHOL-IMPAIRED DRIVING

- Highway Safety Plan (SHSP) Strategies:
- 1 Support impaired driving high visibility enforcement and alcohol compliance checks each year.
 - 2 Increase the number of Drug Recognition Expert (DRE) officers.
 - 3 Support efforts to establish more DUI Courts.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
K8-2014-00-00-01	SK81401	OHS Section 410 Statewide Svc.	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; overtime for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and enforcement equipment, support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1-3	C-5		\$150,000	\$450,000	\$100,000		
	SK81401-A	Mobilization - November	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$75,000					
	SK81401-B	Mobilization - December	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$75,000					
410 ALCOHOL TOTAL								\$150,000	\$450,000	\$100,000	

Strategic

SECTION 405d ALCOHOL-IMPAIRED DRIVING MID

- Highway Safety Plan (SHSP) Strategies:
- 1 Support impaired driving high visibility enforcement and alcohol compliance checks each year.
 - 2 Increase the number of Drug Recognition Expert (DRE) officers.
 - 3 Support efforts to establish more DUI Courts.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
M5HVE-2014-00-00-01	SID1401	OHS Section 405 Statewide Svc.	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5		\$650,000	\$450,000	\$500,000	
	SID1401-A	Mobilization - November Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$130,000				
	SID1401-B	Mobilization - December Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$130,000				
	SID1401-C	Mobilization - March Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$130,000				
	SID1401-D	Mobilization - July Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$130,000				
	SID1401-E	Mobilization - September Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	\$130,000				

SECTION 405d ALCOHOL-IMPAIRED DRIVING (MID RANGE)

Strategic	1	Support impaired driving high visibility enforcement and alcohol compliance checks each year.
Highway Safety	2	Increase the number of Drug Recognition Expert (DRE) officers.
Plan (SHSP)	3	Support efforts to establish more DUI Courts.
Strategies:	4	Continue the education, support, and training of prosecutors and law enforcement in order to increase the amount and reliability of evidence for DUI convictions.
	5	Require Advanced Roadside Impaired Driving Enforcement (ARIDE) training for all patrol officers after a minimum of two years' service.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
M5TR-2014-00-00-21	SID1421	OHS Section 405 Statewide Svc.	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and enforcement equipment, support of the Drug Evaluation & Classification Program, support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions, and to support the statewide impaired driving task force; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1-4	C-5		\$365,000				
	SID1421-A	OHS SWS - Education	This Grant will provide funding for education materials, travel, training, and Impaired specific equipment purchase to aid with the elimination of impaired traffic crashes and fatalities, serious injuries and economic losses.	SHSP 1	C-5	\$135,000					
	SID1421-B	OHS SWS - Compliance and Training	This Grant will provide funding for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; and consultant fees. This Grant will also provide funding for the Statewide Impaired Driving task force, travel, lodging, meals, and meeting facilities cost.	SHSP 1-3	C-5	\$230,000					
M5CS-2014-00-00-02	SID1402	Traffic Safety Resource Prosecutor (7th year)	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 is included as a direct expense.	SHSP 4	C-5		\$195,000	\$0	\$0		
M5IDC-2014-00-00-03	SID1403	State Impaired Driving Co-coordinator (2nd year)	This grant will fully fund the salary and benefits, and overtime for the State Impaired Driving Co-coordinator (SIDC) to ensure that the Drug Evaluation and Classification (DEC) program is properly and effectively administered. The SIDC must be able to work in partnership with federal, state, county and local L/E, groups and organizations, and must ensure that DRE training is conducted within the state, and that DRE's maintain their certification whenever needed and when resources and personnel allow. There is also funding for overtime hours for an administrative assistant.	SHSP 2,4-5	C-5		\$150,000	\$0	\$0		
M5HVE-2014-00-00-ID	SID1499	OHS Program Area Management Section 405	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation Section 405d program.		C-1 C-2 C-3		\$40,000	\$0	\$0		
405 IMPAIRED DRIVING TOTAL								\$1,400,000	\$450,000	\$500,000	
410 & 405 IMPAIRED DRIVING TOTAL								\$1,550,000	\$900,000	\$600,000	\$0

SECTION 410 ALCOHOL - PAID MEDIA

SHSP Strategies 1 Improve the use of media in educating the public concerning the dangers of impaired driving											
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
K8PM-2014-00-00-00	SK814PM	OHS- Paid Advertising Section 410	Paid media buys and media development will raise awareness and affect behavioral changes to eliminate impaired driving using radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	SHSP 1	C-5		\$140,000	\$0	\$0		
410 ALCOHOL PAID MEDIA TOTAL								\$140,000	\$0	\$0	

SECTION 405 ALCOHOL - PAID MEDIA

SHSP Strategies 1 Improve the use of media in educating the public concerning the dangers of impaired driving										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
M5PEM-2014-00-00-00	SID14PM	OHS- Paid Advertising Section 405	Paid media buys and media development will raise awareness and affect behavioral changes to eliminate impaired driving using radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	SHSP 1	C-5		\$400,000	\$0	\$0	
410 & 405 ALCOHOL PAID MEDIA TOTAL							\$400,000	\$0	\$0	
410 & 405 ALCOHOL PAID MEDIA TOTAL							\$540,000	\$0	\$0	\$0

SECTION 408 DATA ENHANCEMENT PROGRAM

Traffic Records Strategic Plan (TRSSP) Strategies: 1 Traffic Record Systems data will be enhanced and improved to provide evidence-based information on traffic safety progress and trends in Idaho. (Page 5)										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
K9-2014-00-00-02	SK91402	OHS Section 408 Statewide Svc. - Mapping & Integration	User-friendly crash mapping showing hot spots will be developed with increased criteria selection in High Accident Locations and integration with other systems.	TRSSP 1	CRS04		\$45,000		\$0	
K9-2014-00-00-03	SK91403	OHS Section 408 Statewide Svc. - Data Warehouse	Develop a central repository for integrating data from multiple sources for analysis of the traffic records systems.	TRSSP 1	DUAIO 2		\$240,000		\$0	
K9-2014-00-00-04	SK91404	OHS Section 408 Statewide Svc. - Statewide Electronic Citation Project	Funding will provide enhancement to the citation and adjudication process through implementation of a statewide electronic citation with local agencies.	TRSSP 1	DUAIO 3		\$1,130,200	\$353,800	\$0	
408 DATA ENHANCEMENT PROGRAM TOTAL							\$1,415,200	\$353,800	\$0	

SECTION 405c DATA ENHANCEMENT PROGRAM

Traffic Records Strategic Plan (TRSSP) Strategies: 1 Traffic Record Systems data will be enhanced and improved to provide evidence-based information on traffic safety progress and trends in Idaho. (Page 5)										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
M3DA-2014-00-00-01	SKD1401	OHS Section 405 Statewide Svc.	Funding will provide improvements to the crash, roadway, driver, vehicle, citation/adjudication and statewide injury surveillance traffic records systems with consultant services, computer software and hardware, travel and technical services, printing costs, and meeting or training expenditures to develop, document and collect traffic crash and citation data for accurate, uniform, consistent, accessible and integrated data and analysis.	TRSSP 1	C-1 C-2 C-3		\$500,000	\$250,000	\$0	\$80,000
M3DA-2014-00-00-04	SKD1404	OHS Section 405 Statewide Svc. - Statewide Electronic Citation Project	Funding will provide enhancement to the citation and adjudication process through implementation of a statewide electronic citation with local agencies.	TRSSP 1	C-1 C-2 C-3		\$500,000	\$0	\$225,000	
405 DATA ENHANCEMENT PROGRAM TOTAL							\$1,000,000	\$250,000	\$225,000	\$80,000
408 & 405 DATA ENHANCEMENT PROGRAM TOTAL							\$2,415,200	\$603,800	\$225,000	\$80,000

SECTION 2010 MOTORCYCLE SAFETY

SHSP Strategies 1 Increase motorist awareness of motorcycle riders										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
K6-2014-00-00-01	SK61401	OHS Section 2010 Statewide Svc.	Funding provides for educational and development materials, procurement of rider training "practice" motorcycles, instructional/printed materials, leasing or purchasing of facilities for skill training, and evaluation of program impact.	SHSP 1	C-7 C-8		\$100,000	\$0	\$0	
2010 MOTORCYCLE SAFETY TOTAL							\$100,000	\$0	\$0	

SECTION 405f MOTORCYCLE SAFETY

SHSP Strategies 1 Increase motorist awareness of motorcycle riders											
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES	
M9MA-2014-00-00-01	SMC1421	OHS Section 405 Motorcycle Statewide Svc.	Funding provides for educational and development materials, procurement of rider training "practice" motorcycles, instructional/printed materials, leasing or purchasing of facilities for skill training, and evaluation of program impact.	SHSP 1	C-7		\$20,000	\$15,000	\$0	\$1,100,000	
M9MA-2014-00-00-02	SMC1422	OHS- Paid Advertising Section 405 Motorcycle	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.	SHSP 1	C-7		\$40,000	\$0	\$0		
405 MOTORCYCLE SAFETY TOTAL							\$60,000	\$15,000	\$0	\$1,100,000	
2010 & 405 MOTORCYCLE SAFETY PROGRAM TOTAL							\$160,000	\$15,000	\$0	\$1,100,000	

SECTION 405b OCCUPANT PROTECTION

Strategic 1 Educate and inform target groups regarding the importance of safety restraint use. Highway Safety 2 Increase enforcement of safety restraint laws. Plan (SHSP) 3 All grantees including law enforcement will have an enforced seat belt policy. Strategies: 4 Encourage public and private employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time. 5 Increase education to law enforcement regarding safety restraint use (adult and child passenger)										
FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
	MSB1401	OHS Section 405 Safety Restraints Statewide Svc.	Funding for occupant protection enforcement, CPS survey, educational materials, travel, and training costs to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4		\$585,000	\$150,000	\$0	
M2HVE-2014-00-00-01	MSB1401	Mobilization May Enforcement Plan	Funding for "Click it or Ticket" and sustained seat belt enforcement to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 2	C-4 B-1	\$250,000				
M2PE-2014-00-00-PM	MSB1421	Paid Media	Paid media buys and media development will raise awareness and affect behavioral changes to increase occupant protection usage, through the use of radio, news, printed material, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3 B-1	\$250,000				
M2PE-2014-00-00-22	MSB1422	Occupant Protection Surveys	Develop and initiate an occupant protection survey to gather and evaluate child passenger safety use statewide	SHSP 0	B-1	\$25,000				
M2TR-2014-00-00-01	MSB1423	Occupant Protection Training	Develop and provide training regarding proper occupant protection and child restraint use to law enforcement, safety professionals, Fire and emergency medical personnel.	SHSP 5	C-4 B-1	\$60,000				
M2HVE-2014-00-00-SB	MSB1499	OHS Program Area Management Section 405	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation of Section 405b program.	SHSP 1-3	C-1 C-2 C-3		\$15,000	\$0	\$0	
405 OCCUPANT PROTECTION TOTAL						\$ 585,000.00	\$600,000	\$150,000	\$0	\$0

SECTION 164 REPEAT OFFENDER TRANSFER FUNDS

Strategic Highway Safety Plan (SHSP) Strategies:	1	Support impaired driving high visibility enforcement and alcohol compliance checks each year.
	2	Increase the number of Drug Recognition Expert (DRE) officers.
	3	Support efforts to establish more DUI Courts.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
164AL-2014-01	S641401	OHS Section 164 Repeat Offender Statewide Svc. - Mobilization	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5		\$575,000	\$0	\$255,000	
164AL-2014-03	S641403	OHS Section 164 Repeat Offender Statewide Svc. - DUI Courts	This grant will provide funding for Salary/Benefits for DUI Court Judge, Coordinator and Probation Officer. Equipment, travel and training costs for court personnel.	SHSP 3	C-5		\$425,000	\$0	\$145,000	
164 TRANSFER TOTAL							\$1,000,000	\$0	\$400,000	

2014 FHWA FLEX FUNDS

SHSP Goals	Primary	Fewer than 200 traffic deaths on Idaho roadways by 2015 based on the 5-year running average.
	Secondary	By 2015, reduce the 5-year running average fatality rate to 1.25 fatalities per 100 million annual vehicle miles traveled or less. By 2015, reduce the 5-year running average of serious injuries on Idaho roadways to 1,356 or less.

FEDERAL PROJECT	OHS NUMBER	PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$	OTHER SOURCES
VXXXXXX	KN12538	OHS - Behavioral Safety - High Visibility Enforcement & Statewide Grants	Funding will support enforcement efforts during high visibility enforcement campaigns intended to reduce traffic deaths, serious injuries, and economic losses. These funds will be used to enhance the current NHTSA-funded behavioral safety program.	Primary & Secondary goals	C-1 C-2 C-3		\$500,000	\$0	\$300,000	
VXXXXXX	KN12538	OHS - Behavioral Safety - Education	Funding will develop and purchase paid advertising to support high visibility enforcement campaigns and traffic safety culture change efforts (including television, radio, outdoor advertising, associated planning and development costs), and fund Strategic Highway Safety Plan (SHSP) development and implementation activities.	Primary & Secondary goals	C-1 C-2 C-3		\$500,000	\$0		
FHWA FLEX TOTAL							\$1,000,000	\$0	\$300,000	

Idaho
Problem
Identification
Report
FY 2014

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2011, 167 people were killed and 10,866 people were injured in traffic crashes.
- The fatality rate was 1.08 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2011. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was estimated to be 1.09 per 100 million AVMT in 2011.
- Motor vehicle crashes cost Idahoans just under \$2.17 billion in 2011. Fatal and serious injuries represented 69 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Crashes	26,452	25,002	22,992	22,555	20,833	-5.8%
Fatal Crashes	218	212	199	185	152	-8.4%
Total Deaths	252	232	226	209	167	-9.5%
Injury Crashes	9,234	8,227	7,861	7,939	7,492	-5.0%
Total Injured	13,594	11,995	11,393	11,725	10,866	-5.3%
Property-Damage-Only Crashes (Severity >\$1,500)	17,000	16,563	14,932	14,431	13,189	-6.1%
Idaho Population (thousands) ¹	1,499	1,524	1,546	1,560	1,585	1.4%
Licensed Drivers (thousands) ²	1,028	1,038	1,055	1,070	1,084	1.3%
Vehicle Miles Of Travel (millions) ²	15,837	15,281	15,430	15,555	15,416	-0.7%
Registered Vehicles (thousands) ³	1,594	1,453	1,401	1,413	1,417	-2.8%

Sources: 1: U.S. Census Bureau, 2: Economics and Research Section, Idaho Transportation Department

3: Traffic Survey and Analysis Section, Idaho Transportation Department

Economic Costs* of Idaho Crashes, 2011

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	167	\$6,193,565	\$1,034,325,370
Serious Injuries	1,293	\$308,445	\$398,819,052
Visible Injuries	3,354	\$86,394	\$289,764,327
Possible Injuries	6,219	\$57,267	\$356,143,079
Property Damage Only	13,189	\$6,630	\$87,441,972
Total Estimate of Economic Cost			\$2,166,493,801

*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 estimates released by the Federal Highway Administration and updated to reflect 2009 dollars.

Problem Identification Report 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.

Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2011

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	1,805	14%	62,674	6%	2.4
20-24	1,787	14%	95,833	9%	1.6
25-34	2,547	20%	193,117	18%	1.1
35-44	2,062	16%	178,614	16%	1.0
45-54	1,859	14%	192,760	18%	0.8
55-64	1,495	11%	181,929	17%	0.7
65 & Older	1,273	10%	179,065	17%	0.6
Missing	182	1%			
Total	13,010		1,083,992		

*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, 2007-2011

Roadway Information	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Local:						
AVMT (100 millions) ¹	72.7	71.4	71.2	72.1	71.1	-0.6%
Fatal Crash Rate	1.2	1.2	1.1	1.1	1.0	-4.2%
Injury Crash Rate	80.1	73.4	63.8	69.1	60.1	-6.5%
Total Crash Rate	233.1	225.2	189.7	197.6	169.0	-7.4%
State System (Non-Interstate):						
AVMT (100 millions) ¹	49.9	48.0	48.3	48.7	48.2	-0.8%
Fatal Crash Rate	1.8	1.9	2.0	1.6	1.3	-6.3%
Injury Crash Rate	52.8	47.5	53.2	46.9	53.7	1.2%
Total Crash Rate	142.2	136.1	149.2	127.0	143.0	0.8%
Interstate:						
AVMT (100 millions) ¹	35.8	33.4	34.8	34.8	34.8	-0.6%
Fatal Crash Rate	1.2	1.1	0.7	0.8	0.5	-17.6%
Injury Crash Rate	21.7	21.1	21.7	19.4	18.0	-4.4%
Total Crash Rate	67.4	71.5	65.6	61.2	55.3	-4.6%
Statewide Totals:						
AVMT (100 millions) ¹	158.4	152.8	154.3	155.6	154.2	-0.7%
Fatal Crash Rate	1.4	1.4	1.3	1.2	1.0	-7.8%
Injury Crash Rate	58.3	53.8	50.9	51.0	48.6	-4.4%
Total Crash Rate	167.0	163.6	149.0	145.0	135.1	-5.1%

Problem Identification Report 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.

Aggressive Driving

The Definition

- Aggressive driving behaviors include: Failure to Yield Right of Way, Driving Too Fast for Conditions, Exceeding the Posted Speed, Passed Stop Sign, Disregarded Signal, and Following Too Close.
- 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

- Aggressive driving was a factor in 49 percent of all crashes and 38 percent of all fatalities in 2011.
- Drivers, ages 19 and younger, are 4.2 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans just more than \$967.2 million in 2011. This represented 45 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Aggressive Driving Crashes	14,364	13,570	12,044	11,815	10,266	-7.9%
Fatalities	108	100	105	88	64	-11.5%
Serious Injuries	928	746	638	637	573	-11.1%
Visible Injuries	2,283	1,867	1,778	1,929	1,726	-6.3%
Possible Injuries	4,784	4,326	3,920	3,986	3,546	-7.1%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	371	268	274	292	238	-9.4%
Fail to Yield Right of Way	366	334	264	218	174	-16.8%
Exceeded Posted Speed	135	103	91	94	65	-15.7%
Passed Stop Sign	134	92	85	88	79	-11.4%
Disregarded Signal	38	48	35	47	59	14.8%
Following Too Close	59	47	38	29	65	15.2%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.54	5.54	4.82	4.66	4.13	-10.7%

* Three contributing circumstances possible per unit involved in each collision

Problem Identification Report 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.

Distracted Driving

The Definition

- Distracted driving crashes are those where an officer indicates that Inattention or Distracted – in/on Vehicle was a contributing circumstance in the crash.

The Problem

- In 2011, 41 fatalities resulted from distracted driving crashes. This represents 24 percent of all fatalities. Only 9 (or 27 percent) of the 33 passenger vehicle occupants killed in distracted driving crashes were wearing a seat belt. The other fatalities resulting from distracted driving in 2011 were 4 motorcyclists, 2 pedestrians, and 2 commercial motor vehicle occupants.
- In 2011, drivers under the age of 25 comprised 39 percent of the drivers involved in all distracted driving crashes and 31 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 15 percent of the licensed drivers.
- Distracted driving crashes cost Idahoans just under \$587.5 million dollars in 2011. This represents 27 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Distracted Driving Crashes	7,568	6,723	6,136	5,882	4,925	-10.1%
Fatalities	79	72	60	60	41	-14.3%
Serious Injuries	680	527	490	517	372	-13.0%
Visible Injuries	1,492	1,152	1,153	1,256	1,064	-7.3%
Possible Injuries	2,822	2,413	2,284	2,316	1,906	-9.0%
Distracted Driving Crashes as a % of All Crashes	28.6%	26.9%	26.7%	26.1%	23.6%	-4.6%
Distracted Driving Fatalities as a % of All Fatalities	31.3%	31.0%	26.5%	28.7%	24.6%	-5.5%
Distracted Driving Injuries as a % of All Injuries	36.7%	34.1%	34.5%	34.9%	30.8%	-4.2%
All Fatal and Injury Crashes	9,452	8,439	8,060	8,124	7,644	-5.1%
Distracted Fatal/Injury Crashes	3,342	2,781	2,647	2,673	2,673	-5.2%
% DistractedDriving	35.4%	33.0%	32.8%	32.9%	35.0%	-0.2%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	4.79	3.92	3.56	3.71	2.68	-12.7%

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Safety Restraints

The Problem

- In 2011, 79 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2011, seat belt usage varied by region around the state from a high of 93 percent in District 3 (Southwestern Idaho) to a low of 61 percent in District 5 (Southeastern Idaho).
- Only 32 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2011. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 39 lives were saved in Idaho in 2011 because they were wearing a seat belt and an additional 39 lives could have been saved if everyone had worn their seat belt.
- There were 4 children under the age of 7 killed (2 were restrained) and 17 seriously injured (10 were restrained) while riding in passenger vehicles in 2011. 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 4 lives in 2011. Additionally, 22 serious injuries were prevented and 5 of the 7 unrestrained serious injuries may have been prevented if they had all been properly restrained
- Unrestrained passenger motor vehicle occupants cost Idahoans nearly \$627.5 million in 2011. This represents 29 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Observational Seat Belt Survey						
District 1	87%	82%	77%	71%	72%	-4.8%
District 2	82%	85%	83%	87%	86%	1.4%
District 3	87%	88%	91%	93%	93%	1.8%
District 4	69%	72%	70%	71%	67%	-0.6%
District 5	62%	63%	65%	63%	61%	-0.6%
District 6	60%	60%	67%	64%	68%	3.3%
Statewide Average	78%	77%	79%	78%	79%	0.2%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	34.8%	32.9%	41.0%	46.7%	31.7%	0.3%
In Serious Injury Crashes	66.1%	64.6%	65.9%	65.4%	66.2%	0.0%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	77.9%	81.6%	78.6%	78.0%	80.8%	0.9%

*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.

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Impaired Driving

Definition

- Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

The Problem

- In 2011, 66 fatalities resulted from impaired driving crashes. This represents 40 percent of all fatalities. Only 9 (or 17 percent) of the 54 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 7 motorcyclists, 3 ATV riders, and 2 pedestrians killed in impaired driving crashes.
- Of the 66 people killed in impaired driving crashes in 2011, 63 (or 95%) were impaired drivers, impaired pedestrians, or persons riding with an impaired driver.
- Almost 14 percent of impaired drivers involved in crashes were under the age of 21 in 2011, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$560 million in 2011. This represents 26 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Impaired Driving Crashes	1,936	1,783	1,579	1,593	1,456	-6.8%
Fatalities	101	96	74	96	66	-7.3%
Serious Injuries	309	285	269	273	277	-2.6%
Visible Injuries	568	433	461	447	400	-7.7%
Possible Injuries	628	569	474	475	474	-6.5%
Impaired Driving Crashes as a % of All Crashes	7.3%	7.1%	6.9%	7.1%	7.0%	-1.1%
Impaired Driving Fatalities as a % of All Fatalities	40.1%	41.4%	28.8%	45.9%	39.5%	4.6%
Impaired Driving Injuries as a % of All Injuries	11.1%	10.7%	10.6%	10.2%	10.6%	-1.1%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.59	2.49	2.22	2.37	2.22	-3.5%
Annual DUI Arrests by Agency*						
Idaho State Police	1,654	1,977	2,441	2,003	1,846	4.3%
Local Agencies	9,997	10,195	9,886	8,723	7,840	-5.7%
Total Arrests	11,651	12,172	12,327	10,726	9,686	-4.2%
DUI Arrests per 100 Licensed Drivers	1.13	1.17	1.17	1.00	0.89	-5.5%

*Source: Bureau of Criminal Identification, Idaho State Police

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Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just under 6 percent of licensed drivers in Idaho in 2011, yet they represented nearly 11 percent of the drivers involved in fatal and serious injury crashes.
- In 2011, drivers ages 15 to 19 constituted 10 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.
- Of the 34 people killed in crashes with youthful drivers, 17 were the youthful drivers themselves. Only 5 of the 17 (29 percent) youthful drivers killed were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans nearly \$451.4 million in 2011. This represents 21 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Crashes Involving Drivers 15-19	6,734	5,909	5,393	5,177	4,648	-8.8%
Fatalities	42	39	43	31	34	-3.8%
Serious Injuries	426	348	283	274	211	-15.8%
Visible Injuries	1,127	881	791	927	784	-7.6%
Possible Injuries	2,234	1,919	1,769	1,719	1,541	-8.8%
Drivers 15-19 in Fatal & Serious Injury Crashes	374	296	274	225	201	-14.2%
% of all Drivers involved in Fatal and Serious Injury Crashes	14.9%	13.8%	12.8%	11.4%	10.7%	-7.8%
Licensed Drivers 15-19	65,173	63,451	62,912	62,467	62,674	-1.0%
% of Total Licensed Drivers	6.3%	6.1%	6.0%	5.8%	5.8%	-2.3%
Fatal & Injury Crash Involvement*	2.34	2.26	2.15	1.94	1.85	-5.7%
Drivers 15-19 - Fatal Crashes	36	36	37	27	28	-5.1%
Impaired Drivers 15-19 - Fatal Crashes	9	10	9	6	8	0.3%
% of Youthful Drivers that were Impaired in Fatal Crashes	25.0%	27.8%	24.3%	22.2%	28.6%	4.7%

* Fatal & Injury Crash Involvement is the percent of fatal and injury crashes divided by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

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Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 3,076 crashes in 2011. This represents almost 15 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 22 percent of the total number of fatalities in 2011. Of the 36 people killed in crashes with mature drivers, 21 (58 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 17 percent of licensed drivers, but represent 10 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 nearly \$402.7 million dollars in 2011. This represents 19 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Mature Driver Crashes	3,307	3,036	3,118	3,187	3,076	-1.7%
Fatalities	42	30	46	38	36	0.5%
Serious Injuries	244	192	202	220	202	-3.8%
Visible Injuries	540	415	452	508	541	1.2%
Possible Injuries	1,063	928	1,004	1,042	1,017	-0.8%
Mature Drivers in Fatal & Injury Crashes	1,332	1,133	1,194	1,276	1,273	-0.7%
% of All Drivers in Fatal & Injury Crashes	8.3%	8.1%	8.8%	9.3%	9.8%	4.4%
Licensed Drivers 65 & Older	153,003	157,457	164,591	171,288	179,065	4.0%
% of Total Licensed Drivers	14.9%	15.2%	15.6%	16.0%	16.5%	2.6%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.55	0.60	0.56	0.58	0.59	1.8%
Mature Drivers-Fatal Crashes	42	28	43	38	33	-1.1%
Mature Drivers-Impaired Fatal Crashes	4	2	2	3	4	8.3%
% Fatal Impaired Crashes	9.5%	7.1%	4.7%	7.9%	12.1%	15.8%

* Representation (or Involvement) is percent of fatal and injury crashes divided by percent of licensed drivers.
Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

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Motorcyclists

The Problem

- In 2011, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for just fewer than 12 percent of the total number of fatalities and serious injuries.
- Almost half of all motorcycle crashes (49 percent) and almost two-thirds of fatal motorcycle crashes (65 percent) involved just the motorcycle (no other vehicles were involved) in 2011.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2011, 6 of the 11 (55 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 37 percent effective in preventing motorcycle fatalities. In 2011, only 47 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans more than \$175 million dollars in 2011. This represents 8 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Motorcycle Crashes	615	678	571	528	489	-5.1%
Fatalities	29	29	34	28	17	-9.9%
Serious Injuries	194	192	182	185	153	-5.5%
Visible Injuries	271	281	214	209	192	-7.7%
Possible Injuries	123	180	146	101	104	-0.1%
Motorcyclists in Crashes	718	773	660	615	549	-6.1%
Registered Motorcycles	45,752	62,673	54,568	54,283	56,643	7.0%
Motorcyclists Wearing Helmets	343	423	318	332	299	-1.8%
% Motorcyclists Wearing Helmets	47.8%	54.7%	48.2%	54.0%	54.5%	3.9%

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Pedestrians and Bicyclists

The Problem

- In 2011, 10 pedestrians and no bicyclists were killed in traffic crashes. The 10 pedestrians killed represented 6 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 16 percent of the fatalities and injuries sustained in pedestrian crashes and 22 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$125 million dollars in 2011. This represents 6 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Pedestrian Crashes	244	212	201	195	216	-2.6%
Fatalities	17	11	10	10	10	-11.1%
Serious Injuries	65	50	56	41	55	-0.9%
Visible Injuries	90	93	79	86	80	-2.5%
Possible Injuries	83	73	63	73	66	-4.9%
Pedestrians in Crashes	259	230	214	212	226	-3.1%
Pedestrian Fatal and Serious Injuries	82	61	66	51	65	-3.2%
% of All Fatal and Serious Injuries	4.0%	3.5%	4.1%	3.2%	4.5%	5.5%
Impaired Pedestrian F&SI	14	9	13	13	13	2.2%
% of Pedestrian F&SI - Impaired	17.1%	14.8%	18.2%	13.7%	13.8%	-3.5%
Bicycle Crashes	321	344	363	345	346	2.0%
Fatalities	2	2	7	4	0	26.8%
Serious Injuries	35	50	55	43	45	8.9%
Visible Injuries	161	146	157	167	174	2.2%
Possible Injuries	124	143	140	121	117	-0.9%
Bicyclists in Crashes	333	352	364	349	349	1.2%
Bicycle Fatal and Serious Injuries	37	52	62	47	45	7.8%
% of All Fatal and Serious Injuries	1.8%	3.0%	3.8%	2.9%	3.1%	19.0%
Bicyclists Wearing Helmets in Collisions	58	58	56	63	83	10.2%
% of Bicyclists Wearing Helmets	17.4%	16.5%	15.4%	18.1%	23.8%	9.3%
Impaired Bicyclist F&SI	3	3	2	4	2	54.2%
% of Bicycle F&SI - Impaired	8.1%	5.8%	3.2%	8.5%	4.4%	68.0%

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Crash Response (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 crash. Improved post-crash victim care reduces the severity of trauma incurred by crash 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.

Crash Response (EMS) in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Crashes	26,452	25,002	22,992	22,555	20,833	-5.8%
EMS Response to Fatal & Injury Crashes	6,471	5,826	5,570	5,613	5,140	-5.5%
% of Fatal & Injury Crashes	68.5%	69.0%	69.1%	69.1%	67.2%	-0.4%
Persons Injured in Crashes	13,594	12,227	11,619	11,934	11,033	-5.0%
Injured Transported from Rural Areas	3,110	2,761	2,584	2,649	2,236	-7.7%
Injured Transported from Urban Areas	2,871	2,480	2,445	2,397	2,258	-5.7%
Total Injured Transported by EMS	5,981	5,241	5,029	5,046	4,494	-6.8%
% of Injured Transported	44.0%	42.9%	43.3%	42.3%	40.7%	-1.9%
Trapped and Extricated	566	495	556	518	457	-4.7%
Fatal and Serious Injuries Transported by Helicopter	233	173	156	177	149	-9.5%

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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 2011, 26 people died in crashes with commercial motor vehicles. This represents 16 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 69 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2011, 56 percent of all crashes and 86 percent of 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 42 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 59 percent.
- Commercial motor vehicles crashes cost Idahoans just over \$235 million in 2011. This represents 11 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total CMV Crashes	1,878	1,838	1,355	1,433	1,535	-3.9%
Fatalities	32	36	27	14	26	6.3%
Serious Injuries	118	99	73	77	95	-3.4%
Visible Injuries	262	207	169	213	196	-5.3%
Possible Injuries	444	374	269	305	360	-3.1%
Commercial AVMT (millions)	2,957	2,737	2,676	2,723	2,693	-2.3%
% of Total AVMT	18.7%	17.9%	17.3%	17.5%	17.5%	-1.6%
Fatalities per 100 Million CAVMT	1.08	1.32	1.01	0.51	0.97	9.2%
Injuries per 100 Million CAVMT	27.87	24.85	19.09	21.85	24.18	-2.2%

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Drowsy Driving Crashes

The Problem

- In 2011, 11 fatalities resulted from drowsy driving crashes. This represents 7 percent of all fatalities. Only 4 (or 36 percent) of the 11 passenger vehicle occupants killed in drowsy driving crashes were wearing properly restrained.
- In 2011, 78 percent of the drowsy driving crashes involved a single vehicle, while 84 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2011, 9 percent of the drowsy driving crashes also involved impaired driving.
- In 2011, 31 percent of the drowsy driving crashes occurred between 4 AM and 9 AM, while 22 percent occurred between 2 PM and 6 PM
- Drowsy driving crashes cost Idahoans nearly \$109 million dollars in 2011. This represents 5 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Drowsy Driving Crashes	654	559	563	566	500	-6.2%
Fatalities	13	15	15	14	11	-3.2%
Serious Injuries	80	62	68	68	63	-5.0%
Visible Injuries	151	152	151	158	117	-5.3%
Possible Injuries	210	215	197	195	161	-6.1%

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Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2011, 21 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (75 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 57 percent of all fatalities in Idaho. Aggressive driving was a factor in 32 percent of the 87 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 53 percent of the 87 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 51 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 54 percent of the single-vehicle run-off road fatalities and nearly one-third (31 percent) of all fatalities in 2011. Of the 53 people killed in single-vehicle run-off-road rollovers, 42 (79 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans nearly \$888 million in 2011. This represents 41 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Ran-Off-Road Crashes	5,940	5,985	5,291	4,955	4,336	-7.4%
Fatalities	132	117	103	108	96	-7.4%
Serious Injuries	625	515	468	424	443	-7.9%
Visible Injuries	1,169	1,026	968	1,053	878	-6.4%
Possible Injuries	1,507	1,415	1,360	1,201	1,120	-7.1%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	377	339	288	256	223	-12.3%
Ditch/Embankment	37	41	40	35	49	9.0%
Tree	47	33	30	43	49	4.6%
Poles/Posts	37	25	29	28	28	-5.0%
Fence/Building/ Wall	16	17	16	12	23	16.8%
Guardrail, Traffic Barrier	17	12	13	11	25	22.7%
Other Fixed Object	8	14	8	11	6	6.0%
Immersion	8	3	9	5	9	43.3%
Culvert	5	4	1	3	2	17.9%
Bridge Rail/Abutment/End	3	1	0	1	4	58.3%
All Other Most Harmful Events	44	40	26	16	23	-9.7%

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Intersection Crashes

The Problem

- In 2011, 37 percent of all crashes occurred at or were related to an intersection, while 19 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (82 percent) occurred on urban roadways in 2011, while 66 percent of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were fairly evenly split among intersections with stop signs, signals, and no control, 66 percent of fatal intersection crashes occurred at intersections with stop signs, 14 percent at intersections with no control, and 7 percent at intersections with traffic signals.
- Of the 31 people killed in crashes at intersections, 25 were passenger motor vehicle occupants, 3 were motorcyclists, 2 were pedestrians, and 1 was a commercial motor vehicle occupant. Of the 25 passenger motor vehicle occupants, 10 (40 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$646 million in 2011. This represents 30 percent of the total economic cost of crashes.

Intersection-Related Crashes on Idaho Highways, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Intersection Crashes	10,902	9,959	9,231	8,977	7,607	-8.5%
Fatalities	48	37	40	37	31	-9.6%
Serious Injuries	613	543	465	538	471	-5.6%
Visible Injuries	1,725	1,388	1,360	1,455	1,379	-4.9%
Possible Injuries	3,912	3,512	3,256	3,363	2,793	-7.8%
Traffic Control Device at Intersection						
Stop Sign	4,042	3,519	3,175	3,001	2,904	-7.9%
%	37%	35%	34%	33%	38%	1.0%
Signal	3,687	3,539	3,315	3,359	2,918	-5.5%
%	34%	36%	36%	37%	38%	3.2%
None	2,797	2,587	2,419	2,254	1,507	-13.5%
%	26%	26%	26%	25%	20%	-5.8%
Yield	215	189	159	192	163	-5.6%
%	2%	2%	2%	2%	2%	2.8%
All Other	161	125	163	171	115	-5.0%
%	1%	1%	2%	2%	2%	3.2%

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Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2011, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 24 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 60 percent of all head-on and sideswipe opposite crashes occurred on rural (56 percent) roadways in 2011, 67 percent of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.
- Drivers involved in a head-on or side swipe opposite crash that drove left of center were primarily just driving straight ahead (58 percent), while another 24 percent were negotiating a curve.
- Of the 20 people killed in head on or side swipe opposite crashes, 18 were passenger motor vehicle occupants. Of the 18 passenger motor vehicle occupants, 9 (50 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans more than \$179 million in 2011. This represents 8 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Head-On/Side Swipe Opposite Crashes	823	841	710	659	539	-9.7%
Fatalities	26	42	47	39	20	1.9%
Serious Injuries	165	138	132	117	87	-14.4%
Visible Injuries	244	222	173	187	157	-9.8%
Possible Injuries	356	352	319	270	229	-10.3%

Problem Identification Report 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.

Work Zone Crashes

The Problem

- Work zone crashes are fairly rare, yet can often be severe when they occur. Of particular concern is the vulnerability of the workers in work zones.
- Single-vehicle crashes comprised 20 percent of the crashes in work zones in 2011. Overturn was the predominant most harmful event for single vehicle crashes, while rear end was the predominant most harmful event for multiple vehicle crashes.
- Crashes in work zones cost Idahoans over \$45 million dollars in 2011. This represents just more than 2 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Work Zone Crashes	297	279	378	517	441	12.9%
Fatalities	2	7	3	1	3	81.5%
Serious Injuries	20	27	13	43	35	48.8%
Visible Injuries	46	54	53	64	79	14.9%
Possible Injuries	68	108	110	162	128	21.7%
% All Crashes	1.1%	1.1%	1.6%	2.3%	2.1%	19.6%
Workers Injured	3	2	1	0	2	-20.8%

Problem Identification Report 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.

Cross-Median Crashes

Definition

- Cross-median crashes are those where a vehicle crosses the raised or depressed median, separating the direction of travel, and results in a head-on or side swipe opposite crash. Cross-median crashes are a subset of head-on or sideswipe opposite crashes.

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 10 cross-median crashes in 2011, 8 resulted in an injury.
- Cross-median crashes cost Idahoans just more than \$1 million dollars in 2011. This represents just less than 0.1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Cross Median Crashes	14	10	8	9	10	-6.2%
Fatalities	5	3	4	3	0	-32.9%
Serious Injuries	8	4	7	5	0	-25.9%
Visible Injuries	10	4	7	4	8	18.0%
Possible Injuries	6	6	7	8	9	10.9%

Problem Identification Report 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.

School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2007, there were 2 single-vehicle bus crashes that resulted in 16 visible injuries and 61 possible injuries to the school bus occupants. In 2010, there was a single school bus crash with a tractor-trailer that resulted in 1 serious injury to the driver, 4 visible injuries and 44 possible injuries to the students on the bus. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- In 2011, 89 percent of the school bus occupants on buses involved in crashes sustained no injuries. However, 10 of the 30 injuries sustained in crashes with school buses were the school bus occupants: There were 2 visible injuries and 8 possible injuries.
- Crashes with school buses cost Idahoans less than \$3 million in 2011. This represents less than 0.1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total School Bus Crashes	97	102	98	78	79	-4.5%
Fatalities	0	0	1	0	0	0.0%
Serious Injuries	10	4	3	6	1	-17.1%
Visible Injuries	29	5	6	23	7	37.8%
Possible Injuries	82	23	12	64	22	62.0%

Problem Identification Report 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.

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur. However, of the 9 crashes in 2011, only 2 (22 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 2011, 67 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans just over \$6 million dollars in 2011. This represents 0.3 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2007-2011

	2007	2008	2009	2010	2011	Avg. Yearly Change 2007-2011
Total Train Crashes	18	16	8	12	9	-9.0%
Fatalities	2	2	0	0	1	0.0%
Serious Injuries	0	1	3	1	0	33.3%
Visible Injuries	4	4	2	1	0	-50.0%
Possible Injuries	4	3	2	4	1	-8.3%
Location of Crashes						
Rural Roads	14	13	5	7	6	-10.7%
Urban Roads	4	3	3	5	3	0.4%

Problem Identification Report 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.

APPENDIX A
SECTION 402 CERTIFICATIONS AND
ASSURANCES

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: _____

Fiscal Year: _____

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 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
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

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 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).


(23 U.S.C. 402(b)(1)(F))

The State will 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. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6/19/2013

Date

BRIAN NESS, DIRECTOR, Idaho Transportation Department

Printed name of Governor's Representative for Highway Safety

APPENDIX B

**SECTION 405 CERTIFICATIONS AND
ASSURANCES**

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**


State: IDAHO

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6/19/2013

Date

BRIAN NESS, DIRECTOR, Idaho Transportation Department

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is _____.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

OR

For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- *[Check one box below and fill in any blanks under that checked box.]*

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

N/A

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
 - Driver license testing of distracted driving issues:
 - Minimum fine of at least \$25 for first offense:
 - Increased fines for repeat offenses:
 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

N/A

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

APPENDIX C
DATA DRIVEN PROCESS

Appendix C – The Data Driven Process

Appendix C contains examples of the data used for evaluation of Counties and Cities with a population of 2,000 people or greater. The data is used to solicit and evaluate grant applications and participation in the statewide enforcement mobilizations conducted throughout the year.

This data is produced for each focus area. For each focus area, the data sheets contain information for the number of Fatal and Serious Injury Crashes and the number of Fatal and Injury Crashes. For the motorcycle, pedestrian, and bicycle focus areas, only the number of Fatal and Injury Crashes are used. The number of Fatal and Serious Injury Crashes is not large enough when broken down by smaller geographic areas for any useful evaluation. Each geographic area is grouped according to its population, so the comparisons are between somewhat similar geographic areas. The respective 3-year crash rates per 1,000 population are calculated (e.g., 2009-2011 F&SI Crashes / 2009-2011 Population) and used for ranking the geographic areas within their population group.

For the occupant protection focus area, the percentage of restrained passenger motor vehicle occupants involved in Fatal and Serious Injury Crashes is ranked from low to high and is used to evaluate restraint use in each geographic area within each population group.

The upper and lower 95% confidence limits are calculated within each population group using the Bonferroni correction for multiple comparisons. It allows you to simultaneously evaluate the rates for each geographic area within each population group.

In addition to the data tables, a high-low-close graph for each population group is produced showing the rate with upper and lower confidence limits for each geographic area and the group rate for the population group. Again, this is done for each focus area

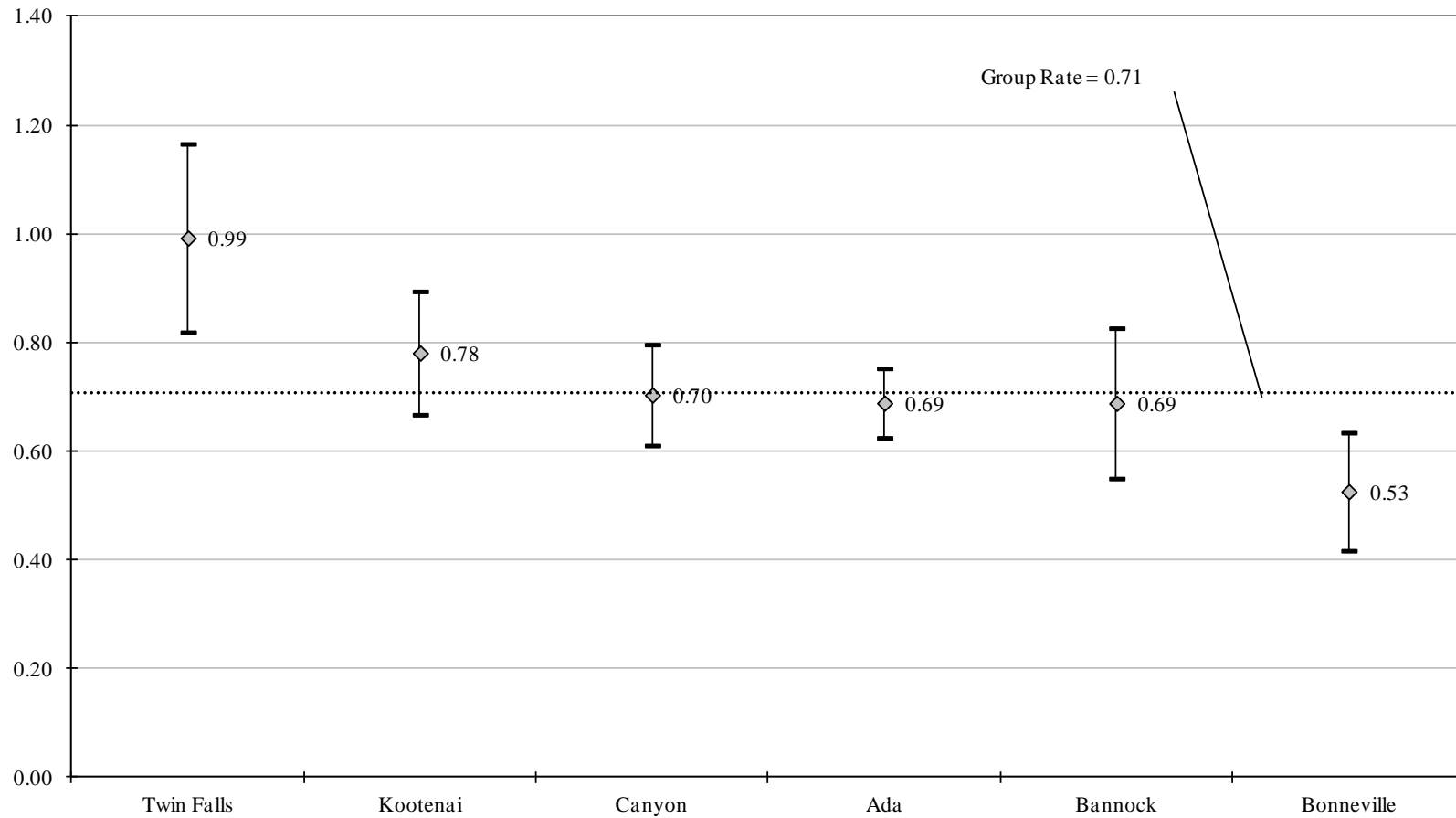
The following pages contain samples of the tables and graphs for both Counties and Cities.

3-Year Total Fatal & Serious Injury Crashes by County Population Group - Ranked

TOTAL F&SI	Population			2009-2011 Population	Crashes			2009-2011 F&SI Crashes	F&SI Crash Rate	F&SI Bon UCL	F&SI Bon LCL
	2009	2010	2011		2009	2010	2011				
> 50K											
Twin Falls	75,296	76,386	78,005	229,687	79	59	90	228	0.99	1.17	0.82
Kootenai	139,390	140,679	141,132	421,201	112	109	108	329	0.78	0.89	0.67
Canyon	186,615	188,584	191,694	566,893	142	128	129	399	0.70	0.80	0.61
Ada	384,656	388,624	400,842	1,174,122	246	294	269	809	0.69	0.75	0.63
Bannock	82,539	83,548	83,691	249,778	65	53	54	172	0.69	0.83	0.55
Bonneville	101,329	102,738	105,772	309,839	66	54	43	163	0.53	0.63	0.42
Group Rate	969,825	980,559	1,001,136	2,951,520				2,100	0.71	0.75	0.67
20K-49,999											
Elmore	28,820	28,606	26,346	83,772	52	36	45	133	1.59	1.98	1.19
Jerome	21,262	21,789	22,682	65,733	33	30	19	82	1.25	1.64	0.85
Payette	23,099	23,140	22,624	68,863	31	29	16	76	1.10	1.47	0.74
Cassia	21,698	22,230	23,186	67,114	26	24	17	67	1.00	1.35	0.65
Bonner	41,403	41,550	40,808	123,761	37	44	34	115	0.93	1.18	0.68
Nez Perce	39,211	39,499	39,543	118,253	33	34	39	106	0.90	1.15	0.65
Bingham	44,668	45,371	45,952	135,991	34	34	30	98	0.72	0.93	0.51
Minidoka	19,226	19,438	20,155	58,819	15	14	13	42	0.71	1.03	0.40
Latah	38,046	38,590	37,704	114,340	27	21	31	79	0.69	0.91	0.47
Blaine	22,328	22,166	21,199	65,693	13	10	7	30	0.46	0.70	0.22
Jefferson	24,802	25,126	26,301	76,229	12	12	10	34	0.45	0.66	0.23
Madison	38,440	38,550	37,864	114,854	15	14	11	40	0.35	0.51	0.19
Group Rate	363,003	366,055	364,364	1,093,422				902	0.82	0.90	0.75
10K-19,999											
Idaho	15,461	15,628	16,446	47,535	19	27	26	72	1.51	2.02	1.01
Gooding	14,430	14,592	15,475	44,497	11	11	24	46	1.03	1.46	0.61
Boundary	10,951	11,147	10,804	32,902	12	11	11	34	1.03	1.53	0.54
Fremont	12,691	12,693	13,128	38,512	14	12	11	37	0.96	1.40	0.52
Shoshone	12,660	12,566	12,672	37,898	12	11	13	36	0.95	1.39	0.51
Washington	10,119	10,153	10,255	30,527	7	7	9	23	0.75	1.19	0.31
Gem	16,437	16,188	16,665	49,290	12	14	10	36	0.73	1.07	0.39
Franklin	12,676	12,697	12,850	38,223	14	9	4	27	0.71	1.09	0.32
Owyhee	11,223	11,129	11,438	33,790	6	8	7	21	0.62	1.00	0.24
Teton	9,337	9,406	10,166	28,909	3	6	0	9	0.31	0.60	0.02
Group Rate	125,985	126,199	129,899	382,083				341	0.89	1.03	0.76
5K-9,999											
Boise	7,445	7,536	7,025	22,006	38	23	31	92	4.18	5.39	2.97
Valley	8,726	8,416	9,638	26,780	18	19	10	47	1.76	2.46	1.05
Power	7,734	8,045	7,766	23,545	7	17	12	36	1.53	2.23	0.82
Lenhi	7,908	7,946	7,967	23,821	15	14	7	36	1.51	2.21	0.81
Benewah	9,258	9,270	9,209	27,737	10	13	11	34	1.23	1.81	0.64
Bear Lake	5,774	5,721	6,001	17,496	6	9	6	21	1.20	1.93	0.47
Lincoln	4,645	4,679	5,186	14,510	3	7	6	16	1.10	1.87	0.34
Caribou	6,914	6,936	6,850	20,700	7	10	3	20	0.97	1.56	0.37
Clearwater	8,043	8,017	8,702	24,762	8	7	5	20	0.81	1.31	0.31
Group Rate	66,447	66,566	68,344	201,357				322	1.60	1.85	1.35
0-4,999											
Clark	952	991	949	2,892	6	5	3	14	4.84	8.32	1.36
Custer	4,240	4,222	4,333	12,795	7	9	8	24	1.88	2.91	0.85
Butte	2,764	2,820	2,822	8,406	9	1	1	11	1.31	2.37	0.25
Oneida	4,221	4,228	4,215	12,664	5	5	6	16	1.26	2.11	0.41
Lewis	3,735	3,675	3,822	11,232	4	4	6	14	1.25	2.14	0.35
Adams	3,520	3,403	3,977	10,900	6	2	4	12	1.10	1.96	0.25
Camas	1,109	1,078	1,124	3,311	1	0	1	2	0.60	1.75	0.00
Group Rate	20,541	20,417	21,242	62,200				93	1.50	1.91	1.08

Graph of the 3-Year Total Fatal and Serious Injury Crash Rates for Counties with a Population Greater than 50,000 people.

TOTAL
Fatal & Serious Injury Crash Rates per 1,000 Population
Counties w/ Population > 50,000

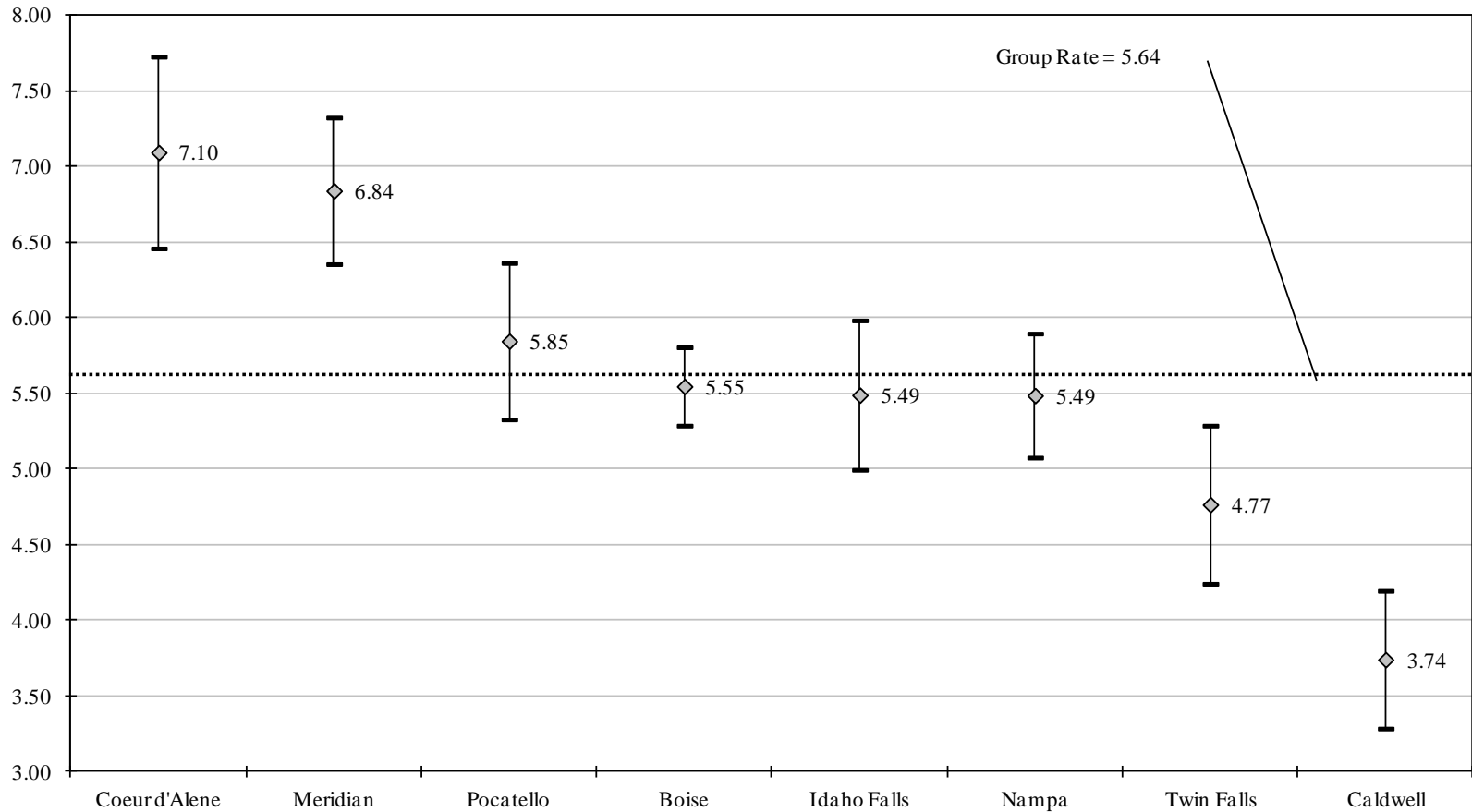


Total 3-Year Fatal & Injury Crashes by City Population Groups - Ranked

TOTAL F&I	Population			2009-2011 Population	F&I Crashes			2009-2011 F&I Crashes	F&I Crash Rate	F&I Bon UCL	F&I Bon LCL
	2009	2010	2011		2009	2010	2011				
>40K											
Coeur d'Alene	43,360	44,137	44,962	132,459	337	281	322	940	7.10	7.73	6.46
Meridian	66,916	75,092	76,750	218,758	419	540	538	1,497	6.84	7.33	6.36
Pocatello	54,901	54,255	54,810	163,966	317	323	319	959	5.85	6.37	5.33
Boise	205,314	205,671	210,145	621,130	1,112	1,197	1,138	3,447	5.55	5.81	5.29
Idaho Falls	54,334	56,813	57,646	168,793	334	309	284	927	5.49	5.99	5.00
Nampa	80,362	81,557	82,755	244,674	454	445	444	1,343	5.49	5.90	5.08
Twin Falls	42,197	44,125	44,564	130,886	228	195	201	624	4.77	5.29	4.24
Caldwell	42,331	46,237	46,905	135,473	176	165	166	507	3.74	4.20	3.29
Group Rate	589,715	607,887	618,537	1,816,139				10,244	5.64	5.79	5.49
15K-39,999											
Lewiston	31,764	31,894	32,119	95,777	161	156	144	461	4.81	5.40	4.22
Post Falls	26,460	27,574	28,104	82,138	108	114	104	326	3.97	4.55	3.39
Eagle	19,471	19,908	20,347	59,726	68	68	61	197	3.30	3.92	2.68
Moscow	22,798	23,800	24,080	70,678	67	71	89	227	3.21	3.77	2.65
Rexburg	28,028	25,484	25,705	79,217	84	79	84	247	3.12	3.64	2.60
Kuna	13,354	15,210	15,548	44,112	30	18	17	65	1.47	1.96	0.99
Group Rate	141,875	143,870	145,903	431,648				1,523	3.53	3.77	3.29
5K-14,999											
Garden City	11,713	10,972	11,217	33,902	70	90	100	260	7.67	9.09	6.25
Burley	9,105	10,345	10,447	29,897	46	64	47	157	5.25	6.50	4.00
Chubbuck	11,828	13,922	14,067	39,817	54	72	54	180	4.52	5.52	3.52
Hayden	12,873	13,294	13,550	39,717	66	49	57	172	4.33	5.31	3.35
Blackfoot	11,012	11,899	11,987	34,898	48	62	37	147	4.21	5.25	3.18
Preston	5,059	5,204	5,230	15,493	26	12	15	53	3.42	4.82	2.02
Emmett	6,357	6,557	6,537	19,451	23	25	17	65	3.34	4.58	2.11
Sandpoint	8,337	7,365	7,354	23,056	28	22	26	76	3.30	4.42	2.17
Jerome	9,157	10,890	11,040	31,087	37	32	33	102	3.28	4.25	2.31
Mountain Home	12,382	14,206	13,841	40,429	25	36	38	99	2.45	3.18	1.72
Rathdrum	6,821	6,826	6,969	20,616	16	19	12	47	2.28	3.27	1.29
Anmon	13,646	13,816	14,019	41,481	29	35	27	91	2.19	2.88	1.51
Payette	7,637	7,433	7,478	22,548	14	17	11	42	1.86	2.72	1.01
Hailey	7,883	7,960	7,893	23,736	18	8	16	42	1.77	2.58	0.96
Weiser	5,290	5,507	5,537	16,334	8	14	6	28	1.71	2.68	0.75
Rupert	5,082	5,554	5,578	16,214	7	12	5	24	1.48	2.38	0.58
Middleton	5,594	5,524	5,607	16,725	5	11	7	23	1.38	2.23	0.52
Star	5,065	5,793	5,921	16,779	4	5	1	10	0.60	1.16	0.03
Group Rate	154,841	163,067	164,272	482,180				1,618	3.36	3.60	3.11
2K-4,999											
Heybum	2,696	3,089	3,100	8,885	11	14	16	41	4.61	6.85	2.38
Rigby	3,394	3,945	3,988	11,327	16	17	18	51	4.50	6.46	2.55
Fruitland	4,732	4,684	4,683	14,099	20	12	12	44	3.12	4.58	1.66
Orofino	3,045	3,142	3,124	9,311	13	8	8	29	3.11	4.91	1.32
Kellogg	2,228	2,120	2,105	6,453	6	7	6	19	2.94	5.04	0.85
Dalton Gardens	2,389	2,335	2,381	7,105	8	7	5	20	2.81	4.77	0.86
Ketchum	3,272	2,689	2,694	8,655	12	4	8	24	2.77	4.53	1.02
Bonnars Ferry	2,596	2,543	2,507	7,646	11	5	5	21	2.75	4.60	0.89
Salmon	2,986	3,058	3,124	9,168	11	10	4	25	2.73	4.42	1.04
McCall	2,593	2,991	2,924	8,508	8	5	10	23	2.70	4.45	0.96
Saint Anthony	3,401	3,112	3,514	10,027	6	8	10	24	2.39	3.91	0.88
American Falls	4,069	4,457	4,428	12,954	7	10	14	31	2.39	3.73	1.06
Montpelier	2,356	2,597	2,604	7,557	5	7	5	17	2.25	3.94	0.56
Wendell	2,418	2,782	2,784	7,984	5	6	5	16	2.00	3.56	0.45
Saint Maries	2,644	4,409	2,382	9,435	6	7	5	18	1.91	3.30	0.51
Soda Springs	3,072	2,402	3,009	8,483	11	2	1	14	1.65	3.02	0.28
Shelley	4,257	3,542	4,444	12,243	6	8	4	18	1.47	2.54	0.40
Buhl	4,077	4,122	4,163	12,362	9	7	2	18	1.46	2.52	0.39
Gooding	3,200	3,567	3,569	10,336	3	1	11	15	1.45	2.61	0.29
Grangeville	3,110	3,141	3,176	9,427	5	4	4	13	1.38	2.56	0.19
Kimberly	3,148	3,264	3,298	9,710	4	5	4	13	1.34	2.49	0.19
Homedale	2,471	2,633	2,613	7,717	2	4	4	10	1.30	2.57	0.03
Parma	1,881	1,989	2,012	5,882	2	1	3	6	1.02	2.31	0.00
Malad City	2,084	2,095	2,061	6,240	2	3	1	6	0.96	2.18	0.00
Bellevue	2,165	2,287	2,268	6,720	2	2	2	6	0.89	2.02	0.00
Aberdeen	1,775	2,000	2,009	5,784	1	1	2	4	0.69	1.76	0.00
Filer	2,141	2,508	2,534	7,183	0	3	0	3	0.42	1.17	0.00
Group Rate	78,200	81,503	81,498	241,201				529	2.19	2.49	1.90

Graph of the 3-Year Fatal and Injury Crash Rates for Counties with a Population Greater than 40,000 people.

TOTAL
Fatal and Injury Crash Rates per 1,000 Population
Cities w/ Population Greater Than 40,000

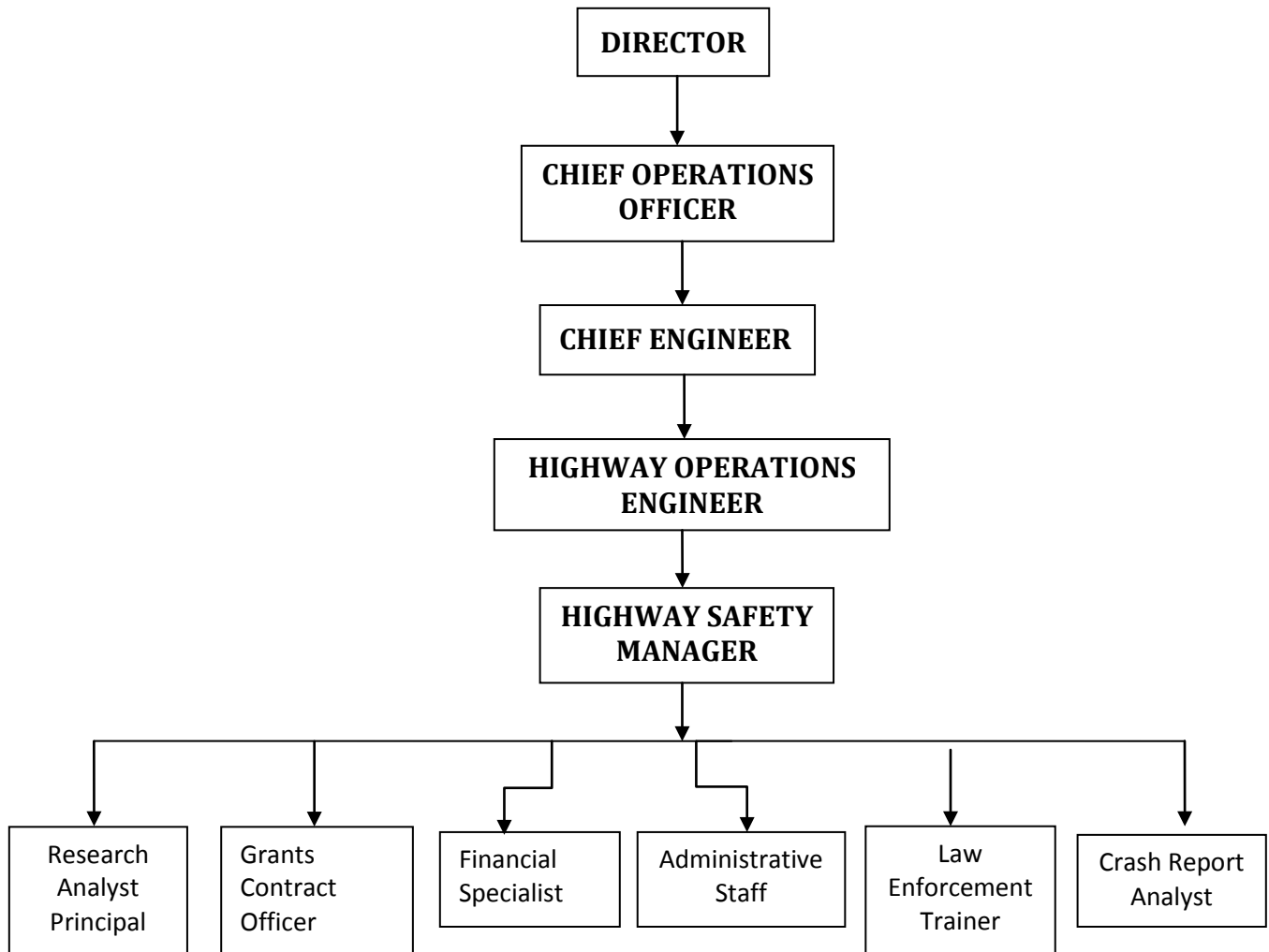


APPENDIX D
HIGHWAY SAFETY
ORGANIZATIONAL STRUCTURE

Idaho Transportation Department

Organization Chart Supplement

Division of Highways – Highway Headquarters Administration – Office of Highway Safety



Highway Safety Staff includes:

- 1 Highway Safety Manager
- 5 Grants/Contracts Officer
- 2 Research Analyst Principal
- 1 Financial Specialist
- 4 Crash Report Analyst
- 1 Law Enforcement Trainer
- 1.5 Administrative Staff

APPENDIX E

REQUEST FOR PROPOSAL DOCUMENTS



OFFICE OF HIGHWAY SAFETY

Highway Safety Grant Request for Proposal (RFP) Federal Fiscal Year 2014



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 behavioral traffic safety problems. Our goal is to eliminate death and serious injuries from motor vehicle crashes by 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 must address the emphasis areas identified in Idaho's Strategic Highway Safety Plan. They include: safety restraints, impaired driving, aggressive driving, distracted driving, youthful drivers, commercial vehicles, motorcycle and emergency response. Funding is also available for enhancement of data systems. Other highway safety problem areas may also be considered.

This RFP is for year-long highway safety grant projects in Federal Fiscal Year 2014 which begins October 1, 2013 and ends September 30, 2014. The grants can provide startup or "seed" money for new programs, provide new direction to already existing safety programs, or support state planning to identify and quantify highway safety problems. *If your agency plans to participate in only the various high visibility law enforcement mobilizations of impaired driving, seat belts, aggressive driving and/or bike/pedestrian, the forms for the mobilization program will be sent in August 2013 and your agency does not need to complete the documents in this RFP.*

Depending on the type of project, funding may be considered for one, two or at a maximum of three years. Please understand all letters of Intent must be submitted to OHS for the second or third year projects. Consideration is then given to new applicants that show the greatest potential for the elimination of serious injuries, fatalities or system improvement.

Highway safety projects require the grantee agency provide a portion of the funding for the project, referred to as matching funds. For first year projects, grant money will generally reimburse seventy-five (75) percent of the total costs, in the second year fifty (50) percent and in the third year twenty-five (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 as their contribution to the goal of eliminating death and serious injury, agencies are expected to assume the full cost of programs, and provide program continuation at the conclusion of the grant funding. Agencies pay one hundred (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.

National Highway Traffic Safety Administration (NHTSA) Highway safety funds, by law, cannot be used for highway construction, maintenance, or design. Requests for NHTSA 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.

FOCUS AREA PROJECT EXAMPLES

Occupant Protection: The overall goal of the Occupant Protection Program is to eliminate death 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 seat belt enforcement, public awareness programs, purchase of traffic enforcement equipment and creative education activities. Projects can include adult, teen, and/or child safety seat 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 the activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and drug-impaired drivers from the road 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, law enforcement, prosecutors, probation officers, and education programs such as designated driver awareness, underage alcohol consumption, outreach and enforcement. The OHS is searching for creative programs that could eliminate impaired driving in your community. All grants will include an emphasis on seat belt use, emphasis/enforcement to eliminate the death and serious injuries resulting from impaired driving crashes.

Aggressive Driving: The goal of this program area is to eliminate the incidence of aggressive driving behaviors such as speeding, failing to yield, following too close or disregarding sign or signals. This goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs (STEP) crash reduction team 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 use emphasis/enforcement to eliminate the injuries and deaths resulting from aggressive driving crashes.

Distracted Driving: The goal of this program is to eliminate distracted driving fatalities, serious injuries and economic loss from motor vehicle crashes. Projects may include a combination of distracted driving law enforcement, public awareness programs, purchase of traffic enforcement equipment and creative education activities. We encourage jurisdictions with these projects to work closely with their local media in bringing visibility to their activities and increase program effectiveness.

Youthful Drivers: Funding is provided to eliminate the number of fatal and injury crashes by 15-19 year old drivers. Emphasis is placed on prevention through education and enforcement activities. Grant funding is directed toward youthful drivers and pre-teen drivers in grades K-8. Agencies are encouraged to work with local teen community population groups such as impaired driving offenders, student governments, and other student organizations dedicated to increasing peer-to-peer education on traffic safety issues. Proposed projects will create a comprehensive program to change teen driving behaviors. The OHS urges agencies to think creatively and work closely with the OHS when developing a youth program.

Emergency Response: 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.

Other: This category includes all other potential focus areas such as motorcycle, commercial vehicles, bicycle, pedestrian etc. The goal of any project in this category must be to eliminate roadway fatalities and injuries in Idaho.

ELIGIBILITY REQUIREMENTS

Grant awards will be to local and state governmental entities and non-profit organizations.

There must be a data driven highway safety problem. Grant requests will be evaluated based on crash data.

Agencies must have a seat belt policy in place prior to the start of the grant funding.

Law enforcement agencies must demonstrate they are enforcing the seat belt laws.

HOW TO APPLY

Interested agencies must complete a Letter of Intent (LOI) and have it postmarked no later than Thursday, January 31, 2013 or have it faxed or e-mailed received no later than 11:59 PM MST (before midnight) on Thursday, January 31, 2013. Electronic versions of our forms can be found by logging on to our website at <http://itd.idaho.gov/ohs/programs.htm> .

Contact the Office of Highway Safety with any questions. Proposals may be sent to:

Idaho Transportation Department

Office of Highway Safety

P.O. Box 7129, Boise, ID 83707

Fax: (208) 334-4430 **Phone:** (208) 334-8100

E-mail: ohsgrants@itd.idaho.gov



OFFICE OF HIGHWAY SAFETY
Letter of Intent for Highway Safety Grants FFY 2014
Submit by January 31, 2013



MAIL TO: EMAIL TO:	OFFICE OF HIGHWAY SAFETY PO Box 7129 Boise ID 83707-1129 Phone No.: (208) 334-8100 FAX No.: (208) 334-4430 ohsgrants@itd.idaho.gov	FOR OHS USE ONLY Primary Program Area: OHS Staff:																																
1. Agency: Street Address: Mailing Address (if different) Contact Phone # FAX # Email		2. Mark the Focus Areas that apply: <input type="checkbox"/> Safety Restraint Use <input type="checkbox"/> Aggressive Driving <input type="checkbox"/> Impaired Driving <input type="checkbox"/> Youthful Drivers <input type="checkbox"/> Distracted Drivers <input type="checkbox"/> Emergency Response <input type="checkbox"/> Other (specify below)																																
3. <u>Briefly describe</u> the proposed activities to eliminate the highway safety problem: 																																		
4. Proposed Budget: a. PERSONNEL COSTS: (Salary, Benefits, Travel etc.) Example: Salary + Benefits x _____ hours x _____ officers) <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 10%; text-align: center;">Agency Match</th> <th style="width: 10%; text-align: center;">Requested Grant Funds</th> <th style="width: 10%; text-align: center;">Total Resources*</th> </tr> </thead> <tbody> <tr><td>_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">\$ _____</td></tr> <tr><td>_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">\$ _____</td></tr> <tr><td>_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">\$ _____</td></tr> <tr><td>_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">\$ _____</td></tr> <tr><td>_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td style="text-align: center;">\$ _____</td></tr> <tr> <td>b. Other Costs _____ _____ _____ _____</td> <td style="text-align: center;">_____ _____ _____ _____</td> <td style="text-align: center;">_____ _____ _____ _____</td> <td style="text-align: center;">\$ _____ \$ _____ \$ _____ \$ _____ \$ _____</td> </tr> <tr> <td style="text-align: right;">Total</td> <td style="text-align: center;">\$ _____</td> <td style="text-align: center;">\$ _____</td> <td style="text-align: center;">\$ _____</td> </tr> </tbody> </table> <p>*Calculations will be automatic</p>				Agency Match	Requested Grant Funds	Total Resources*	_____	_____	_____	\$ _____	_____	_____	_____	\$ _____	_____	_____	_____	\$ _____	_____	_____	_____	\$ _____	_____	_____	_____	\$ _____	b. Other Costs _____ _____ _____ _____	_____ _____ _____ _____	_____ _____ _____ _____	\$ _____ \$ _____ \$ _____ \$ _____ \$ _____	Total	\$ _____	\$ _____	\$ _____
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b. Other Costs _____ _____ _____ _____	_____ _____ _____ _____	_____ _____ _____ _____	\$ _____ \$ _____ \$ _____ \$ _____ \$ _____																															
Total	\$ _____	\$ _____	\$ _____																															



Key *to Living:*
Drive
Sober!

**TOWARD
ZERO
DEATHS**

Idaho Transportation
Department

This document is prepared by:

Idaho Transportation Department
Office of Highway Safety
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Boise, ID 83707-1129
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