

Welcome to
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**Highway Safety
Happens Here!**

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65

Idaho Office of Highway Safety

**FFY 2016 Idaho
Highway Safety Plan**



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

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ACRONYMS & GLOSSARY

ARIDE:	Advanced Roadside Impaired Driving Enforcement
ARNOLD:	All Roads Network of Linearly-referenced Data
ALS:	Administrative License Suspension
AVMT:	Annual Vehicle Miles of Travel
BAA:	Buy America Act
BAC:	Blood Alcohol Content
CFDA:	Catalog of Federal Domestic Assistance provides a full listing of all federal programs available to state and local governments (including the District of Columbia); federally-recognized Indian tribal governments; territories (and possessions) of the United States; domestic public, quasi- public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals
CIRCA:	Crash Information Retrieval Collection and Analysis
CPS:	Child Passenger Safety
CPST:	Child Passenger Safety Technicians
CTW:	Countermeasures that Works
CFR:	A codification of the general and permanent rules published in the Federal Register by the Executive department and agencies of the federal government.
DUI:	Driving Under Influence
DEC:	Drug Enforcement Certification
DRE:	Drug Recognition Expert
Four E's:	Engineering, Education, Enforcement, and Emergency response
Economic Costs:	Economic Costs include property damage, lost earnings, lost household productions, medical emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life.

EEO:	Equal Employment Opportunity
eIMPACT:	Idaho Mobile Program for Accident Collection, crash data transmitted electronically
EMS:	Emergency Medical Services, also known as Crash Responses.
Equipment:	Equipment includes: 1) Nonexpendable property with a useful life of two years or more and costing \$2,000 or more per unit; 2) Major equipment has the same life expectancy but a value of \$5,000 or more per unit
ESRI:	Environmental Systems Research Institute
FARS:	Fatality Analysis Reporting System
FFY:	Federal Fiscal Year; runs October 1 st through September 30 th
FHWA:	Federal Highway Administration
Grants Contract Officer / OHS Program Manager:	Individual within the Office of Highway Safety (OHS) responsible for administration of grant and statewide traffic safety programs
Grantor:	Office of Highway Safety (OHS) is the granting agency for federal highway safety grant funds
HSP:	Highway Safety Plan, prepared annually to include all approved grant funded traffic safety activities
HSIP:	Highway Safety Improvement Program. Highway safety improvement project must be a strategy, activity or project on a public road that is consistent with the State SHSP, and corrects or improves a hazardous road location or feature, or addresses a highway safety problem.
HVE:	Highly Visible Enforcement
LE:	Law Enforcement agencies (State Police – ISP, Police Department – PD, and County Sheriff’s Office – CSO).
LEL:	Law Enforcement Liaisons
ICE:	In Case of Emergency
ISP:	Idaho State Police

ITD:	Idaho Transportation Department
ITSC:	Idaho Traffic Safety Commission; established by state code to provide local input, direction and review to OHS, and provide recommendations for highway safety mitigation and activities
Mobilizations:	Statewide High Visibility Traffic Enforcement efforts
MMUCC:	Model Minimum Uniform Crash Criteria
NCRHP:	National Cooperative Highway Research Program
NHTSA:	National Highway Traffic Safety Administration
OHS:	Idaho Transportation Department – Office of Highway Safety
POST:	Police Officer Standardized Training
RFA:	Request for Application; document used to provide annual notification of fund availability
SFST:	Standard Field Sobriety Test
SHSP:	Strategic Highway Safety Plan
SIDC:	State Impaired Driving Coordinator
SRTS:	Safe Routes to School
STEP:	Selective Traffic Enforcement Program; funding to support a full time position for traffic safety dedicated LE personnel.
Sub-grantee:	State and local governments receiving highway safety grants from OHS
TRB:	Transportation Research Board
TSRP:	Traffic Safety Resource Prosecutor
USDOT:	United States Department of Transportation
VMT:	Vehicle Miles of Travels
WebCARS:	Internet based application for crash analysis reporting tool

Highway Safety 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 titled 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.

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 [Alcohol/Drugs and Impaired Driving; Occupant Protection (Safety and Child Restraints); Pedestrian and Bicycle Safety; Traffic Records; Emergency Medical Services; Aggressive Driving; Motorcycle Safety; Teen Drivers]. In addition to these priority program areas, Distracted Driving has become a major concern nationwide. 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 2014 by the ITSC are:

Focus Area	Target Funding Range
Safety Restraint Use (including Child Restraints funds)	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)	0-10%
Motorcycle	0- 5 %
Bicycle and Pedestrian Safety	0- 5 %
Other	0-10%

The approved funding ranges serves as the guidance on the Section 402 planning. The funding for each focus area has to fall between the funding ranges. 'Other' category is for grants that would be funded but does not fit in one of the specified focus areas or to fund community projects such as the Law Enforcement Liaisons program and the annual Highway Safety Summit.

To continuously progress to be the best transportation department in the nation, ITD recently experienced an organizational realignment; as a result, both the Safe Routes to School (SRTS) and Statewide Bicycle and Pedestrian programs are currently managed by ITD Office of Public Transportation, which manages public transportation programs. In addition, Community Choices program is a current program which provides funding to a community encouraging transportation alternatives. These three programs put great emphasis on planning and building bicycle and pedestrian facilities, and providing bicycle and pedestrian education and safety information, training, and materials for dissemination to the public. To justify the amount of funds OHS dedicates to bicycle and pedestrian safety, we determine the size of the problem by analyzing the rate of pedestrian and bicyclist fatalities and serious injuries. Idaho has a relatively low rate of bicycle and pedestrian fatal and serious injuries; therefore, OHS funds the Bicycle and Pedestrian program at a minimum using NHTSA Section 402 funds. OHS will continue working in partnership with the other ITD bicycle and pedestrian programs, and with the SHSP Bicycle/Pedestrian emphasis team, to support pedestrian and bicycle safety in Idaho. As in the past, OHS fully intends to pursue Federal Highway Administration (FHWA) Behavioral Safety funds through HSIP, which allows limited funding for bicycle and pedestrian safety programs.

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 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 (aligned with HSIP).

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. An updated set of goals with the most current values were presented to and approved by the ITSC at the October 2014 meeting.

Project Selection and 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 Grant Application notice, reflecting the focus areas considered for funding, is released in December. The Grant Application notice invites applicants to submit grant applications by the end of January. Copies of the Grant Application notice and instructions are provided in the Appendix.

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 this document, **The Data Driven Process**, Appendix C.

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. For a new application (i.e., those which are not continuation grants from prior years), one of the Program Managers take a lead in order to get the application reviewed and scored based on the relevance of the application narrative/funding request and the overall merit of the project (i.e., whether the project implementation is part of SHSP strategies and whether the problem presented is data driven or supported by research or other relevant documentation). Funding decisions are based on where the crash data indicates a traffic safety problem that grant funds may be able to reduce. Project Applications that fail to meet the selection criteria will not be recommended for the HSP.

In Idaho, the project selection process for NHTSA-funded grants is guided by data analysis supporting the effective countermeasures for specific emphasis areas. In the case of a few established proven effective countermeasures, innovative countermeasures are utilized on those areas that demonstrate evidence of potential success. Sources that guide Idaho's HSP project selection include:

- Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices – USDOT
- Written plan/reports: SHSP, Impaired Driving Task Force published document, emphasis areas or program specific assessment reports
- Uniform Guidelines for State Highway Safety Programs - USDOT

- Highway Safety related research recommendations from trusted sources such as the Transportation Research Board (TRB), and the NCHRP Report 500 series.
- Funding recommendations for the individual projects are incorporated into the HSP and are presented to the ITSC in the spring meeting, for acceptance. The HSP is then presented to the Idaho Transportation Board for approval and sent to NHTSA for final approval. A flow chart depicting the entire process is contained on page seven.
- 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 HSIP (behavioral safety portion) funds.
- Grant Applicant prior performance evaluation

Linking with SHSP

As required by MAP-21, the states must submit an HSP with programs that are supported by data driven strategies. Idaho has adopted this concept through the implementation of its mission “Toward Zero Deaths” within Idaho’s safety community. Idaho’s safety community is described in the Strategic Highway Safety Plan (SHSP) as implementing five pillars of safety, which are:

- **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.
- **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho.
- **Commitment:** Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.
- **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.
- **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

To support the overall safety goal, the SHSP is a fundamental guiding document for eleven emphasis area groups (see SHSP page 8 for list of the 11 areas). It integrates the four E’s (engineering, education, enforcement, and emergency response) to meet Idaho’s goal in eliminating highway fatalities and serious injuries on all public roads. The collaborative process of developing and implementing the SHSP brings together and draws on the strengths and resources of Idaho’s safety partners. This process also helps coordinate goals and highway safety programs across the state.

Evidence-Based Traffic Safety Enforcement Program

Overview

Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve the goal of zero deaths. Traffic enforcement mobilization is a format for the Idaho Office of Highway Safety to fund High Visibility Enforcement (HVE) during specified emphasis periods, special events, or corridor enforcement in support of the OHS Highway Safety Plan (HSP) focus areas.

Executing effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The agency's evidence-based traffic safety enforcement program outlines a three-step strategy to ensure effectiveness: Data Analysis, Resource Allocation, and Project Oversight. The strategy starts with an annual analysis of serious injury and fatality data to identify problems and ultimately allocate funding to projects through the annual grants process. This in-depth analysis produces the HSP and Performance Report contained within each program area, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, the ITD-OHS staff work closely with law enforcement agencies to ensure enforcement efforts are carried out successfully. These efforts, or the statewide traffic enforcement mobilizations, support the national mobilization efforts.

Idaho's Law Enforcement Liaison's (LEL), which are represented by six officers, one from each of the six Idaho Transportation Districts, have provided leadership for the evidence-based traffic safety mobilization enforcement statewide. The primary objective of the LEL program is to increase participation and effectiveness of Idaho's law enforcement agencies and officers in statewide mobilizations, serving also as oversight and purveyors of HVE best practices. The result is an evidence-based traffic safety HVE project designed to address the areas and locations at highest risk and with the greatest potential for improvement. Data analysis is constantly updated and evaluated providing for continuous and timely revisions to enforcement deployment and resource allocation.

High Visibility Enforcement/ Traffic Safety Enforcement Mobilizations

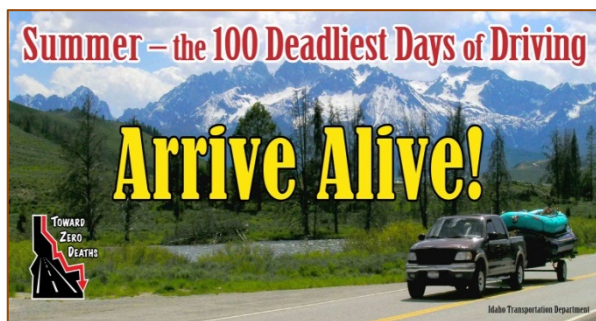
The goal of each mobilization is to establish project requirements with law enforcement agencies to align with the SHSP and to eliminate deaths, serious injuries and economic loss. Agencies taking part in the mobilizations enter into an agreement with the OHS to perform dedicated patrol for traffic enforcement. For the impaired driving mobilizations, the OHS encourages participants to conduct enforcement during time frames that are data driven; nighttime hours. Funding for these campaigns are allocated to locations throughout the state using demographic, traffic safety data, and agency past performance.

As part of the agreement, the law enforcement agencies publicize the enforcement effort with local media contacts to increase the awareness of enforcement and provide results before, during, and after mobilizations. Enforcement efforts are coupled with media and public education outreach designed to let the public know of the increased enforcement, thereby increasing the perception of stepped up enforcement. Idaho uses the same timeline model for media as NHTSA, closely mirroring their media calendar. Outreach efforts include using public service announcements (TV, radio, outdoor, and internet

marketing), social media, variable message boards, and earned media events. Upon completion of each mobilization the agencies are responsible for reporting their performance. During the seat belt mobilization, pre- and post- surveys are conducted and submitted along with their performance report. Although formal seat belt usage surveys are done annually through the OHS, the recipient of highway safety funds is given the opportunity to gauge performance by doing the pre- and post- seat belt surveys. The OHS Program Managers use this information as an indicator in evaluating and monitoring performance.

The OHS conducts these specific HVE/Mobilizations:

- ◆ Impaired Driving mobilizations: November, December-January (to coincide with NHTSA Impaired Driving campaign, December – January 1st), March (to coincide with St. Patrick’s day), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend)
- ◆ Seat Belts mobilizations: November Buckle up America over the Thanksgiving holiday and May Click it or Ticket (to coincide with NHTSA national campaign)
- ◆ 100 Deadliest Days, sustained enforcement during the summer months. During the summer, traffic crash fatalities frequency is over-represented. Aggressive Driving and Distracted Driving used to be the main focus for 100 Deadliest Days enforcement, but this campaign is now encompassing the DIA principle (Distracted, Impaired, and Aggressive) and Safety Restraints usage.

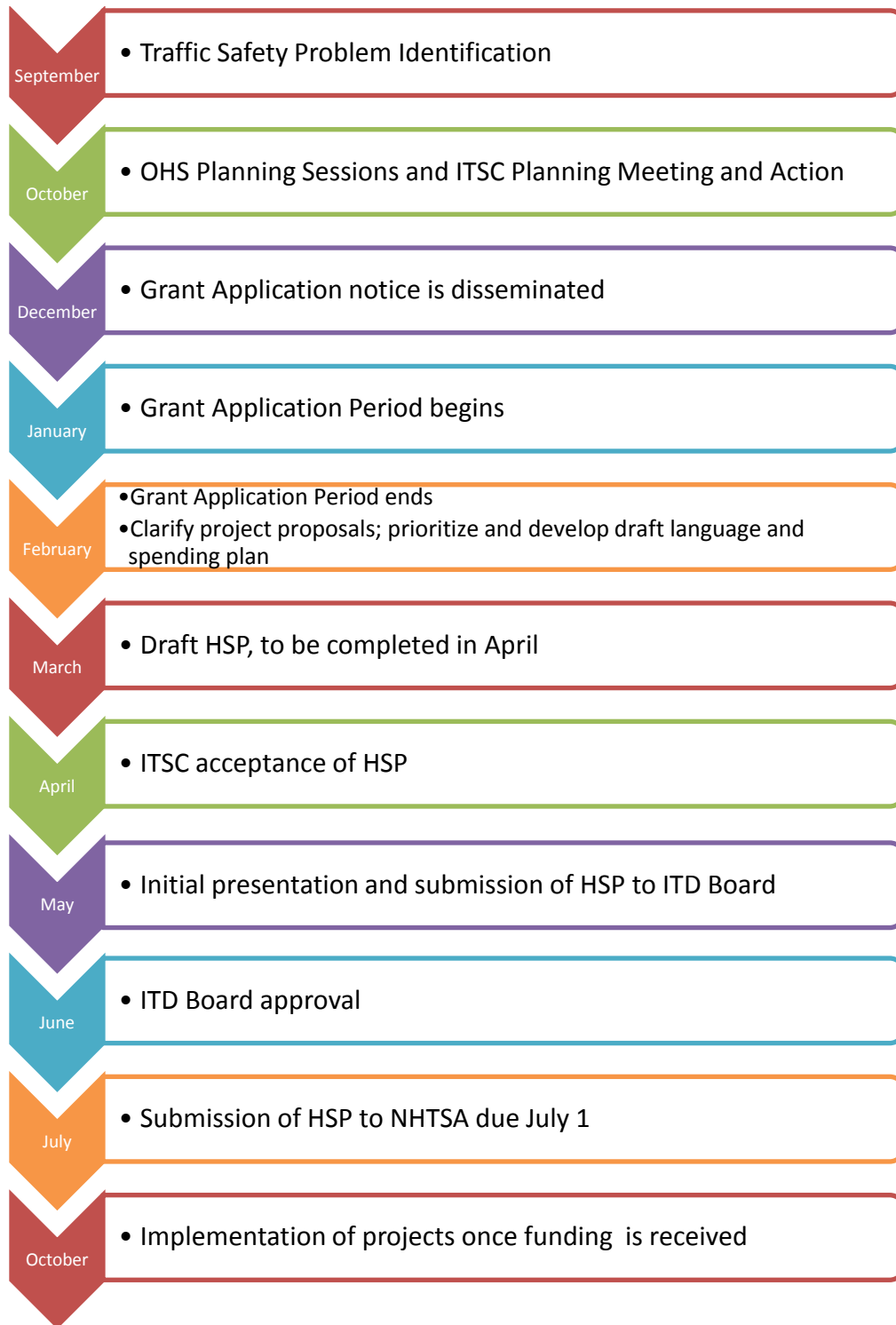


Law Enforcement/Adjudication Process

To complete the evidence based traffic enforcement, Idaho is growing increasingly stronger in its adjudication process. There is a strong data-driven partnership between the judiciary and law enforcement: prosecutors, Idaho Supreme Court, Administrative Licensing Suspension (ITD), Alcohol Beverage Control, Idaho State Police and local law enforcement statewide.

Idaho’s Traffic Safety Resource Prosecutor (TSRP) has served as a liaison between prosecutors, judiciary, law enforcement, and other stakeholders in the fight against impaired driving. Prior to the start of this program, the communication between law enforcement and prosecutors was in need of stronger relationships and communication. The TSRP provides training and technical assistance to law enforcement officers and prosecutors, delivering the critical support to enhance successful prosecution of traffic safety violations.

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

Sheriff Craig T. Rowland
Bingham County Sheriff

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

Medical Services

Cheryl Hansen, CPC, CAISS, CSTR
Director
Idaho Trauma Registry

Medical Services

Mark Zandhuisen
Clinical Operations Captain
Bonner County EMS

Public Education

Audra Urie
Driver Education Coordinator
Idaho Department of Education

Public Education

Stacey (Ax) Axmaker
Motorcycle Safety System

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

Oversight Team:	<p>Scott Stokes, <i>Oversight Team Chairman, Chief Deputy, Idaho Transportation Department</i></p> <p>Blake Rindlisbacher, <i>Division Administrator, Engineering Services, Idaho Transportation Department</i></p> <p>Mike Pape, <i>Division Administrator, Aeronautics, Idaho Transportation Department</i></p> <p>Kimbol Allen, <i>District 6 Engineer, Idaho Transportation Department</i></p> <p>Brent Jennings, <i>Highway Safety Manager, Office of Highway Safety, Idaho Transportation Department</i></p> <p>Sue Higgins, <i>Executive Assistant/Secretary of the ITD Board, Idaho Transportation Department</i></p> <p>Lance Johnson, <i>Safety and Traffic Program Manager, Federal Highway Administration</i></p> <p>Shirley Wise, <i>Regional Program Manager, NHTSA</i></p>
Safety Restraint Team Leader:	<p>Kyle Wills <i>Officer, Boise Police Department</i></p>
Impaired Driving Team Leader:	<p>Hon. George Hicks <i>Elmore County</i></p>
Aggressive Driving Team Leader:	<p>Eric Simunich <i>Officer, Boise Police Department</i></p>
Distracted Driving Team Leader:	<p>Matt Pavelek <i>Sergeant, Nampa Police Department</i></p>
Youthful Driver Team Leader:	<p>John Gonzales <i>Sergeant, Meridian Police Department</i></p>
Motorcycle Safety Team Leader:	<p>Will Stoy <i>Officer, Meridian Police Department</i></p>
Vulnerable Users Team Leader:	<p>Cynthia Gibson <i>Executive Director Idaho Pedestrian & Bicycle Alliance</i></p>
Commercial Vehicles Team Leader:	<p>Bill Reese <i>Captain, Idaho State Police</i></p>
Lane Departure Team Leader:	<p>John Perry <i>Field Operations Engineer, Federal Highway Administration</i></p>
Intersections Team Leader:	<p>Ross Oyen <i>Traffic Engineering Supervisor, ADA County Highway District</i></p>
Emergency Response Team Leader:	<p>Mark Zandhuisen <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 eleven 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 C-2 and I-1 through I-5 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 and are the same goals and performance measures presented in the Idaho Strategic Highway Safety Plan.

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	204
2013	-	204	200
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	1,377
2013	-	1,384	1,329
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	1.29
2013	-	1.29	1.26
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	82
2013	-	88	81
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	63
2013	-	67	59
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	65
2013	-	69	61
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	26
2013	-	26	25
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	14
2013	-	14	13
2014	-	14	
2015	-	14	

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

		Goal	Actual
2010 Benchmark	-		43
2011	-	41	39
2012	-	40	34
2013	-	39	32
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	11
2013	-	10	11
2014	-	10	
2015	-	9	

C-11. Keep the five-year average number of bicyclists killed by motor vehicles from increasing.

		Goal	Actual
2010 Benchmark	-		3
2011	-	3	3
2012	-	3	3
2013	-	3	3
2014	-	3	
2015	-	3	

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%	81.6%
2014	-	79.5%	80.2%
2015	-	79.7%	

I-1. Reduce the five-year average number of fatalities resulting from distracted driving.

		Goal	Actual
2010 Benchmark	-		67
2011	-	53	62
2012	-	50	55
2013	-	48	49
2014	-	46	
2015	-	45	

I-2. Reduce the five-year average number of drivers, 65 years old and older, involved in fatal crashes.

		Goal	Actual
2010 Benchmark	-		40
2011	-	38	38
2012	-	37	38
2013	-	37	39
2014	-	36	
2015	-	36	

I-3. Reduce the five-year average number of fatalities resulting from commercial motor vehicle crashes.

		Goal	Actual
2010 Benchmark	-		28
2011	-	27	27
2012	-	26	24
2013	-	26	24
2014	-	25	
2015	-	24	

I-4. Reduce the five-year average number of fatalities resulting from single-vehicle run off the road crashes.

		Goal	Actual
2010 Benchmark	-		110
2011	-	110	111
2012	-	104	103
2013	-	102	101
2014	-	99	
2015	-	98	

I-5. Reduce the five-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes.

		Goal	Actual
2010 Benchmark	-		38
2011	-	36	35
2012	-	35	34
2013	-	33	32
2014	-	32	
2015	-	31	

I-6. Reduce the five-year average number of fatalities resulting from intersection-related crashes.

		Goal	Actual
2010 Benchmark	-		46
2011	-	39	39
2012	-	38	37
2013	-	37	38
2014	-	36	
2015	-	36	

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	8,449	803	8,401
FFY2014	8,651	1,127	15,848

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					
		2010	2011	2012	2013	2014	2015
Primary Goal							
C1	5-Year Ave Fatalities - Goals		217	209	204	201	200
	Actual Values	237	217	204	200		
Secondary Goals							
C2	5-Year Ave Serious Injuries - Goals		1,479	1,402	1,384	1,364	1,356
	Actual Values	1,559	1,480	1,377	1,329		
C3	5-Year Fatality Rate - Goals		1.39	1.34	1.29	1.27	1.25
	Actual Values	1.53	1.39	1.29	1.26		
Aggressive Driving							
C6	5-Year Ave Speeding Fatalities - Goals		71	70	69	67	66
	Actual Values	76	69	65	61		
Distracted Driving							
I1	5-Year Ave Distracted Fatalities - Goals		53	50	48	46	45
	Actual Values	67	62	55	49		
Safety Restraints							
C4	5-Year Ave Unrestrained PMV Fatalities - Goals		92	90	88	85	83
	Actual Values	99	90	82	81		
B1	Yearly Observed SB Use - Goals		78.9%	79.1%	79.3%	79.5%	79.7%
	Actual Values	77.9%	79.1%	79.0%	81.6%	80.2%	
Impaired Driving							
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Goals		69	68	67	66	66
	Actual Values	73	66	63	59		
Vulnerable Users (Bike, Pedestrian, Mature)							
C11	5-Year Ave Bicyclist Fatalities - Goals		3	3	3	3	3
	Actual Values	3	3	3	3		
C10	5-Year Ave Pedestrian Fatalities - Goals		11	10	10	10	9
	Actual Values	11	11	11	11		
I2	5-Year Ave Drivers >=65 in Fatal Crashes - Goals		38	37	37	36	36
	Actual Values	40	38	38	39		
Youthful Driver							
C9	5-Year Ave Drivers <=20 in Fatal Crashes - Goals		41	40	39	38	36
	Actual Values	43	39	34	32		
Motorcycle							
C7	5-Year Ave Motorcycle Fatalities - Goals		28	27	26	26	25
	Actual Values	32	27	26	25		
C8	5-Year Ave Unhelmeted MC Fatalities - Goals		16	15	14	14	14
	Actual Values	17	15	14	13		
Commercial Motor Vehicle (CMV)							
I3	5-Year Ave CMV Fatalities - Goals		27	26	26	25	24
	Actual Values	28	27	24	24		
Lane Departure							
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Goals		110	104	102	99	98
	Actual Values	110	111	103	101		
I5	5-Year Ave Head-On/SS Opposite Fatalities - Goals		36	35	33	32	31
	Actual Values	38	35	34	32		
Intersections							
I6	5-Year Ave Intersection-related Fatalities - Goals		39	38	37	36	36
	Actual Values	46	39	37	38		
Items for Reporting							
		2010	2011	2012	2013	2014	2015
	Yearly Total Fatality Rate	1.32	1.05	1.13	1.35		
	Yearly Urban Fatality Rate	0.67	0.47	0.47	0.58		
	Yearly Rural Fatality Rate	1.79	1.47	1.60	1.88		
A1	Seat Belt Citations Issued during Grant Funded Activities		FFY2011	FFY2012	FFY2013	FFY2014	FFY2015
			9,795	11,125	8,449	8,651	
A2	DUI Arrests made during Grant Funded Activities		1,214	1,010	803	1,127	
A3	Speeding Citations Issued during Grant Funded Activities		19,932	14,311	8,401	15,848	

State Demographics

Idaho is geographically located in the Pacific Northwest. Idaho is the 11th largest State the nation in land area, but the 39th largest in population. Idaho consists of 82,750.9 square miles of land and is comprised of 44 Counties ranging in size from 407.5 square miles (Payette County) to 8,485.2 square miles (Idaho County). Two counties, Idaho County (8,485.2 square miles) and Owyhee County (7,678.4 square miles) encompass 19.5% of the State, although they only represent just 1.7 percent of the statewide population. Just over 63% of Idaho is federally owned land, primarily consisting of national forests, wilderness areas, and BLM land.

The United States Census Bureau estimates the population of Idaho on July 1, 2013 was 1,612,136; with 807,084 (50%) male and 805,052 (50%) female residents. Twenty-seven percent of the population is under 18 years of age, while 14% is 65 years of age or older. Idaho is a rural State, nearly two-thirds (64%) of the population resides in just 6 of the 44 counties: Ada (416,464), Canyon (198,871), Kootenai (144,265), Bonneville (107,517), Bannock (83,249), and Twin Falls (79,957).



Idaho
Problem
Identification
Report
FY 2016

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2013, 213 people were killed and 11,344 people were injured in traffic crashes.
- The fatality rate was 1.34 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2013. The US fatality rate was estimated to be 1.11 fatalities per 100 million AVMT in 2013.
- Motor vehicle crashes cost Idahoans more than \$2.56 billion in 2013. Fatal and serious injuries represented 68 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Crashes	22,992	22,555	20,833	21,402	22,347	-0.6%
Fatal Crashes	199	185	152	169	200	1.2%
Total Deaths	226	209	167	184	214	-0.3%
Injury Crashes	7,861	7,939	7,492	7,630	7,850	0.0%
Total Injured	11,393	11,725	10,866	10,988	11,344	0.0%
Property-Damage-Only Crashes (Severity >\$1,500)	14,932	14,431	13,189	13,603	14,298	-0.9%
Idaho Population (thousands) ¹	1,546	1,560	1,585	1,596	1,612	1.1%
Licensed Drivers (thousands) ²	1,055	1,070	1,084	1,093	1,111	1.3%
Vehicle Miles Of Travel (millions) ²	15,430	15,555	15,416	15,838	15,877	0.7%
Registered Vehicles (thousands) ³	1,401	1,413	1,417	1,555	1,445	1.0%

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, 2013

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	214	\$6,391,502	\$1,367,781,455
Serious Injuries	1,262	\$318,302	\$401,697,343
Visible Injuries	3,549	\$89,155	\$316,409,920
Possible Injuries	6,533	\$59,097	\$386,081,367
Property Damage Only	14,298	\$6,842	\$97,824,041
Total Estimate of Economic Cost			\$2,569,794,126

*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.

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, 2013

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	1,821	13%	62,398	6%	2.3
20-24	1,964	14%	98,022	9%	1.6
25-34	2,824	20%	193,918	17%	1.2
35-44	2,213	16%	182,371	16%	1.0
45-54	1,923	14%	188,545	17%	0.8
55-64	1,585	11%	188,774	17%	0.7
65 & Older	1,388	10%	197,457	18%	0.6
Missing	189	1%			
Total	13,907		1,111,485		

*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, 2009-2013

Roadway Information	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Local:						
AVMT (100 millions) ¹	71.2	72.1	71.1	74.0	73.5	0.8%
Fatal Crash Rate	1.1	1.1	1.0	1.0	1.1	1.7%
Injury Crash Rate	63.8	69.1	60.1	60.7	62.6	-0.1%
Total Crash Rate	189.7	197.6	169.0	170.3	183.6	-0.4%
State System (Non-Interstate):						
AVMT (100 millions) ¹	48.3	48.7	48.2	48.4	48.8	0.3%
Fatal Crash Rate	2.0	1.6	1.3	1.5	1.8	-0.9%
Injury Crash Rate	53.2	46.9	53.7	52.1	51.9	-0.2%
Total Crash Rate	149.2	127.0	143.0	142.2	139.5	-1.2%
Interstate:						
AVMT (100 millions) ¹	34.8	34.8	34.8	36.0	36.5	1.2%
Fatal Crash Rate	0.7	0.8	0.5	0.7	0.8	4.7%
Injury Crash Rate	21.7	19.4	18.0	17.2	19.6	-2.1%
Total Crash Rate	65.6	61.2	55.3	53.2	56.0	-3.7%
Statewide Totals:						
AVMT (100 millions) ¹	154.3	155.6	154.2	158.4	158.8	0.7%
Fatal Crash Rate	1.3	1.2	1.0	1.1	1.3	0.2%
Injury Crash Rate	50.9	51.0	48.6	48.2	49.4	-0.7%
Total Crash Rate	149.0	145.0	135.1	135.1	140.8	-1.3%

Source: 1: Traffic Survey and Analysis Section, Idaho Transportation Department

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 56 percent of all crashes and 39 percent of all fatalities in 2013.
- Drivers, ages 19 and younger, are 4.3 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans just over \$1.23 billion in 2013. This represented 48 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Aggressive Driving Crashes	12,044	11,815	10,266	11,442	12,522	1.5%
Fatalities	105	88	64	66	84	-3.3%
Serious Injuries	638	637	573	629	635	0.1%
Visible Injuries	1,778	1,929	1,726	1,944	2,109	4.8%
Possible Injuries	3,920	3,986	3,546	3,964	4,255	2.4%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	274	292	238	233	244	-2.3%
Fail to Yield Right of Way	264	218	174	215	219	-3.0%
Exceeded Posted Speed	91	94	65	63	97	5.8%
Passed Stop Sign	85	88	79	93	95	3.3%
Disregarded Signal	35	47	59	63	50	11.5%
Following Too Close	38	29	65	100	68	30.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.82	4.66	4.13	4.39	4.53	-1.3%

* Three contributing circumstances possible per unit involved in each collision

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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 2013, 43 fatalities resulted from distracted driving crashes. This represents 20 percent of all fatalities. Of the 29 passenger vehicle occupants killed in distracted driving crashes, 10 (34 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2012 were 6 motorcyclists, 3 pedestrians, 2 commercial motor vehicle occupants, 1 farm equipment operator, and 1 bicyclist.
- In 2013, drivers under the age of 25 comprised 38 percent of the drivers involved in all distracted driving crashes and 25 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 over \$597.9 million in 2013. This represents 23 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Distracted Driving Crashes	6,136	5,882	4,925	4,890	4,757	-6.0%
Fatalities	60	60	41	41	43	-6.7%
Serious Injuries	490	517	372	422	339	-7.2%
Visible Injuries	1,153	1,256	1,064	1,005	996	-3.2%
Possible Injuries	2,284	2,316	1,906	1,792	1,831	-5.0%
Distracted Driving Crashes as a % of All Crashes	26.7%	26.1%	23.6%	22.8%	21.3%	-5.5%
Distracted Driving Fatalities as a % of All Fatalities	26.5%	28.7%	24.6%	22.3%	20.1%	-6.4%
Distracted Driving Injuries as a % of All Injuries	34.5%	34.9%	30.8%	29.3%	27.9%	-5.0%
All Fatal and Injury Crashes	8,060	8,124	7,644	7,799	8,050	0.0%
Distracted Fatal/Injury Crashes	2,647	2,673	2,248	2,153	2,096	-5.4%
% Distracted Driving	32.8%	32.9%	29.4%	27.6%	26.0%	-5.6%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.56	3.71	2.68	2.92	2.41	-8.1%

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Safety Restraints

The Problem

- In 2013, 82 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2013, seat belt usage varied by region around the state from a high of 86 percent in District 3 (Southwestern Idaho) to a low of 72 percent in District 1 (Northern Idaho).
- Only 33 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2013. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 52 lives were saved in Idaho in 2013 because they were wearing a seat belt and an additional 49 lives could have been saved if everyone had worn their seat belt.
- There were 3 children under the age of 7 killed (1 was restrained) and 13 seriously injured (9 were restrained) while riding in passenger vehicles in 2013. 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 2 lives in 2013. Additionally, 20 serious injuries were prevented and 3 of the 4 unrestrained serious injuries may have been prevented if they had all been properly restrained
- Unrestrained passenger motor vehicle occupants cost Idahoans nearly \$772.9 million in 2013. This represents 30 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Observational Seat Belt Survey						
District 1	77%	71%	72%	72%	72%	-1.6%
District 2	83%	87%	86%	86%	85%	0.7%
District 3	91%	93%	93%	93%	86%	-1.3%
District 4	70%	71%	67%	66%	74%	1.6%
District 5	65%	63%	61%	64%	81%	6.5%
District 6	67%	64%	68%	71%	77%	3.7%
Statewide Average	79%	78%	79%	79%	80%	0.3%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	41.0%	46.7%	31.7%	43.0%	33.3%	-1.3%
In Serious Injury Crashes	65.9%	65.4%	66.2%	65.8%	63.2%	-1.0%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	78.6%	78.0%	80.8%	75.5%	79.3%	0.3%

*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 2013, 96 fatalities resulted from impaired driving crashes. This represents 45 percent of all fatalities. Only 18 (or 23 percent) of the 77 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 9 motorcyclists, 7 pedestrians, 2 ATV riders, and 1 bicyclist killed in impaired driving crashes.
- Of the 96 people killed in impaired driving crashes in 2013, 92 (or 96%) were impaired drivers, persons riding with an impaired driver, or impaired pedestrians.
- Over 10 percent of the impaired drivers involved in crashes were under the age of 21 in 2013, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$749 million in 2013. This represents 29 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Impaired Driving Crashes	1,579	1,593	1,456	1,454	1,425	-2.5%
Fatalities	74	96	66	73	96	10.1%
Serious Injuries	269	273	277	241	228	-3.9%
Visible Injuries	461	447	400	399	362	-5.8%
Possible Injuries	474	475	474	535	445	-1.0%
Impaired Driving Crashes as a % of All Crashes	6.9%	7.1%	7.0%	6.8%	6.4%	-1.8%
Impaired Driving Fatalities as a % of All Fatalities	28.8%	45.9%	39.5%	39.7%	45.1%	14.9%
Impaired Driving Injuries as a % of All Injuries	10.6%	10.2%	10.6%	10.7%	9.1%	-3.3%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.22	2.37	2.22	1.98	2.04	-1.9%
Annual DUI Arrests by Agency*						
Idaho State Police	2,441	2,003	1,846	1,659	1,304	-14.3%
Local Agencies	9,886	8,723	7,840	7,482	6,825	-8.8%
Total Arrests	12,327	10,726	9,686	9,141	8,129	-9.8%
DUI Arrests per 100 Licensed Drivers	1.17	1.00	0.89	0.84	0.73	-11.0%

*Source: Bureau of Criminal Identification, Idaho State Police

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Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2013, yet they represented over 10 percent of the drivers involved in fatal and serious injury crashes.
- In 2013, drivers ages 15 to 19 constituted 7 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 26 people killed in crashes with youthful drivers, 10 were the youthful drivers themselves. Of the 10 youthful drivers killed, 3 were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans over \$415.9 million in 2013. This represents 16 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Crashes Involving Drivers 15-19	5,393	5,177	4,648	4,796	4,825	-2.6%
Fatalities	43	31	34	14	26	2.2%
Serious Injuries	283	274	211	230	214	-6.0%
Visible Injuries	791	927	784	782	785	0.5%
Possible Injuries	1,769	1,719	1,541	1,541	1,524	-3.6%
Drivers 15-19 in Fatal & Serious Injury Crashes	274	225	201	211	197	-7.6%
% of all Drivers involved in Fatal and Serious Injury Crashes	12.8%	11.4%	10.7%	11.2%	10.5%	-4.7%
Licensed Drivers 15-19	62,912	62,467	62,674	62,094	62,398	-0.2%
% of Total Licensed Drivers	6.0%	5.8%	5.8%	5.7%	5.6%	-1.5%
Fatal & Injury Crash Involvement*	2.15	1.94	1.85	1.98	1.87	-3.2%
Drivers 15-19 - Fatal Crashes	37	27	28	12	22	0.7%
Impaired Drivers 15-19 - Fatal Crashes	9	6	8	3	5	1.0%
% of Youthful Drivers that were Impaired in Fatal Crashes	24.3%	22.2%	28.6%	25.0%	22.7%	-0.4%

* 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 4,357 crashes in 2013. This represents 19 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 16 percent of the total number of fatalities in 2013. Of the 35 people killed in crashes with mature drivers, 22 (63 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 18 percent of licensed drivers, but represent 11 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 over \$450.6 million in 2013. This represents 18 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Mature Driver Crashes	3,118	3,187	3,076	3,255	4,357	9.6%
Fatalities	46	38	36	38	35	-6.2%
Serious Injuries	202	220	202	220	240	4.7%
Visible Injuries	452	508	541	566	678	10.8%
Possible Injuries	1,004	1,042	1,017	1,059	1,190	4.5%
Mature Drivers in Fatal & Injury Crashes	1,194	1,276	1,273	1,329	1,558	7.1%
% of All Drivers in Fatal & Injury Crashes	8.8%	9.3%	9.8%	10.2%	11.2%	6.3%
Licensed Drivers 65 & Older	164,591	171,288	179,065	187,274	197,457	4.7%
% of Total Licensed Drivers	15.6%	16.0%	16.5%	17.1%	17.8%	3.3%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.56	0.58	0.59	0.60	0.63	2.8%
Mature Drivers-Fatal Crashes	43	38	33	37	35	-4.5%
Mature Drivers-Impaired Fatal Crashes	2	3	4	1	5	102.1%
% Fatal Impaired Crashes	4.7%	7.9%	12.1%	2.7%	14.3%	118.5%

* 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.

Motorcyclists

The Problem

- In 2013, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 12 percent of the total number of fatalities and serious injuries.
- Almost half of all motorcycle crashes (41 percent) and over half of fatal motorcycle crashes (60 percent) involved just the motorcycle (no other vehicles were involved) in 2013.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2013, 10 of the 19 (53 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 2012, only 46 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$239.7 million in 2013. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Motorcycle Crashes	571	528	489	545	517	-2.2%
Fatalities	34	28	17	22	26	-2.3%
Serious Injuries	182	185	153	158	150	-4.4%
Visible Injuries	214	209	192	253	221	2.2%
Possible Injuries	146	101	104	105	95	-9.1%
Motorcyclists in Crashes	660	615	549	621	584	-2.6%
Registered Motorcycles	54,568	54,283	56,643	62,964	54,813	0.5%
Motorcyclists Wearing Helmets	318	332	299	351	306	-0.2%
% Motorcyclists Wearing Helmets	48.2%	54.0%	54.5%	56.5%	52.4%	2.4%

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Pedestrians and Bicyclists

The Problem

- In 2013, 14 pedestrians and 3 bicyclists were killed in traffic crashes. The 14 pedestrians killed represented 7 percent of all fatalities in Idaho and the 3 bicyclists represent 1 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 17 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$173.8 million in 2013. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Pedestrian Crashes	201	195	216	229	206	0.9%
Fatalities	10	10	10	13	14	9.4%
Serious Injuries	56	41	55	53	53	0.9%
Visible Injuries	79	86	80	102	88	3.9%
Possible Injuries	63	73	66	69	53	-3.1%
Pedestrians in Crashes	214	212	226	242	218	0.7%
Pedestrian Fatal and Serious Injuries	66	51	65	66	67	1.9%
% of All Fatal and Serious Injuries	4.1%	3.2%	4.5%	4.5%	4.5%	5.1%
Impaired Pedestrian F&SI	13	13	13	13	13	0.0%
% of Pedestrian F&SI - Impaired	18.2%	13.7%	13.8%	13.6%	14.9%	-3.9%
Bicycle Crashes	363	345	346	389	334	-1.6%
Fatalities	7	4	0	2	3	26.8%
Serious Injuries	55	43	45	51	51	-1.0%
Visible Injuries	157	167	174	206	167	2.5%
Possible Injuries	140	121	117	117	104	-7.0%
Bicyclists in Crashes	364	349	349	399	341	-1.1%
Bicycle Fatal and Serious Injuries	62	47	45	53	54	-2.2%
% of All Fatal and Serious Injuries	3.8%	2.9%	3.1%	3.6%	3.7%	0.1%
Bicyclists Wearing Helmets in Collisions	56	63	83	97	69	8.1%
% of Bicyclists Wearing Helmets	15.4%	18.1%	23.8%	24.3%	20.2%	8.6%
Impaired Bicyclist F&SI	2	4	2	2	1	25.0%
% of Bicycle F&SI - Impaired	3.2%	8.5%	4.4%	3.8%	1.9%	21.6%

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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.

EMS Response to Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Crashes	22,992	22,555	20,833	21,402	22,347	-0.6%
EMS Response to Fatal & Injury Crashes	5,570	5,613	5,140	5,150	5,342	-0.9%
% of Fatal & Injury Crashes	69.1%	69.1%	67.2%	66.0%	66.4%	-1.0%
Persons Injured in Crashes	11,619	11,934	11,033	11,172	11,557	0.0%
Injured Transported from Rural Areas	2,584	2,649	2,236	2,214	2,272	-2.9%
Injured Transported from Urban Areas	2,445	2,397	2,258	2,288	2,189	-2.7%
Total Injured Transported by EMS	5,029	5,046	4,494	4,502	4,461	-2.8%
% of Injured Transported	43.3%	42.3%	40.7%	40.3%	38.6%	-2.8%
Trapped and Extricated	556	518	457	439	424	-6.5%
Fatal and Serious Injuries Transported by Helicopter	156	177	149	147	142	-1.8%

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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 2013, 36 people died in crashes with commercial motor vehicles. This represents 8 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 72 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2013, 50 percent of all crashes and 94 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 46 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 73 percent.
- Commercial motor vehicles crashes cost Idahoans nearly \$321.3 million in 2013. This represents 13 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total CMV Crashes	1,355	1,433	1,535	1,521	1,681	5.6%
Fatalities	27	14	26	15	36	33.8%
Serious Injuries	73	77	95	111	120	13.5%
Visible Injuries	169	213	196	207	217	7.1%
Possible Injuries	269	305	360	355	436	13.2%
Commercial AVMT (millions)	2,676	2,723	2,693	2,741	2,820	1.3%
% of Total AVMT	17.3%	17.5%	17.5%	17.3%	17.8%	0.6%
Fatalities per 100 Million CAVMT	1.01	0.51	0.97	0.55	1.28	32.2%
Injuries per 100 Million CAVMT	19.09	21.85	24.18	24.56	27.41	9.6%

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Drowsy Driving Crashes

The Problem

- In 2013, 8 fatalities resulted from drowsy driving crashes. This represents 4 percent of all fatalities. Only 3 of the 7 passenger vehicle occupants killed in drowsy driving crashes were properly restrained. The other fatality was a bicyclist.
- In 2013, 79 percent of the drowsy driving crashes involved a single vehicle, while 50% of the fatal drowsy driving crashes involved a single vehicle.
- In 2013, only 6 percent of the drowsy driving crashes also involved impaired driving.
- In 2013, 33 percent of the drowsy driving crashes occurred between 3 AM and 9 AM, while 34 percent occurred between Noon and 6 PM.
- Drowsy driving crashes cost Idahoans nearly \$90.8 million in 2013. This represents 4 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Drowsy Driving Crashes	563	566	500	537	534	-1.1%
Fatalities	15	14	11	3	8	16.5%
Serious Injuries	68	68	63	55	52	-6.4%
Visible Injuries	151	158	117	126	126	-3.4%
Possible Injuries	197	195	161	166	169	-3.4%

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Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2013, 21 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (68 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 49 percent of all fatalities in Idaho. Aggressive driving was a factor in 29 percent of the 98 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 58 percent of the 98 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 77 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 74 percent of the single-vehicle run-off road fatalities and more than one-third (36 percent) of all fatalities in 2013. Of the 61 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 47 (77 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans more than \$961.1 million in 2013. This represents 37 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Ran-Off-Road Crashes	5,291	4,955	4,336	4,606	4,779	-2.2%
Fatalities	103	108	96	92	104	0.7%
Serious Injuries	468	424	443	415	404	-3.5%
Visible Injuries	968	1,053	878	842	905	-1.1%
Possible Injuries	1,360	1,201	1,120	1,156	1,148	-4.0%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	288	256	223	227	248	-3.2%
Ditch/Embankment	40	35	49	63	42	5.7%
Tree	30	43	49	44	36	7.2%
Poles/Posts	29	28	28	21	33	7.2%
Fence/Building/ Wall	16	12	23	13	11	2.0%
Guardrail, Traffic Barrier	13	11	25	16	17	20.5%
Other Fixed Object	8	11	6	7	11	16.5%
Immersion	9	5	9	6	4	-7.8%
Culvert	1	3	2	1	3	79.2%
Bridge Rail/Abutment/End	0	1	4	4	2	87.5%
All Other Most Harmful Events	26	16	23	17	22	2.2%

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Intersection Crashes

The Problem

- In 2013, 40 percent of all crashes occurred at or were related to an intersection, while 21 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (83 percent) occurred on urban roadways in 2013, while 55 percent of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were fairly evenly split (40 percent) among intersections with stop signs and signals, 55 percent of fatal intersection crashes occurred at intersections with stop signs, 19 percent at intersections with traffic signals, and 17 percent at intersections with no control.
- Of the 43 people killed in crashes at intersections, 26 were passenger motor vehicle occupants, 9 were motorcyclists, 4 were pedestrians, 2 were bicyclists, 1 was a commercial motor vehicle occupant, and 1 was riding an ATV. Of the 26 passenger motor vehicle occupants, 10 (38 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$784.7 million in 2013. This represents 31 percent of the total economic cost of crashes.

Intersection-Related Crashes on Idaho Highways, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Intersection Crashes	9,231	8,977	7,607	8,472	9,037	0.0%
Fatalities	40	37	31	39	43	3.1%
Serious Injuries	465	538	471	493	467	0.7%
Visible Injuries	1,360	1,455	1,379	1,517	1,552	3.5%
Possible Injuries	3,256	3,363	2,793	2,933	3,131	-0.5%
Traffic Control Device at Intersection						
Stop Sign	3,175	3,001	2,904	3,328	3,663	4.0%
%	34%	33%	38%	39%	41%	4.4%
Signal	3,315	3,359	2,918	3,421	3,521	2.1%
%	36%	37%	38%	40%	39%	2.1%
None	2,419	2,254	1,507	1,445	1,544	-9.3%
%	26%	25%	20%	17%	17%	-9.8%
Yield	159	192	163	158	190	5.7%
%	2%	2%	2%	2%	2%	6.0%
All Other	163	171	115	120	119	-6.1%
%	2%	2%	2%	1%	1%	-6.5%

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Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2013, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 15 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 52 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2012, 96 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 were primarily just driving straight ahead (60 percent), while another 24 percent were negotiating a curve.
- Of the 33 people killed in head on or side swipe opposite crashes, 31 were passenger motor vehicle occupants and 2 were motorcyclists. Of the 31 passenger motor vehicle occupants, 15 (48 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans more than \$291.7 million in 2013. This represents 11 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Head-On/Side Swipe Opposite Crashes	710	659	539	536	627	-2.2%
Fatalities	47	39	20	23	33	-1.8%
Serious Injuries	132	117	87	92	147	7.1%
Visible Injuries	173	187	157	171	184	2.1%
Possible Injuries	319	270	229	259	263	-4.0%

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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 21 percent of the crashes in work zones in 2013. 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 more than \$35.3 million in 2013. This represents just 1 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Work Zone Crashes	378	517	441	342	332	-0.8%
Fatalities	3	1	3	1	3	66.7%
Serious Injuries	13	43	35	23	12	32.5%
Visible Injuries	53	64	79	34	50	8.6%
Possible Injuries	110	162	128	104	109	3.1%
% All Crashes	1.6%	2.3%	2.1%	1.6%	1.5%	0.1%
Workers Injured	1	0	2	1	1	-12.5%

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Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 13 crashes in 2013, 10 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 2013, 92 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans just over \$26.3 million dollars in 2013. This represents 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total Train Crashes	8	12	9	8	13	19.1%
Fatalities	0	0	1	2	4	75.0%
Serious Injuries	3	1	0	2	1	-4.2%
Visible Injuries	2	1	0	1	2	12.5%
Possible Injuries	2	4	1	2	4	56.3%
Location of Crashes						
Rural Roads	5	7	6	6	12	31.4%
Urban Roads	3	5	3	2	1	-14.2%

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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. Cross Median was added as an event in 2012 to better capture these types of crashes.

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 51 cross-median crashes in 2013, 28 (54 percent) resulted in an injury.
- Cross-median crashes cost Idahoans just nearly \$40.2 million in 2013. This represents less than 2 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Cross Median Crashes	8	9	10	47	51	100.5%
Fatalities	4	3	0	2	5	56.3%
Serious Injuries	7	5	0	4	16	92.9%
Visible Injuries	7	4	8	14	20	43.8%
Possible Injuries	7	8	9	24	20	44.2%

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School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2013, two of the bus crashes occurred resulted in 46% of the injuries sustained. Typically, however, occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2013, 96 percent of the school bus occupants on buses involved in crashes sustained no injuries. However, 30 of the 45 injuries sustained in crashes with school buses were the school bus occupants: There was 1 fatality, 9 serious injuries, 5 visible injuries and 15 possible injuries.
- Crashes with school buses cost Idahoans more than \$12.3 million in 2013. This represents 0.5 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2009-2013

	2009	2010	2011	2012	2013	Avg. Yearly Change 2009-2013
Total School Bus Crashes	98	78	79	66	87	-0.9%
Fatalities	1	0	0	0	1	0.0%
Serious Injuries	3	6	1	5	10	129.2%
Visible Injuries	6	23	7	13	10	69.1%
Possible Injuries	12	64	22	16	24	97.6%

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Fatal and Serious Injury Crashes in Idaho: 2011-2013

Driving under the influence (DUI) is the act of driving or being in actual physical control of a motor vehicle, with blood levels of alcohol in excess of a legal limit. "Actual physical control" is defined as being in the driver's position of the motor vehicle with the motor running or with the motor vehicle moving. **DUI** is a criminal offence. In Idaho, Impaired Driving is covered under Idaho Code 18-8004-- PERSONS UNDER THE INFLUENCE OF ALCOHOL, DRUGS OR ANY OTHER INTOXICATING SUBSTANCES.

How significant is the problem?

Over the last 3 years (2011-2013), there have been 221 fatal crashes and 543 serious injury crashes involving impaired drivers that have resulted in 238 people killed and 747 people seriously injured. This represents close to half (43%) of all fatal crashes (and 43% of fatalities) and 18% of all serious injury crashes (and 20% of serious injuries).

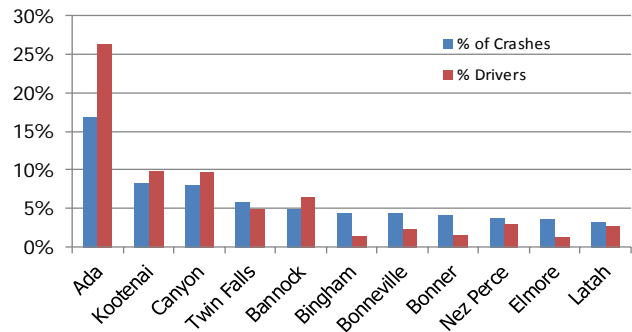
Over half (59%) of the vehicles involved in fatal and serious injury impaired driver crashes were going straight, while 29% were negotiating a curve and 4% were turning left. The remaining driver actions were spread out among a variety of different vehicle maneuvers, including turning right (2%).

Where?

Rural roads have the highest percentage of impaired driving fatal crashes at 83%. Over half (56%) of the serious injury crashes also occur on rural roads.

	Fatal	Serious Injury
Rural	183	302
Urban	38	241
Total	221	543

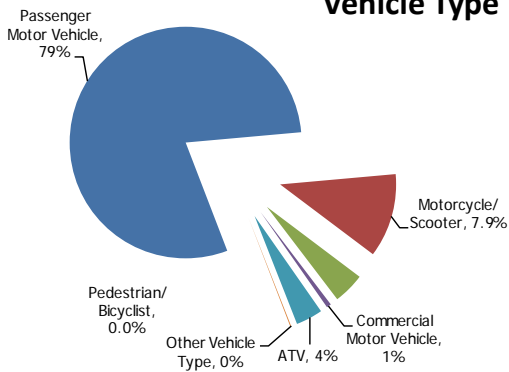
Top Eleven Counties



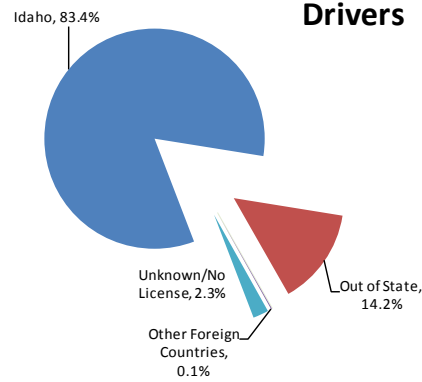
The top 11 counties represent 68% of the impaired driver fatal and serious injury crashes occurring in Idaho over the last 3 years (2011-2013).

What and Who?

Vehicle Type

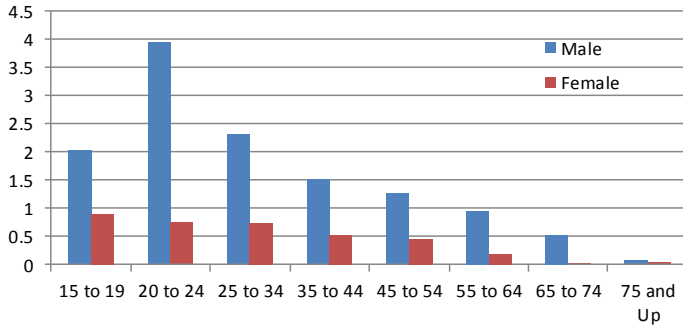


Drivers



Vehicle types of impaired drivers involved in fatal and serious injury crashes.

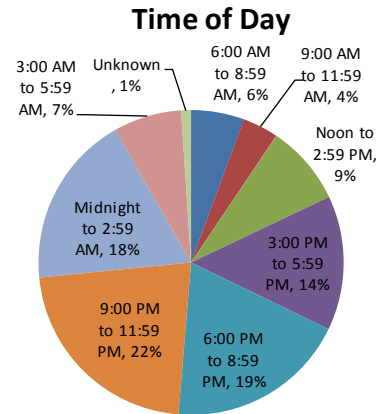
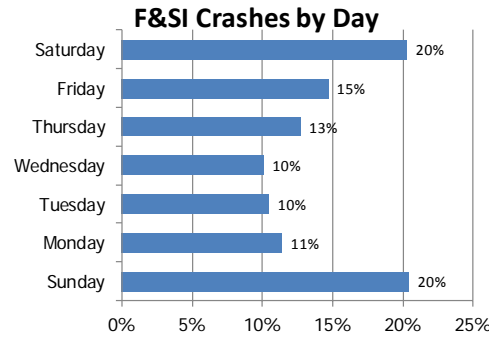
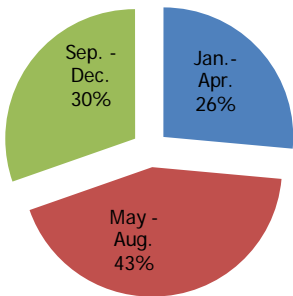
Age of Drivers



Males represent about 50% of all licensed drivers but make up over 78% of the drivers involved in impaired driving fatal and serious injury crashes. This graph shows the involvement by gender and age. Involvement is determined by dividing the percentage of the group involved in crashes by the percentage of licensed drivers in the group. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

When?

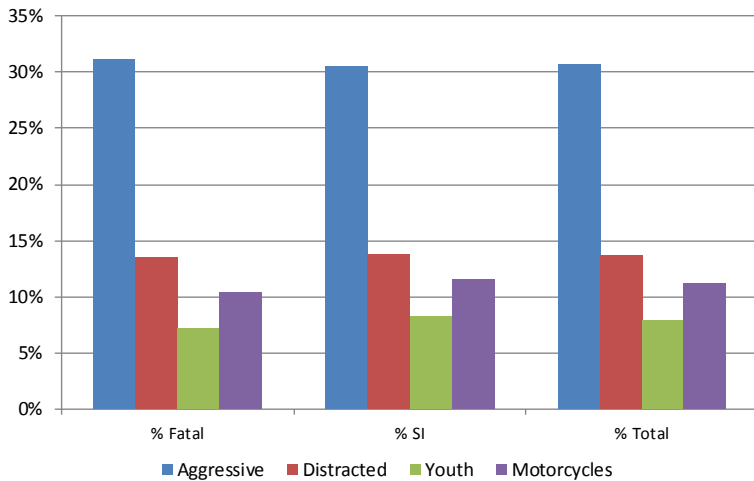
F&SI Crashes by Month



The breakdown of crashes by month

Other Characteristics

Of the 985 people killed or seriously injured in crashes involving impaired drivers, 775 (79%) were passenger motor vehicle occupants. Of the 184 people killed, only 20% (36) were using safety restraints. Of the 591 people seriously injured, only 36% (214) were using safety restraints. Of the passenger motor vehicle occupants killed or seriously injured in impaired driving crashes, 25% were partially or totally ejected. Of the occupants that were partially or totally ejected from their vehicle, 97% were unrestrained.



The graph to the left is the breakdown of impaired driving crashes involving aggressive drivers, distracted drivers, youthful drivers and motorcyclists.

PERFORMANCE MEASURES

- *C-1. Reduce the five-year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT).*
- *C-5.Reduce the five-year average number of motor vehicle fatalities involving drivers with a BAC of .08 or greater*

STRATEGIES

Education:

- Clarify and expand the definition of impairment to denote any substance which affects a person's ability to operate a vehicle safely.
- Improve the use of media in educating the public concerning the dangers of impaired driving.
- Continue the education, support and training of prosecutors and law enforcement in order to increase the amount of reliability of evidence in DUI convictions.
- Identify stakeholders outside of ITD and law enforcement and tailor education to them.
- Require eight hours of drug impairment training during Police Officer Standardized Training (POST) Vo-tech basic training.
- Require Advanced Roadside Impaired Driving Enforcement (ARIDE) training for all patrol officers after a minimum of two years' service.
- Develop a database that contains competent repositories of drug impaired effects to assist law enforcement, prosecutors and Administrative License Suspension (ALS) hearing officers with impairment documentation.

Enforcement:

- Continue to support the five impaired driving high visibility enforcement campaigns each year.
- Increase the number of Drug Recognition Expert (DRE) officers.
- Continue to support efforts to establish more DUI Courts.
- Increase probation officer positions to adequately monitor DUI offenders, especially repeat offenders.
- Create new and continue to support existing multi-jurisdictional DUI task forces.
- Work with the State Alcohol Beverage Control (ABC) to enforce laws concerning underage alcohol sales.

- Increase knowledge of judges, prosecutors and probation officers regarding existing ignition interlock laws.
- Expand statutory requirements to include interlock devices for all DUI offenders.
- Standardize ignition interlock orders and enforcement by requiring proof of installation for reinstatement of driver’s license or to obtain restricted permit.
- Identify and retain more toxicology/pharmacology experts as resources for officers, prosecutors and hearing officers.

Emergency Response:

- Encourage the use of ICE contact information for cell phone users.

Public Policy/Other:

- Evaluate effectiveness of current DUI laws and recommend improvements.
- Identify stakeholders outside of ITD and law enforcement that will help fund impaired driving programs.

PROJECT DESCRIPTIONS

Section 402 Funding

Project Name:	Statewide Services Mobilization (HVE)	Project No.	AL-2016-01 (SAL1601)
Performance Measure:	C1, C2, C3, C5, A2	BUDGET:	\$150,000
Description: This statewide services grant will provide funding for the statewide mobilization incentive program to eliminate impaired driving related traffic fatalities, serious injuries, and economic losses. Agencies can earn funding towards purchasing equipment in participating in the impaired mobilizations.			
	SAL1601 – A	November (Pre-Holiday Season)	\$ 50,000
	SAL1601 – B	December/January (Holiday Season)	\$ 50,000
	SAL1601 – C	March (St. Patrick’s Day)	\$ 50,000

Project Name:	Statewide Services	Project No.	AL-2016-01 (SAL1601-D)
Performance Measure:	C1, C2, C3, C5	BUDGET:	\$ 33,000
Description: This grant will pay for meeting facilitation and implementation of Idaho’s Impaired Driving Task Force. This will be the 3 rd year that the Task Force was established and, in order to continue with our work and ongoing efforts, this funding will be necessary.			

Project Name:

Description: Funding for paid media purchases and media development for the general public, or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the impaired driving focus areas as determined by the SHSP. The purchases support scheduled the Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports.

Section 405 Funding

Description: This statewide services grant will provide funding for law enforcement agencies participating in the scheduled impaired enforcement mobilizations to eliminate impaired driving related traffic fatalities, serious injuries, and economic losses. There are a total of five statewide impaired mobilizations.

SID1601 – A	November (Pre-Holiday Season)	\$140,000
SID1601 – B	December/January (Holiday Season)	\$140,000
SID1601 – C	March (St. Patrick’s Day)	\$140,000
SID1601 – D	August/September (Labor Day)	\$140,000
SID1601 – E	100 deadliest days (Summer months)	\$140,000

Description: This grant will pay for overtime to law enforcement agencies for compliance checks to prevent the sale of alcohol to minors, it will also pay overtime for service bar checks and overtime for underage enforcement held during popular events attend by youth.

Description: This grant will provide funding for training in areas of impaired enforcement, education and outreach. Support training of prosecutors and law enforcement in order to increase DUI convictions. Train hospitality workers in over-service. Training and conferences for judicial, law enforcement, probation and prosecutorial professionals. Support the law enforcement phlebotomy program.

Description: Idaho is changing from the Intoxilyzer Breath Alcohol Tester to the Dräger. As agencies change to the new system, there may be some rural law enforcement agencies needing help to finance this new equipment. It will also be used to purchase Breath Alcohol Content (BAC) testing units on an as needed basis.

Project Name:

Description: The TSRP Program in Idaho will educate, train and assist Idaho prosecuting attorneys in the pursuit of justice; to foster and encourage communication and cooperation between Idaho's prosecuting attorneys and their partners in law enforcement related to the investigation and prosecution of impaired driving and other traffic safety violations. This position works closely with the Office of Highway Safety and the State of Idaho to implement the strategies of the Strategic Highway Safety Plan through education, enforcement and prosecution of Idaho's impaired driving laws. The Idaho TSRP provides a working knowledge of sources of state and federal law with emphasis on issues related to impaired-driving and traffic-safety violations. The TSRP is responsible for problem-solving associated with the presentation of breath, blood, and urine testing evidence, proof of impairment, best investigative techniques and other evidence gathering issues. The TSRP provides legal research and guidance, is involved in governmental relations, policy development, technical assistance and training. The TSRP provides guidance on the development of short and long-term plans ensuring the services and resources remain current with contemporary legal practices, state standards, and federal standards.

Description: The SIDC will be responsible for the daily operations of Idaho's Drug Enforcement Certification (DEC) program, the ARIDE program, the Standard Field Sobriety Testing (SFST), and Law Enforcement Phlebotomy Program. The SIDC also serves as a liaison for prosecutors, courts, citizens groups, education professionals, youth programs and health professionals. This program directly ties into the Office of Highway Safety's Strategic Plan by providing education, enforcement, collaboration and research. The program trains and certifies Idaho Law Enforcement officers in several areas of impaired driving recognition along with ongoing training and certification for new and existing officers, i.e., DRE training coordination. This training has a direct impact on the number of officers looking for and identifying impaired drivers on Idaho's Highways. Officers trained in the area of drug recognition work closely with their departments and communities to enforce Idaho's laws and create awareness.

Description: MADD has been implementing a Designated Driver Awareness Program throughout the State of Idaho. MADD Idaho collaborates with organizations and events to set up venues where to promote sober driving and designating a sober driver. This grant will pay for part time hours for event coordinator, printing of educational materials, producing/distributing educational materials giveaways, and training for volunteers.

Description: This grant will fund the second year of a 3-year project for Meridian Police Department. With this funding, Meridian PD has been able to hire two officers dedicated to DUI enforcement, education and prevention of impaired driving. The primary function of the officers is to be assigned to a DUI team, however they will participate in community youth events such as Alive at 25, Youth Safety Summit, school classroom presentations, drivers education classes and Spring Safety Fling.

Description: Funding for paid media purchases and media development for the general public, or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the impaired driving focus areas as determined by the SHSP. The purchases support scheduled impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, online and social media sites, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports.

Section 164 Funding

Description: This grant will provide funding for overtime hours for DUI Task Force Mobilizations, Impaired Special Events enforcement and help develop and implement DUI Task Forces across the State of Idaho through training and education.

Description: This grant will provide funding for a creating a position to make recommended changes and update Idaho Interlock outdated administrative rules. This position will also be utilized to provide judicial education in order to increase interlock program participation, train law enforcement officers on the use of and laws associated with the interlock, and create vendor certification.

Description: This funding will be used to create and expand DUI Courts in Idaho. Provide training to existing DUI Courts, expand the capacity of existing DUI Courts, and provide treatment and distance learning curriculum development to reach rural areas. Develop statewide guidelines and standards for DUI Courts and peer fidelity review process to assure courts are operating according to guidelines and standards.

Description: This funding will pay to continue to implement the Idaho Impaired Driving Programs through meetings, facilitation, research, logistics, time and travel.

IMPAIRED DRIVING PROGRAM BUDGET SUMMARY

Statewide Services/Media and Grants

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
AL-2016-01	SAL1601-A	Statewide Services, November'15 Mobilization Enforcement Plan	\$50,000	Section 402	\$80,000
AL-2016-01	SAL1601-B	Statewide Services, Holiday Mobilization Enforcement Plan	\$50,000		
AL-2016-01	SAL1601-C	Statewide Services, March Mobilization Enforcement Plan	\$50,000		
AL-2016-01	SAL1601-D	Statewide Services, Educational Materials, Travel and Training	\$33,000		
PM-2016-01	SPM1601-AL	Paid Media	\$10,000		\$0
M5HVE-2016-01	SID1601-A	Statewide Services, November'15 Mobilization Enforcement Plan	\$140,000	Section 405d	\$300,000
M5HVE-2016-01	SID1601-B	Statewide Services, Holiday Mobilization Enforcement Plan	\$140,000		
M5HVE-2016-01	SID1601-C	Statewide Services, March Mobilization Enforcement Plan	\$140,000		
M5HVE-2016-01	SID1601-D	Statewide Services, August Mobilization Enforcement Plan	\$140,000		
M5HVE-2016-01	SID1601-E	Statewide Services, 100 Deadliest Days Mobilization Enforcement Plan	\$140,000		
M5OT-2016-21	SID1621	Statewide Services, Underage Drinking Enforcement	\$50,000		\$0
M5TR-2016-21	SID1622	Statewide Services, Training and Educational Materials	\$50,000		
M5BAC-2016-31	SID1631	Statewide Services, Equipment	\$30,000		
Multiple	Multiple	Match from Partners	\$0	Section 405d	\$3,500,000
M5CS-2016-02	SID1602	IPAA. TSRP Grant	\$250,000		\$62,500
M5IDC-2016-03	SID1603	ISP. SIDC Grant	\$250,000		\$62,500
M5OT-2016-05	SID1605	MADD. Designated Driver Awareness	\$17,000		\$4,250
M5OT-2016-06	SID1606	Meridian PD. Impaired Driving STEP Grant (Yr. 2)	\$100,000		\$25,000
M5PEM-2016-06	SID16PM	Paid Media	\$400,000		\$0
Section 402 Project Total			\$193,000		
Section 405d Project Total			\$1,847,000		

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
164AL-2016-01	S641601	DUI Task Force and Special Mobilizations	\$200,000	Section 164	\$0
164AL-2016-02	S641602	Interlock Program	\$200,000		\$0
164AL-2016-03	S641603	DUI Courts	\$500,000		\$0
164AL-2016-04	S641604	Project Implementation	\$80,000		\$0
Section 164 Project Total			\$980,000		

Multiple Funded Program Grants

NHTSA Project Number	OHS Project Number	Project Title	AL Fed Portion Program Budget	Total Fed Portion Grant Budget
AL -2016-03	SAL1603	Coeur D'Alene PD. STEP Grant	\$60,000	\$100,000
AL -2016-04	SAL1604	Madison CSO. Multi-agency Task Force Grant	\$ 25,000	\$ 40,000
AL -2016-05	SAL1605	Twin Falls CSO. Traffic Enforcement Grant	\$ 3,500	\$ 10,500
AL -2016-06	SAL1606	Children and Parent Resource Group. Pilot Project	\$10,000	\$ 45,000
AL -2016-09	SAL1609	ISP Traffic Enforcement Grant.	\$65,000	\$225,000
Total Impaired Driving Multiple Funded Grants			\$163,500	

Total Impaired Driving Program Budget (Federal Portion)	\$3,183,500
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Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan 2013*. Idaho Transportation Department.

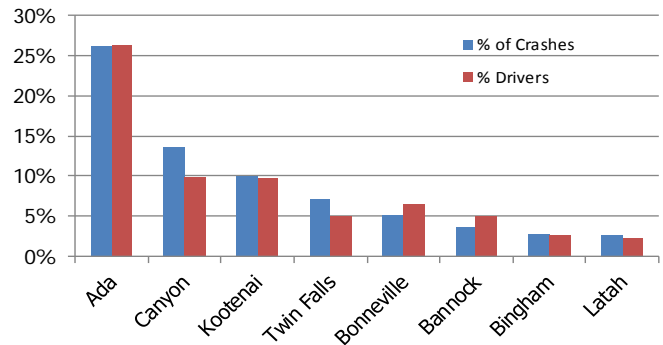
Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation.



AGGRESSIVE DRIVING

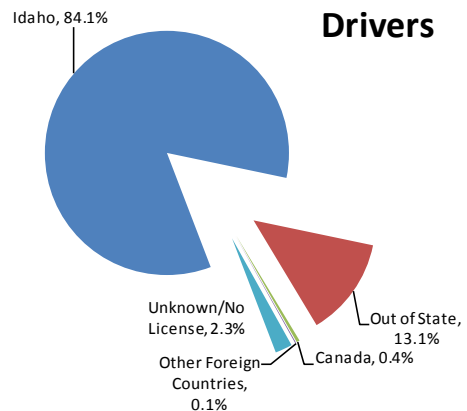
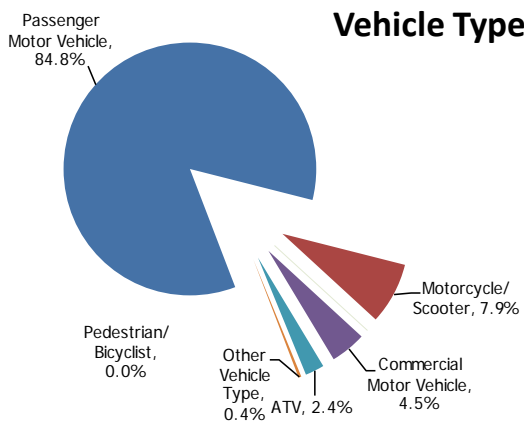
Fatal and Serious Injury Crashes in Idaho: 2011-2013

	Fatal	Serious Injury
Rural	156	568
Urban	45	863
Total	201	1431

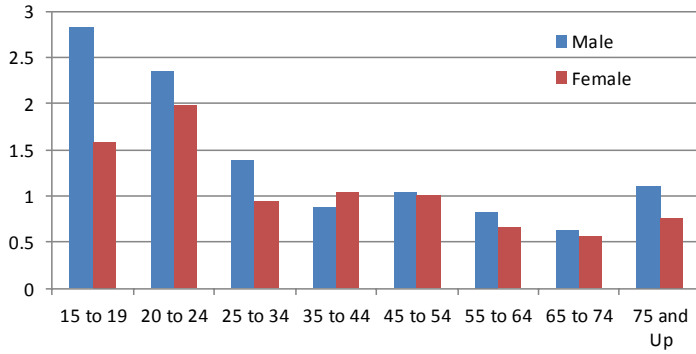


(2011-2013).

What and Who?



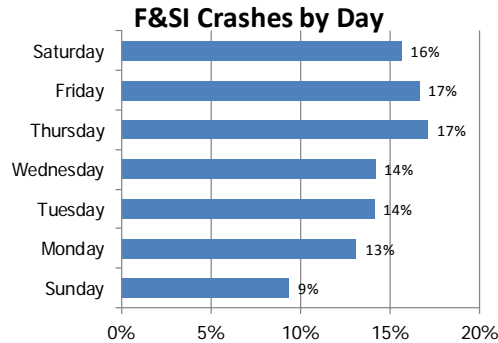
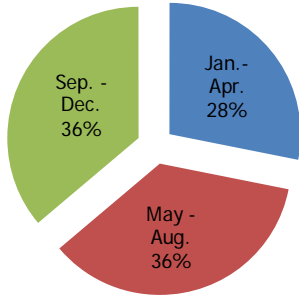
Age of Drivers



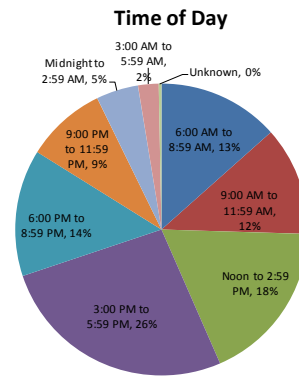
Males represent 50% of all licensed drivers but make up 61% of the drivers involved in aggressive driving fatal and serious injury crashes. This graph shows the involvement by gender and age. Involvement is determined by dividing the percentage of the group involved in crashes by the percentage of licensed drivers. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

When?

F&SI Crashes by Month



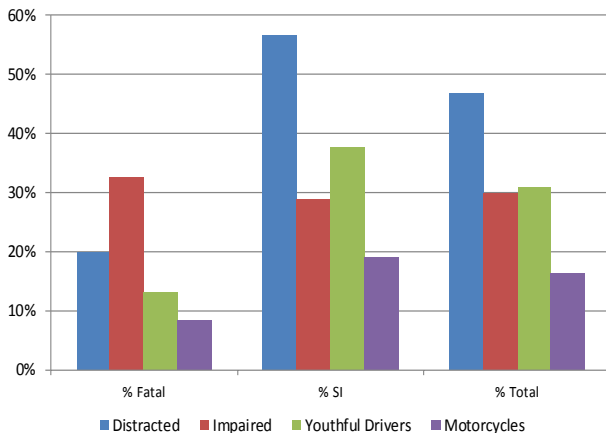
The breakdown of crashes by day of week



The breakdown of crashes by time of day

Other Characteristics

Of the 2,051 people killed or seriously injured in crashes involving aggressive drivers, 1,617(79%) were passenger motor vehicle occupants. Of the 166 people killed, only 38% (63) were using safety restraints. Of the 1451 people seriously injured, 69% (1004) were using safety restraints. Of the passenger motor vehicle occupants killed or seriously injured in aggressive driving crashes, 10% were partially or totally ejected. Of the occupants that were partially or totally ejected from their vehicle, 86% were unrestrained.



The graph to the left is the breakdown of aggressive driving crashes involving impaired drivers, distracted drivers, youthful drivers and motorcyclists.

- *C-1. Reduce the five-year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million AVMT.*
- *C-6. Reduce the five-year average number of fatalities resulting from crashes involving speeding.*
- *A-3. Activity Measures: Speeding number of citations issued during grant funded activities*

Education:

- Continue to develop and disseminate public information materials that are designed to educate the public about the dangers of aggressive driving.
- Continue to develop content for statewide media campaigns to educate the public about the dangers of aggressive driving.
- Continue to fund statewide aggressive driving media campaigns in conjunction to the high visibility enforcement campaigns each year.
- Continue to participate in community events designed to educate the public about the dangers of aggressive driving.
- Provide opportunities to educate, support and train law enforcement about issues surrounding aggressive driving.
- Continue to work with stakeholders through SHSP Aggressive Driving committee to develop and implement aggressive driving awareness efforts statewide.

Enforcement:

- Continue to support high visibility enforcement mobilizations.
- Increase speeding citations issued during grant funded activities by 5 percent (15,848 in 2014) (A3).

Emergency Response:

- Increase the participation of emergency service providers in community events and committees that have an aggressive driving focus.

Public Policy/Other

- Work with community partners and stakeholders to analyze and evaluate the effectiveness of current laws relative to aggressive driving behaviors.

Section 402 Funding

Project Name:	Statewide Services, Aggressive Driving	Project No(s).	PT-2016-01 (OHS SPT1601-A)
Performance Measure(s):	C-1, C-2, C-6	Budget:	\$30,000
<p>Description: This project will utilize dedicated funding to develop, produce and disseminate public education materials statewide to educate the public about aggressive driving behaviors which include following too close, failure to obey stop sign, failure to obey signal, failure to yield, exceeded posted speed limit and speeds too fast for conditions. Funds will also be used for the law enforcement coordinator for the SHSP Aggressive Driving Committee, and support of committee and partner stakeholder's travel and training.</p>			

Project Name:	Statewide Services, High Visibility Aggressive Driving Enforcement	Project No(s).	PT-2016-01 (OHS SPT1601-B)
Performance Measure(s):	C-1, C-2, C-6	Budget:	\$220,000
<p>Description: Funding for high visibility aggressive driving enforcement to eliminate related traffic fatalities, serious injuries, and economic losses due to aggressive driving which includes: following too close, failure to obey stop sign, failure to obey signal, failure to yield, exceeded posted speed limit and speeds too fast for conditions.</p>			

Project Name:	Paid Media, Aggressive Driving	Project No(s).	PM-2016-01 (OHS SPM1601-PT)
Performance Measure(s):	C-1, C-2, C-6	Budget:	\$60,000
<p>Description: Funding for paid media purchases and media development for target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as a result of aggressive driving behaviors that include following too close, failure to obey stop sign, failure to obey signal, failure to yield, exceeded posted speed limit and speeds too fast for conditions. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration will be measured through the annual public opinion survey and media buy demographic reports.</p>			

Statewide Services/Media and Grants

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
PT-2016-01	SPT1601-A	Statewide Services, Educational Materials Travel and Training	\$30,000	Section 402	\$70,000
PT-2016-01	SPT1601-B	Statewide Services, Aggressive Driving Mobilization Enforcement Plan	\$220,000		
PM-2016-01	SPM1601-PT	Paid Media	\$60,000		
Section 402 Project Total			\$310,000		

Multiple Funded Program Grants (Section 402)

NHTSA Project Number	OHS Project Number	Project Title	PT Fed Portion Program Budget	Total Fed Portion Grant Budget
PT-2016-02	SPT1602	Meridian PD. Motorcycle STEP Grant Yr1	\$23,000	\$56,000
PT-2016-03	SPT1603	Coeur D'Alene PD. STEP Grant Yr1	\$10,000	\$100,000
PT-2016-04	SPT1604	Madison CSO. Multi-agency Task Force Grant	\$ 5,000	\$ 40,000
PT-2016-05	SPT1605	Twin Falls CSO. Traffic Enforcement Grant	\$ 3,500	\$ 10,500
PT-2016-06	SPT1606	Children and Parent Resource Group. Pilot Project	\$5,000	\$ 45,000
PT-2016-09	SPT1609	ISP Traffic Enforcement Grant.	\$65,000	\$225,000
Total Aggressive Driving Multiple Funded Grants			\$111,500	

Total Aggressive Driving Program Budget (Federal Portion)	\$421,500
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PROGRAM AREA REFERENCES

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan*. Idaho Transportation Department

Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation



OCCUPANT PROTECTION

Fatal and Serious Injury Crashes in Idaho: 2011-2013

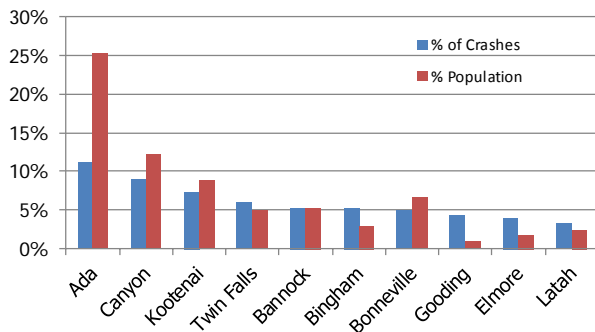
Idaho has a large percentage of unrestrained passenger vehicle occupants seriously injured and fatally killed each year. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 52 lives saved in 2013 by seat belt usage and an additional 49 lives (half of those killed and unbelted) could have been saved if everyone had buckled up. Additionally, safety restraint use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks. Idaho's three year average seatbelt usage rate is 78.7%.

How significant is the problem?

Over the last 3 years (2011-2013), there have been 414 fatalities and 2847 serious injuries of occupants 7 years and older in passenger motor vehicles. Of the 414 PMV occupant fatalities, 246 (59%) were unrestrained, 4% unknown and of the 2847 serious injuries, 816 (29%) were unrestrained and 6 % unknown. The unrestrained PMV occupants represent 40% of all of the people killed and 21% of all of the people seriously injured in traffic crashes from 2011-2013. Of the passenger motor vehicle occupants killed or seriously injured in crashes, 13% were partially or totally ejected from the vehicle. The majority (87%) of the occupants that were partially or totally ejected from their vehicle were unrestrained.

Where?

Top Ten Counties

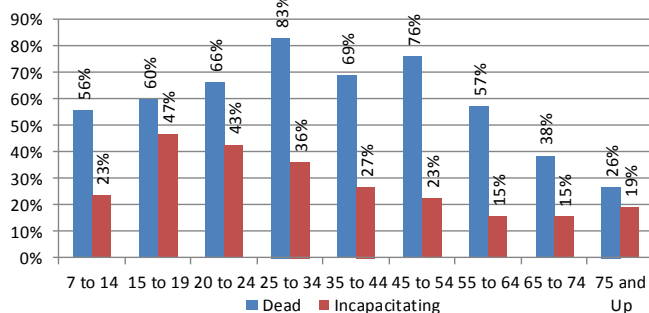


Roadway Type	Fatal and Serious Injuries	Percent	AVMT Percent
Interstate	420	13%	23%
US & State High	1281	39%	31%
Local Road	1560	48%	46%

The breakout by roadway type of fatalities and serious injuries involving unrestrained occupants age 7 and older from 2011-2013.

Who? Occupants 7 years and older

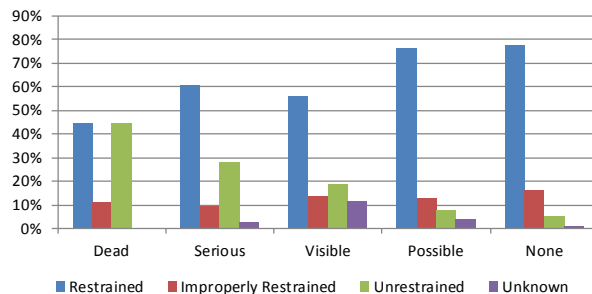
% Unrestrained



The percent of occupants of each age category unrestrained. Percent is determined for each category, not by total.

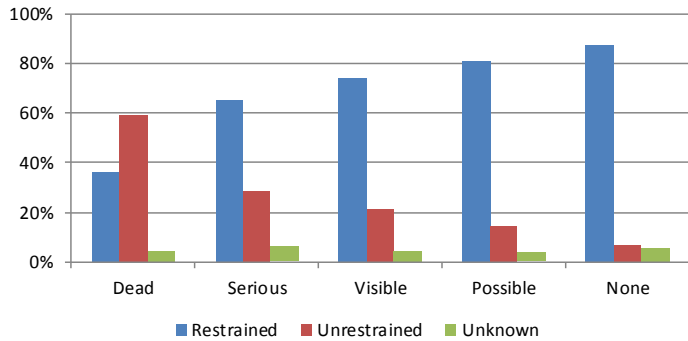
Occupants under 7 years

% Restraint Use by Injury



Restraint use by passenger motor vehicle occupants under 7 years old in fatal and serious injury crashes (at least 1 occupant was killed or seriously injured in the crash).

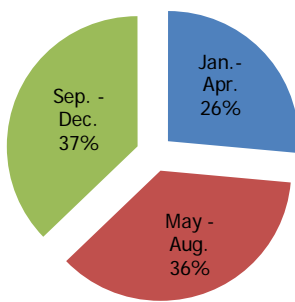
% Restraint Use by Injury



Restraint use by all passenger motor vehicle occupants age 7 and older in fatal and serious injury crashes (at least 1 occupant was killed or seriously injured in the crash).

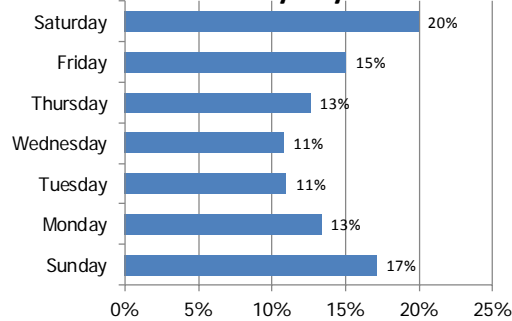
When?

F&SI by Month



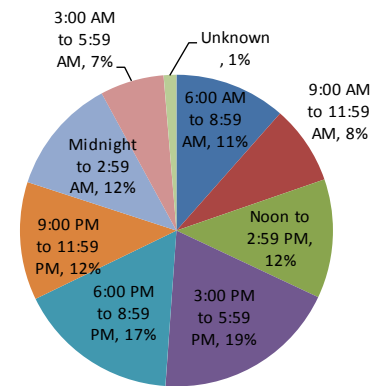
The breakdown of unrestrained injuries by month

F&SI by Day



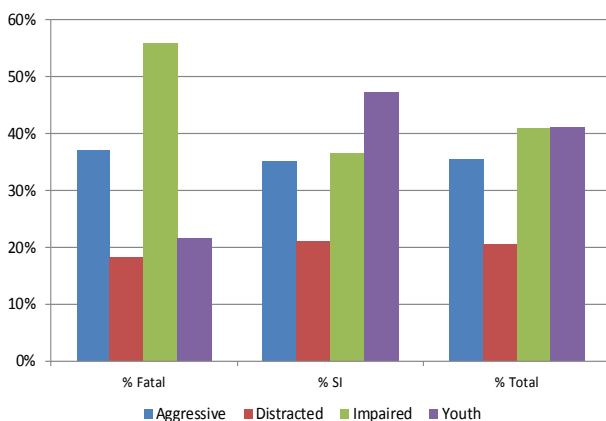
The breakdown of unrestrained injuries by day of week

Time of Day



The breakdown of unrestrained injuries by time of day

Other Characteristics



Seatbelt usage rate by vehicle type and by ITD district. Rates are from the 2013 Seatbelt Survey.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	75.7%	65.3%	72.3%
2	86.9%	79.0%	85.0%
3	87.1%	81.7%	85.8%
4	79.9%	61.9%	74.2%
5	81.0%	82.0%	81.2%
6	83.3%	59.2%	76.8%
Statewide	84.4%	73.5%	81.6%

- *C-1. Reduce the five year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million AVMT.*
- *C-4. Reduce the five-year average number of unrestrained passenger motor vehicle (PMV) occupants killed.*
- *B-1. Increase the yearly observed seat belt use rate.*

Education:

- Educate and inform target groups regarding the importance of safety restraint use.
- Educate and inform target groups to raise awareness about the dangers of operating a vehicle unrestrained.
- Educate parents, caregivers and grandparents regarding the proper selection and installation of child passenger safety restraints.
- Maintain current and increase the number of Child Passenger Safety Technicians (CPSTs) through certification and recertification courses.
- Increase education to law enforcement personnel regarding safety restraint use (adult and child passenger).

Enforcement:

- Increase enforcement of safety restraint (adult and child passenger) laws.
- Require all grantees, including law enforcement personnel, have an enforced seat belt policy.
- Continue to support the national campaign for seat belt use.
- Increase the number of participating law enforcement agencies in seat belt traffic enforcement mobilizations.
- Encourage participating and non-participating law enforcement agencies to enforce safety restraint use in their communities.

Public Policy/Other:

- Evaluate effectiveness of current safety restraint laws and recommend improvements.
- Reduce unrestrained passenger vehicle occupant fatalities by 5.7% from 88 (2010 – 2013 average) to 83 in 2015.
- Increase observed seat belt use rate from 80.2% in 2014 to 81% in 2015.

- Encourage public and private employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time.
- Develop effective media campaigns to reach target groups to eliminate deaths and serious injuries on Idaho’s roadways as a result of unrestrained vehicle occupants.
- Increase occupant protection related (seat belt and child passenger safety) citations and warnings issued during grant funded activities and enforcement mobilizations.
- Implement centralized leadership, support, and oversight of child passenger safety program.
- Establish initial benchmark for child restraint (car seat) inspections performed annually.
- Maintain adequate base of certified Child Passenger Safety Technicians (CPSTs).
- Maintain current car seat inspection sites throughout Idaho.
- Use National Child Passenger Safety Week as opportunity to raise public awareness of proper selection and installation of child restraints.

PROJECT DESCRIPTIONS

Section 402 Funding

Project Name:	Statewide Services Mobilization (HVE)	Project No(s).	OP-2016-01 (OHS SSB1601-A)
Performance Measure(s):	C-4, B-1	Budget:	\$160,000
Description: Funding for “Click it or Ticket” seat belt enforcement to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.			
	SSB1601 – A	November (Pre-Holiday Season)	\$ 60,000
	SSB1601 – B	May CIOT	\$100,000

Project Name:	Statewide Services, Educational Materials, Travel and Training	Project No(s).	OP-2016-01 (OHS SSB1601-C)
Performance Measure(s):	C-4	Budget:	\$30,000
Description: Funding for seat belt educational materials, travel and training costs to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.			

Project Name:	Occupant Protection Traffic Enforcement, Rexburg Police Dept.	Project No(s).	OP-2016-07 (OHS SSB1607)
Source:	Section 402	Budget:	\$17,500
Performance Measure(s):	C-1, C-2, C-3, B-1		
Description: Reduce fatal and serious injuries crashes in the City of Rexburg by focusing on dedicated enforcement of seat belt laws; increase compliance to Idaho traffic rules and regulations including an increase in seat belt usage; and educate and encourage the youth, drivers and pedestrians to obey all traffic rules and regulations. Enforcement to be accomplished in addition to participating in mobilization campaigns.			

Project Name:	Child Restraint Statewide Services	Project No(s).	CR-2016-01 (OHS SCR1601)
Performance Measure(s):	C-4	Budget:	\$10,000
Description: Funding for educational materials, training, presentations, and travel to focus on the elimination of traffic deaths resulting from lack of or improper use of child passenger safety seats, serious injuries, and economic losses among Idaho's children.			

Project Name:	Child Restraint, Idaho Chapter of the American Academy of Pediatrics (ICAAP)	Project No(s).	CR-2016-01 (OHS SCR1602)
Performance Measure(s):	C-4	Budget:	\$75,000
Description: 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 Technicians through ICAAP.			

Project Name:	Paid Media Safety Restraints	Project No(s).	PM-2016-01 (OHS SPM1601-SB)
Performance Measure(s):	C-1, C-2, C-3, C-4, B-1	Budget:	\$100,000
Description: Funding for paid media purchases and media development for seat belt target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. The purchases support the scheduled seat belt Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports.			

Project Name:	Paid Media Child Passenger Safety	Project No(s).	
Performance Measure(s):	C-1, C-2, C-3, C-4, B-1	PM-2016-01	(OHS SPM1601-CR)
		Budget:	\$35,000
Description: Funding for paid media purchases and media development for child passenger safety target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. The purchases support and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports.			

Section 405 Funding

Project Name:	Statewide Services, November and May Mobilization Enforcement Plans	Project No(s).	
Performance Measure(s):	C-4, B-1	M2HVE-2016-01	(OHS SOP1601)
		Budget:	\$252,500
Description: Funding for "Click it or Ticket" and sustained seat belt enforcement mobilizations to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.			

Project Name:	Paid Media Safety Restraints	Project No(s).	
Performance Measure(s):	C-1, C-2, C-3, C-4, B-1	M2PE-2016-21	(OHS SOP1621)
		Budget:	\$250,000
Description: 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.			

Project Name:	Occupant Protection Surveys	Project No(s).	
Performance Measure(s):	B-1	M2OP-2016-22	(OHS SOP1622)
		Budget:	\$50,000
Description: Develop and initiate occupant protection surveys to gather and evaluate safety restraint use statewide. Conduct quality control monitoring of counters to evaluate level of data-gathering accuracy.			

Project Name:	Occupant Protection Training	Project No(s).	
		M2TR-2016-23	(OHS SOP1623)
Performance Measure(s):	C-4, B-1	Budget:	\$50,000
Description: Develop and provide training regarding proper occupant protection and child restraint use to law enforcement, safety professionals, fire, and emergency medical personnel.			

Multiple Funded Projects

Project Name:	Child Passenger Safety, Centralized Leadership Program	Project No(s).	
Budget Source:	Section 405b FHWA	M2CPS-2016-24	(OHS SOP1624)
		A012(539)	(OHS V15XXXX)
Performance Measure(s):	C-4, B-1	Budget:	\$125,000
Description: Provide funding to maintain centralized CPS leadership program, CPS website, and distribution of CPS restraint and educational materials, and increase caregiver accessibility to and knowledge of CPS information, materials, car restraint inspection activities, technicians and stations, and child passenger safety events.			

OCCUPANT PROTECTION PROGRAM BUDGET SUMMARY

Statewide Services/Media and Grants

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
OP-2016-01	SSB1601-A	Statewide Services, November'15 Mobilization Enforcement Plan	\$60,000	Section 402	\$80,000
OP-2016-01	SSB1601-B	Statewide Services, May CIOT Mobilization Enforcement Plan	\$100,000		
OP-2016-01	SSB1601-C	Statewide Services, Educational Materials, Travel and Training	\$30,000		
OP-2016-07	SSB1607	Rexburg PD. Traffic Enforcement Grant.	\$17,500		
PM-2016-01	SPM1601-SB	Paid Media Safety Restraints	\$100,000		
CR-2016-01	SCR1601	Child Restraint Statewide Services	\$10,000	Section 402	\$0
CR-2016-01	SCR1602	Idaho Chapter of the American Academy of Pediatrics. Child Restraints	\$75,000		\$0
PM-2016-01	SPM1601-CR	Paid Media Child Passenger Safety	\$35,000		\$0
M2HVE-2016-01	SOP1601	Statewide Services, November and May CIOT Mobilization Enforcement Plans	\$252,500	Section 405b	\$193,500
M2PE-2016-21	SOP1621	Paid Media Safety Restraints	\$250,000		
M2OP-2016-22	SOP1622	Occupant Protection Surveys	\$50,000		
M2TR-2016-23	SOP1623	Occupant Protection Training	\$50,000		
M2CPS-2016-24	SOP1624	CPS Centralized Leadership Program	\$50,000		
	V15XXXX	CPS Centralized Leadership Program	\$75,000	FHWA HSIP	\$7,663
Section 402 Project Total			\$427,500		
Section 405b Project Total			\$652,500		
FHWA Funding Total			\$75,000		

Multiple Funded Program Grants (Section 402)

NHTSA Project Number	OHS Project Number	Project Title	OP Fed Portion Program Budget	Total Fed Portion Grant Budget
OP-2016-02	SSB1602	Meridian PD. Motorcycle STEP Grant Yr1	\$10,000	\$ 56,000
OP-2016-03	SSB1603	Coeur D'Alene PD. STEP Grant Yr1	\$20,000	\$100,000
OP-2016-04	SSB1604	Madison CSO. Multi-agency Task Force Grant	\$ 5,000	\$ 40,000
OP-2016-05	SSB1605	Twin Falls CSO. Traffic Enforcement Grant	\$ 3,500	\$ 10,500
OP-2016-06	SSB1606	Children and Parent Resource Group. Pilot Project	\$10,000	\$ 45,000
OP-2016-09	SSB1609	ISP Traffic Enforcement Grant.	\$65,000	\$225,000
Total Occupant Protection Multiple Funded Grants			\$113,500	

Total Occupant Protection Program Budget (Federal Portion)	\$1,268,500
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PROGRAM AREA REFERENCES

- Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. Chapter 2, Sections 2.1, 3.1, 7.2, and 7.3
<http://www.ghsa.org/html/publications/countermeasures.html>
- Office of Highway Safety (2013, June). *Idaho Occupant Protection Program Assessment*. 1st edition. Idaho Transportation Department.
- Office of Highway Safety (2014). *Idaho Traffic Crashes 2013*. Idaho Transportation Department.
<http://itd.idaho.gov/ohs/2013Data/Analysis2013FINAL.pdf>
- Office of Highway Safety (2014, February). *Idaho Observational Seat Belt Survey 2013*. Idaho Transportation Department. <http://itd.idaho.gov/ohs/ClickIt/Surveys/obsrd2013.pdf>
- Office of Highway Safety (2014, October). *Idaho Observational Seat Belt Survey 2014*. Idaho Transportation Department. <http://itd.idaho.gov/ohs/ClickIt/Surveys/obsrd2014.pdf>
- Office of Highway Safety (2013, April). *Strategic Highway Safety Plan 2013*. Idaho Transportation Department.



DISTRACTED DRIVING

Fatal and Serious Injury Crashes in Idaho: 2011-2013

How significant is the problem?

Over the last 3 years (2011-2013), there have been 114 fatal crashes and 879 serious injury crashes involving distracted drivers that have resulted in 125 people killed and 1134 people seriously injured. This represents 22% of all fatal crashes (and 22% of fatalities) and 28% of all serious injury crashes (and 30% of serious injuries).

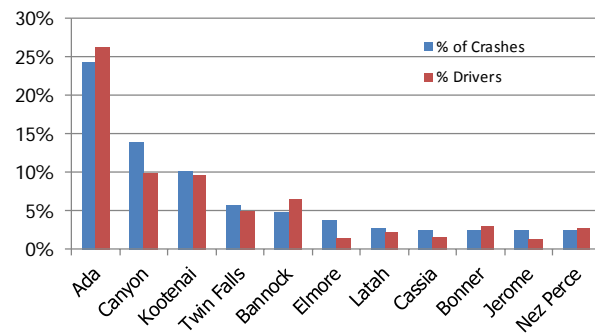
In over half (68%) of the fatal and serious injury crashes distracted drivers were going straight, while 13% were negotiating a curve. The remaining driver actions were spread out among a variety of different vehicle maneuvers, including turning left (11%) and turning right (2%).

Where?

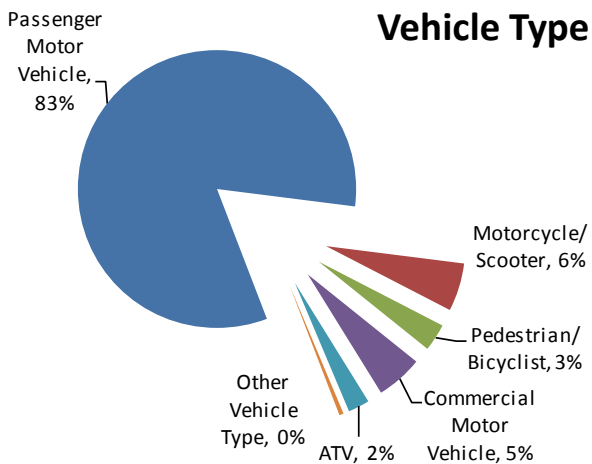
Rural roads have the highest percentage of distracted driving fatal crashes at 81%. Urban roads have more serious injury crashes with 58%.

	Fatal	Serious Injury
Rural	92	373
Urban	22	506
Total	114	879

Top Eleven Counties

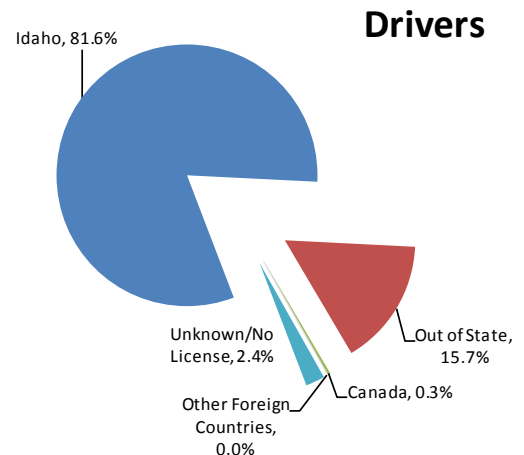


What and Who?



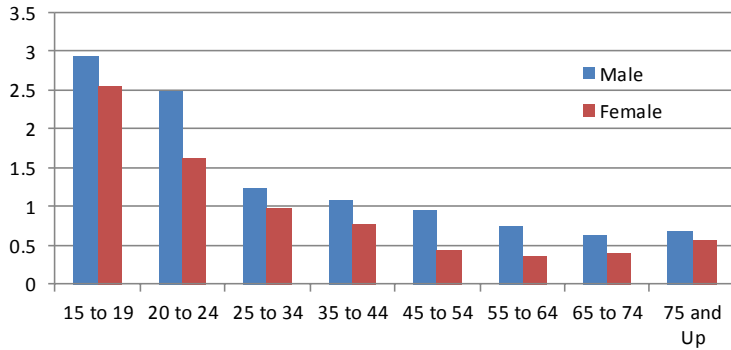
Vehicle types of distracted drivers involved in fatal and serious injury

The top 11 counties represent 74% of the distracted driver fatal and serious injury crashes occurring in Idaho over the last 3 years (2011-2013).



State of licensure for distracted drivers in fatal and serious injury crashes.

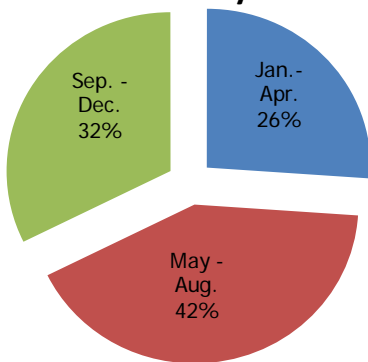
Age of Drivers



Males represent about 50% of all licensed drivers but make up over 60% of the drivers involved in distracted driving fatal and serious injury crashes. This graph shows the involvement by gender and age. Involvement is determined by dividing the percentage of the group involved in crashes by the percentage of licensed drivers in that group. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

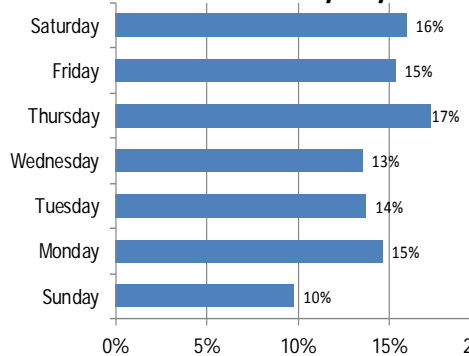
When?

F&SI Crashes by Month



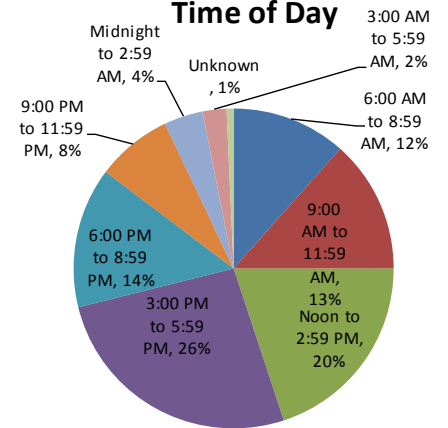
The breakdown of crashes by month

F&SI Crashes by Day



The breakdown of crashes by day of week

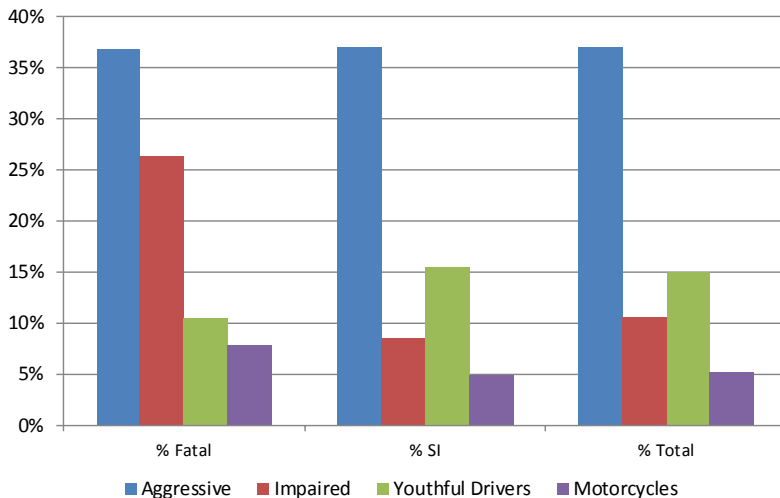
Time of Day



The breakdown of crashes by time of day

Other Characteristics

Of the 1259 people killed or seriously injured in crashes involving distracted drivers, 982 (78%) were passenger motor vehicle occupants. Of the 91 people killed, only 41% (37) were using safety restraints. Of the 873 people seriously injured, 71% (618) were using safety restraints. Of the passenger motor vehicle occupants killed or seriously injured in distracted driving crashes, 11% were partially or totally ejected. Of the occupants that were partially or totally ejected from their vehicle, 75% were unrestrained.



The breakdown of distracted driving crashes involving aggressive drivers, impaired drivers, youthful drivers and motorcyclists.

PERFORMANCE MEASURES

- *C-1. Reduce the five-year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million AVMT.*
- *L-1. Reduce the five-year average number of fatalities resulting from distracted driving.*

- Continue to develop and disseminate public information materials that are designed to educate the public about the dangers of distracted driving.
- Continue to develop content for statewide media campaigns to educate the public about the dangers of distracted driving.
- Continue to fund statewide distracted driving media campaigns in conjunction to the high visibility enforcement campaigns each year.
- Continue to participate in community events designed to educate the public about the dangers of distracted driving.
- Provide opportunities to educate, support and train law enforcement about issues surrounding distracted driving.
- Continue to work with stakeholders through SHSP Distracted Driving committee to develop and implement distracted driving awareness efforts statewide.

Enforcement:

- Continue to support high visibility enforcement mobilizations.

Emergency Response:

- Increase the participation of emergency service providers in community events and committees that have a distracted driving focus.

Public Policy/Other

- Work with community partners and stakeholders to analyze and evaluate the effectiveness of current laws relative to distracted driving behaviors.

PROJECT DESCRIPTIONS

Section 402 Funding

Project Name:	Statewide Services, Distracted Driving High Visibility Enforcement	Project No(s).	DD-2016-01 (OHS SDD1601-A)
Performance Measure(s):	C-1, C-2, L-1	Budget:	\$80,000
Description: Funding for high visibility distracted driving enforcement to eliminate distracted driving traffic fatalities, serious injuries, and economic losses.			

Project Name:	Statewide Services, Distracted Driving	Project No(s).	DD-2016-01 (OHS SDD1601-B)
Performance Measure(s):	C-1, C-2, L-1	Budget:	\$20,000
Description: This project will utilize dedicated funding to develop, produce and disseminate public education materials statewide. Funds will also be used for the law enforcement coordinator for the SHSP Distracted Driving Committee, travel and training support for partners, stakeholders and committee members.			

Project Name:	Paid Media, Distracted Driving	Project No(s).	PM-2016-01 (OHS SPM1601-DD)
Performance Measure(s):	C-1, C-2, L-1	Budget:	\$60,000
Description: Funding for paid media purchases and media development for target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration will be measured through the annual public opinion survey and media buy demographic reports.			

DISTRACTED DRIVING PROGRAM BUDGET SUMMARY

Statewide Services/Media and Grants

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
DD-2016-01	SDD1601-A	Statewide Services, Educational Materials, Travel and Training	\$20,000	Section 402	\$20,000
DD-2016-01	SDD1601-B	Statewide Services Mobilization Enforcement Plan	\$80,000		
PM-2016-01	SPM1601-DD	Paid Media	\$60,000		
Section 402 Project Total			\$160,000		

Multiple Funded Program Grants (Section 402)

NHTSA Project Number	OHS Project Number	Project Title	DD Fed Portion Program Budget	Total Fed Portion Grant Budget
DD-2016-02	SDD1602	Meridian PD. Motorcycle STEP Grant Yr1	\$23,000	\$56,000
DD-2016-03	SDD1603	Coeur D’Alene PD. STEP Grant Yr1	\$10,000	\$100,000
DD-2016-04	SDD1604	Madison CSO. Multi-agency Task Force Grant	\$ 5,000	\$ 40,000
DD-2016-06	SDD1606	Children and Parent Resource Group. Pilot Project	\$5,000	\$ 45,000
DD-2016-09	SDD1609	ISP Traffic Enforcement Grant.	\$30,000	\$225,000
Total Distracted Driving Multiple Funded Grants			\$73,000	

Total Distracted Driving Program Budget (Federal Portion)	\$233,000
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PROGRAM AREA REFERENCES

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O’Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan*. Idaho Transportation Department

Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation



YOUTHFUL DRIVERS

Problem Identification Analysis of Fatal and Serious Injury Crashes in Idaho: 2011-2013

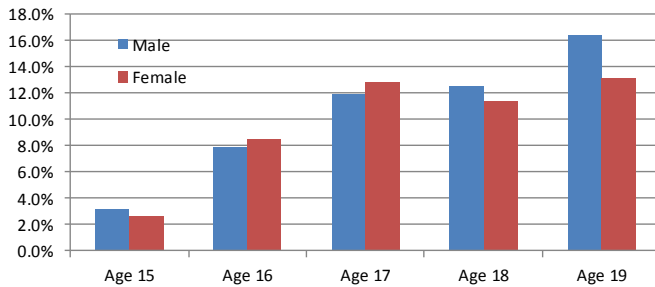
How significant is the problem?

Over the last 3 years (2011-2013), there have been 61 fatal crashes and 507 serious injury crashes involving youthful drivers (ages 15-19) resulting in 74 people killed and 656 people seriously injured. This represents 12% of all fatal crashes (and 13% of fatalities) and 16% of all serious injury crashes (and 17% of serious injuries).

In over half (61%) of the fatal and serious injury crashes involving youthful drivers were going straight, 13% were turning left and 11% were negotiating a curve. The remaining driver actions were spread out among a variety of different vehicle maneuvers, including stopped in traffic (7%) and turning right (2%).

Who?

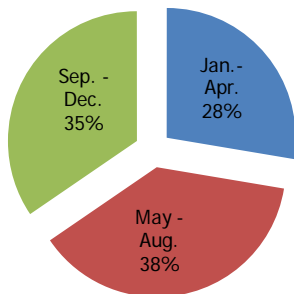
Age of Drivers



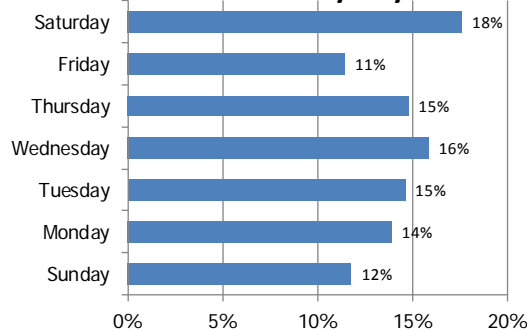
Males represent about 50% of all licensed drivers but make up over 52% of the drivers involved in youthful driving fatal and serious injury crashes. This graph shows the involvement by gender and age. Youthful drivers represent 11% of all drivers involved in fatal or serious injury crashes but only make up 6% of licensed drivers. They are almost twice as likely to be involved in a crash as would be expected.

When?

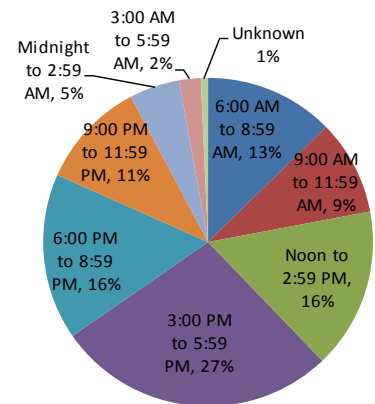
F&SI Crashes by Month



F&SI Crashes by Day



Time of Day

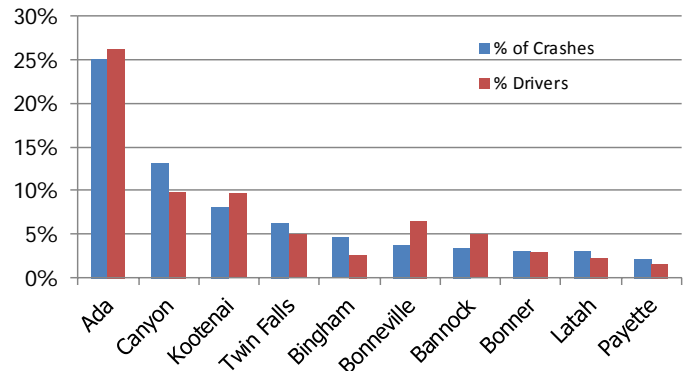


Where?

Rural roads have the highest percentage of youthful driving fatal crashes at 79%. Urban roads have more serious injury crashes at 54%

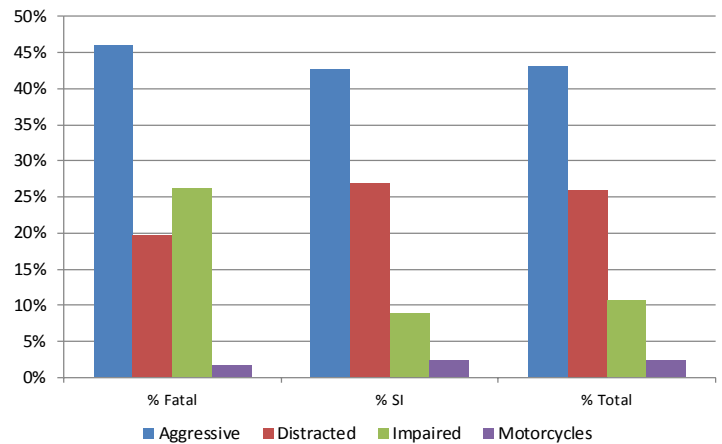
	Fatal	Serious Injury
Rural	48	235
Urban	13	272
Total	61	507

Top Ten Counties



Why?

Of the 730 people killed or seriously injured in crashes involving youthful drivers, 398 (47%) were youth between the ages of 15 and 19. Of the youth between the ages of 15 and 19 involved in crashes, 369 (93%) were in passenger motor vehicles. Of the 48 youth killed in passenger vehicles, 40% (19) were using safety restraints. In passenger vehicles, 321 youth were seriously injured. Of those seriously injured 53% (171) were using safety restraints. Of those youth in passenger motor vehicles killed or seriously injured in youthful driving crashes, 13% were partially or totally ejected. Of those occupants that were partially or totally ejected from their vehicle, 91% were unrestrained.



The graph above shows the breakdown of youthful driving crashes involving aggressive drivers, distracted drivers, impaired drivers and motorcyclists.

GOALS AND PERFORMANCE MEASURES

- *C-1 Reduce the five-year average number of motor vehicle traffic deaths.*
- *C-2 Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million AVMT.*
- *C-9 Reduce the five-year average number of drivers, between the ages of 15 and 20 years old, involved in fatal crashes.*
- *YD-1 Increase repetition of traffic safety messages and educational opportunities offered to youthful drivers through traffic safety events from 7 in 2015 to 12 events.*

STRATEGIES

Education:

- **SEd-1** Educate young and inexperienced drivers up to age 18, through grade 12, or successfully completing the G.E.D. on traffic safety issues.
- **SEd-2** Maintain a standard and uniform education curriculum for all driver education programs.
- **SEd-3** Establish peer-to-peer educational opportunities for drivers and pre-drivers.
- **SEd-4** Strengthen partnership with various stakeholders interested in teen traffic safety issues, as well as youth and community groups.

Enforcement:

- **SEnf-1** Encourage zero tolerance for current laws on texting, seat belt use and underage youthful offenders of alcohol and drugs violations.
- **SEnf-2** Encourage enforcement of current GDL laws.

Public Policy/Other:

- **Oth-1** Evaluate effectiveness of current laws on driver education and GDL.

PROJECT DESCRIPTIONS

Project Name:	Alive at 25	Project No.	
Budget Source:	Section 402	TSP-2016-02	(OHS SYD1602)
	FHWA HSIP	A012(538)	(OHS V149170)
	State Farm Grant	State Farm	N149180
Performance Measure(s):	C-1, C-9, YD-1	Budget:	\$253,000
Strategies: SEd1, SEd4			
<p>Description: The program is focused on interactive education and enabling youthful drivers to recognize their responsibility in being prepared for wise driving choices, and accountability for those choices and their passenger(s)' behaviors. High School and community events will reinforce good driving behaviors and encourage parental involvement.</p>			

Project Name:	Meridian Police, Peer-to-Peer Engagement	Project No.	
Budget Source:	Section 402	TSP-2016-03	(OHS SYD1603)
	FHWA HSIP	A012(538)	(OHS V149170)
	State Farm Grant	State Farm	N149180
Performance Measure(s):	C-1, C-9, YD-1	Budget:	\$32,000
Strategies: SEd1, SEd3, SEd4			
<p>Description: Funding is provided for peer-to-peer training and peer-led educational activities for reinforcement of traffic safety messages to be shared by teenagers at local high schools, and in as many venues as possible.</p>			

Project Name:	Teen Driver Website	Project No.	
Budget Source:	Section 402	TSP-2016-04	(OHS SYD1604)
Performance Measure(s):	C-1, C-9	Budget:	\$5,000
Strategies: SEd1, SEd3, SEd4			
<p>Description: Funding will provide contractor resources to update the www.idahoteendiving.org website with links on current traffic safety-related articles, research, events, educational opportunities and crash statistics for teenagers and parents. The website offers another low cost avenue to reinforce the traffic safety message.</p>			

Project Name:	Highway Safety Kids Calendar	Project No.	TSP2016-05 (OHS SYD1605)
Budget Source:	Section 402		
Performance Measure(s):	C-1, C-9	Budget:	\$10,000
Strategies: SEd1, SEd3, SEd4			
Description: Idaho students, in kindergarten through sixth grades, creative artwork and traffic safety messages reminding families and friends about keeping safe on our roadways will be funded and displayed in a calendar that is distributed throughout the state to schools and communities.			

Project Name:	Children and Parent Resource Group, Pilot Project	Project No.	TSP-2016-05 (OHS SYD1506) AL-2016-06 (OHS SAL1606) OP-2016-06 (OHS SOP1606) PT-2016-06 (OHS SPT1606) DD-2016-06 (OHS SDD1606)
Budget Source:	Section 402		
Budget:	\$45,000		
Performance Measure(s):	C-1, C-9, YD-1		
Strategies: SEd1, SEd3, SEd4			
Description: Funding provides for a pilot test of the "Cinema Driver" program at 7 to 9 Idaho high schools. Students will respond using technology on a pre-survey, and then participate in a screening with scenarios focused on aggressive and impaired driving, not using seat belts, texting and peer pressure. The follow up experience occurs six weeks later. Web and mobile experiences were designed in collaboration with researchers from Children's Hospital of Philadelphia Center for Injury Research and Prevention to determine how the students are influenced by the program.			

YOUTHFUL DRIVER PROGRAM BUDGET SUMMARY

NHTSA/FHWA Project Number	OHS Project Number	Project Title	Youthful Driver Program Budget	Budget Source	Match
TSP-2016-02 A012(537)	SYD1602 V149170 N149180	Alive at 25 Program	\$180,000 \$65,000 \$8,000	Section 402 FHWA HSIP State Farm Grant	\$45,000
TSP-2016-03 A012(537)	SYD1603 V139900 N149180	Meridian Police, Peer-to-Peer Engagement	\$25,000 \$5,000 \$2,000	Section 402 FHWA HSIP State Farm Grant	\$6,250
TSP-2016-04	SYD1604	Teen Driver Website	\$5,000	Section 402	\$0
TSP-2016-05	SYD1605	Highway Safety Kids Calendar	\$10,000	Section 402	\$0
TSP-2016-06 AL-2016-06 PT-2016-06 OP-2016-06 DD-2016-06	SYD1606 SAL1606 SPT1606 SOP1606 SDD1606	Children and Parent Resource Group, Pilot Project	\$15,000 \$10,000 \$5,000 \$10,000 \$5,000	YD Section 402 AL-Other 402 PT-Other 402 OP-Other 402 DD-Other402	\$11,250
Total Youthful Driver Program Budget			\$235,000 \$70,000 \$10,000	YD Section 402 \$30,000 Other 402 FHWA HSIP State Farm Grant	\$62,500

PROGRAM AREA REFERENCES

- Feinstein, Sheryl G. (2009) Secrets of the Teenage Brain. Research-based strategies for reaching and teaching today's adolescents.
- Dahl, R. E. (2008). Biological, developmental, and neurobehavioral factors relevant to adolescent driving risks. *American Journal of Preventive Medicine*, 35(3S), S278-S284.
- Simons-Morton, B.G. & Ouimet, M. C. (2006). Parent involvement in novice teen driving: a review of the literature. *Injury Prevention*, 12, i30-i37.
- NHTSA. (2013). *Technical Assessment of the Driver Education Program*. Washington, DC: Fife, S, Liberatore, T., Mayhew, D., Saint, N. J., Simmons, J., & Wigand, V. C.
- Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>
- Office of Highway Safety (2013, April). *Strategic Highway Safety Plan 2013*. Idaho Transportation Department.
- World Health Organization (2015). Ten Strategies for Keeping Children Safe on the Road, *Decade of Action for Road Safety 2011-2020* . p. 15.
http://www.who.int/roadsafety/week/2015/Final_A4_format_Infographic.pdf?ua=1



PEDESTRIAN AND BICYCLE SAFETY

Fatal and Serious Pedestrian Injury Crashes in Idaho: 2011-2013

How significant is the problem?

Over the last 3 years (2011-2013), there have been 37 pedestrians killed and 159 pedestrians seriously injured in motor vehicle crashes. This represents 4% of all motor vehicle crash fatalities and 7% of motor vehicle crash serious injuries.

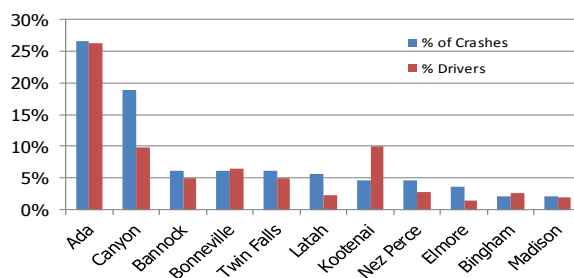
The most common contributing circumstances attributed to the pedestrians involved in crashes were alcohol and drug impaired, fail to yield and inattention. The most common contributing circumstances attributed to the other vehicles involved in crashes with pedestrians were inattention, fail to yield, speed to fast for conditions and vision obstruction.

Where?

51% of the fatal and 82% of the serious injury pedestrian crashes occurred on urban roadways

	Fatal	Serious Injury
Rural	18	29
Urban	19	130
Total	37	159

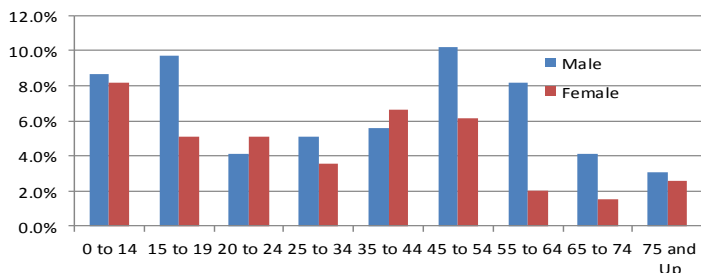
Top Eleven Counties



The top 9 counties represent 86% of the fatal and serious injury crashes involving pedestrians occurring in Idaho from 2011-2013.

Who?

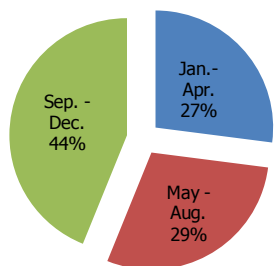
Age of Pedestrians



The chart to the left shows the age of involvement of pedestrians in fatal and serious injury crashes by age groups and gender.

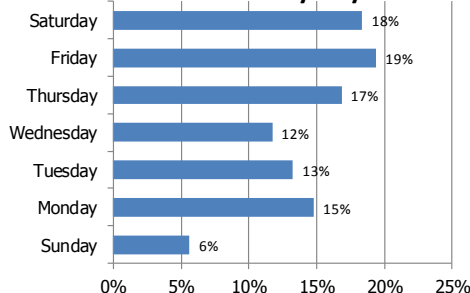
When?

F&SI Crashes by Month



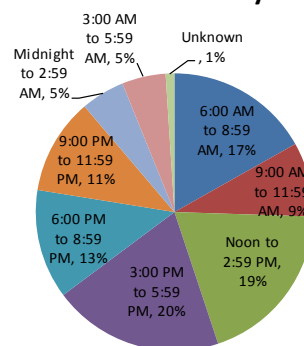
The breakdown of crashes by month

F&SI Crashes by Day



The breakdown of crashes by day of week

Time of Day



The breakdown of crashes by hour of day

Fatal and Serious Bicycle Injury Crashes in Idaho: 2011-2013

How significant is the problem?

Over the last 3 years (2011-2013), there have been 5 bicyclists killed and 147 bicyclist seriously injured. This represents 1% of all of all fatalities and 4% of all serious injuries.

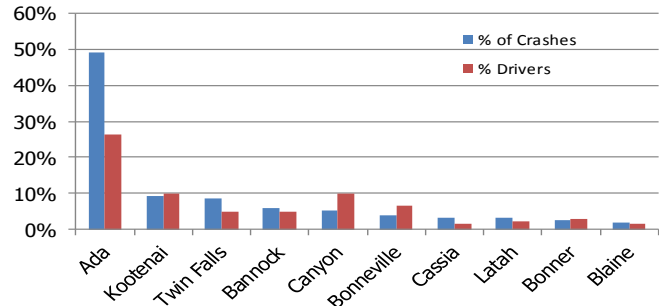
The most common contributing circumstances attributed to the bicyclists involved in crashes were: fail to yield, failed to obey signal, and inattention. The most common contributing circumstances attributed to the other vehicles involved in crashes with bicyclists were: fail to yield, inattention, and vision obstruction.

Where?

While 60% of the fatal bicycle crashes and 88% of the serious injury bicycle crashes occurred on urban roadways

	Fatal	Serious Injury
Rural	2	18
Urban	3	131
Total	5	149

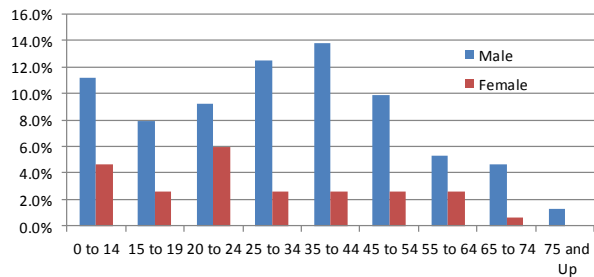
Top Ten Counties



The top 10 counties represent 94% of the fatal and serious injury crashes involving bicycles occurring in Idaho from 2011-2013.

Who?

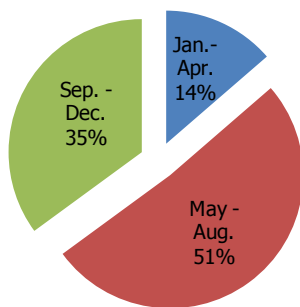
Age of Bicyclists



The chart to the left shows the ages of bicyclist in fatal and serious injury crashes by age groups and gender. Males make up 76% of the bicyclists involved in fatal and serious injury crashes. Bicyclists in the age category 25 to 34 and 35 to 44 are involved in over one quarter of the fatal and serious injury bicycle crashes.

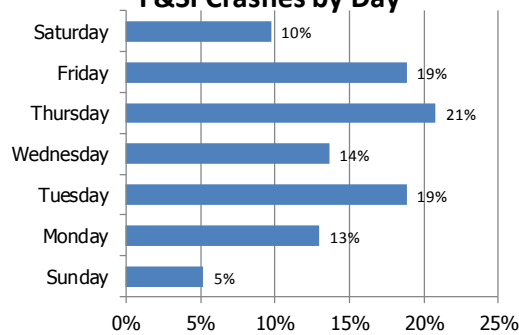
When?

F&SI Crashes by Month



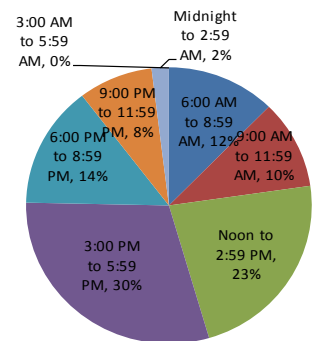
The breakdown of crashes by month

F&SI Crashes by Day



The breakdown of crashes by day of week

Time of Day



The breakdown of crashes by time of day

PERFORMANCE MEASURES

- *C-1. Reduce the five-year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-10. Reduce the five-year average number of pedestrians killed by motor vehicles*
- *C-11. Keep the five-year average number of bicyclists killed by motor vehicles from increasing*

STRATEGIES

- Continue to develop and disseminate public information materials that are designed to create awareness of drivers about the presence of pedestrians and bicyclists.
- Continue to develop and disseminate educational materials for pedestrians and bicyclist's about risks of riding without protective gear, and promoting the use of reflective gear.
- Continue to participate in community events designed to promote pedestrian and bicycle safety awareness.
- Provide opportunities to educate, support and train law enforcement about issues surrounding laws that pertain to pedestrian and bicyclist safety.
- Continue to work with community stakeholders and partners through SHSP Pedestrian and Bicycle Safety committee and the Bicycle and Pedestrian Alliance, to develop and implement pedestrian and bicycle safety awareness efforts statewide.

Enforcement:

- Continue to support training and outreach of pedestrian and bicycle safety awareness with law enforcement.
- Continue to fund high visibility enforcement of laws that pertain to bicycle and pedestrian safety.

Emergency Response:

- Increase the participation of emergency service providers in community events and committees with a bicycle and pedestrian safety focus.

Public Policy/Other

- Work with community partners and stakeholders to analyze and evaluate the effectiveness of current laws relative to bicycles and pedestrians.

PROJECT DESCRIPTIONS

Project Name:	Statewide Services, Bicycle and Pedestrian Safety	Project No(s).	PS-2016-01 (OHS SPS1601)
Source:	Section 402	Budget:	\$7,000
Performance Measure(s):	C-1, C-2, C-10, C-11		

Description: This project will utilize dedicated funding to develop, produce and statewide disseminate public education materials for pedestrians and bicyclists about risks or riding without protective gear, promoting the use of reflective gear and adherence to bicycle and pedestrian laws. Funds will be used for the travel and training support for partners, stakeholders and committee members. Funding will also be used for high visibility bicycle and pedestrian enforcement to eliminate traffic fatalities, serious injuries, and economic losses.

Project Name:	Statewide, Bicycle and Pedestrian Safety Paid Media	Project No(s).	PM-2016-01 (OHS SPM1601)
Source:	Section 402	Budget:	\$15,000
Performance Measure(s):	C-1, C-2, C-10, C-11		

Description: Funding for paid media purchases and media development for target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses related to bicycle and pedestrian involved traffic crashes. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration will be measured through the media buy demographic reports.

BICYCLE/PEDESTRIAN SAFETY PROGRAM BUDGET SUMMARY

Statewide Services/Media and Grants

NHTSA/FHWA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
PS-2016-01	SPS1601-A	Statewide Services; Enforcement, Educational Materials, Travel, and Training	\$7,000	Section 402	\$0
PM-2016-01	SPM1601-BPS	Paid Media	\$15,000		
A012(536)	V139900	Media & Educational Material	\$16,218	FHWA HSIP	\$1,802
Section 402 Project Total			\$22,000		
FHWA HSIP Total			\$16,218		

PROGRAM AREA REFERENCES

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan*. Idaho Transportation Department

Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation



EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION

- Over the last 3 years (2011-2013), there have been 520 fatal crashes and 3,085 serious injury crashes that have resulted in 564 people killed and 3,842 people seriously injured on Idaho roadways.
- Rural roads have the highest percentage of fatal crashes at 80%. Urban roads have more serious injury crashes with 53%.

	Fatal	Serious Injury
Rural	417	1462
Urban	103	1623
Total	520	3085

GOALS AND PERFORMANCE MEASURES

- *C-1 Reduce the five-year average number of motor vehicle fatalities.*
- *C-2 Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3 Reduce the five-year running average fatality rate to 1.25 fatalities per 100 million AVMT.*

STRATEGIES

- Develop and implement performance measures and data collection methodologies
- Train EMS personnel on the importance of data collection and how to effectively use it to provide data driven outcomes
- Work with the health care community to ensure that the causation, crash, emergency medical services, hospital, and other injury-related data linked during the event can be merged statewide to target injury prevention efforts which focus on crash related fatalities and serious injuries.

PROJECT DESCRIPTION

Project Name:	EMS Statewide Services	Project No.	EM-2016-01
Performance			(SEM1601)
Measure(s):	C-1, C-2, C-3, SHSP	Budget:	\$40,000
<p>Description: Establish data gathering workshop and training for Emergency Medical Services (EMS) providers by working with EMS partners, to develop State EMS data in targeting injury prevention efforts which focus on crash related fatalities and serious injuries and help with an enhanced data base. These activities will allow the EMS community to perform more robust evaluation to help make data driven investment decisions.</p>			

PROGRAM AREA REFERENCES

NHTSA. *The Safety Facts in Numbers: EMS Data is Important* - DOT HS 812 027.

NHTSA. (2011). *Traffic Records Assessment*. Washington, DC: Birch, C., Scopatz. R. A., Spell, L A., Vecchi, J., & Zogby, J.

Idaho Transportation Department. (2012). *Idaho Traffic Record Systems Strategic Plan*.

Office of Highway Safety (2013, April). Idaho Transportation Department. *Strategic Highway Safety Plan*. <http://itd.idaho.gov/ohs/SHSPdocs/SHSP2013.pdf>



MOTORCYCLE SAFETY

Fatal and Serious Injury Crashes in Idaho: 2011-2013

How significant is the problem?

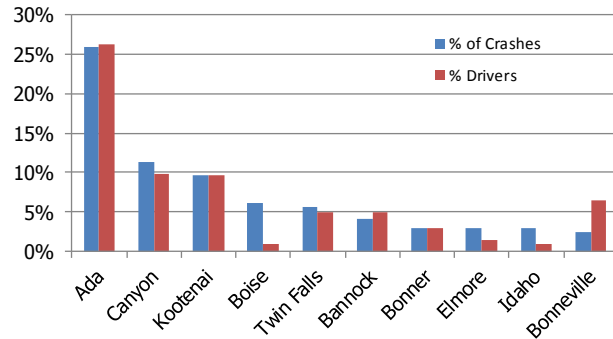
Over the last 3 years (2011-2013), there have been 64 fatal crashes and 413 serious injury crashes involving motorcycles that have resulted in 65 people killed and 460 people seriously injured. This represents 12% of all fatal crashes (and 12% of fatalities) and 13% of all serious injury crashes (and 12% of serious injuries).

Just over half (53%) of the fatal and serious injury crashes the motorcyclist was going straight, while 29% were negotiating a curve. The remaining driver actions were spread out among a variety of different vehicle maneuvers, including turning right (4%), turning left (3%), passing (2%) and stopped in traffic (2%).

Rural roads have the highest percentage of motorcycle driving fatal crashes at 73%. Serious Injury crashes are closely split with urban at 53% and rural at 47%.

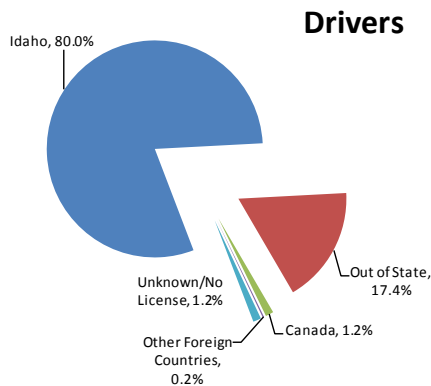
	Fatal	Serious Injury
Rural	47	196
Urban	17	217
Total	64	413

Top Ten Counties



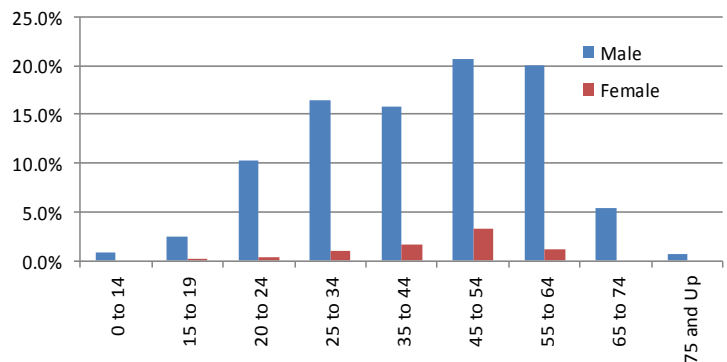
The top 10 counties represent 74% of the motorcycle fatal and serious injury crashes occurring in Idaho over the last 3 years (2011-2013).

Who?



State of licensure for motorcycle drivers in fatal and serious injury crashes.

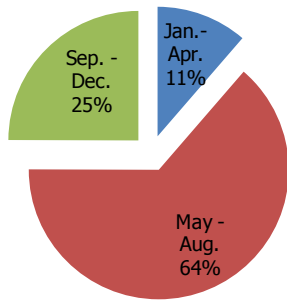
Age of Drivers



This chart shows the percentages of drivers in age groups broken down by gender. Males make up over 92% of the drivers involved in motorcycle crashes.

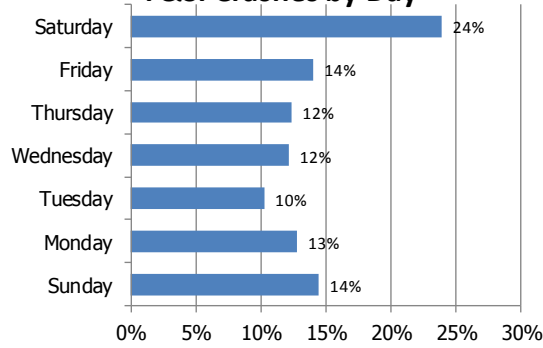
When?

F&SI Crashes by Month



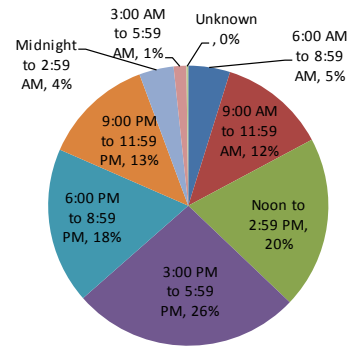
The breakdown of crashes by month

F&SI Crashes by Day



The breakdown of crashes by day of week

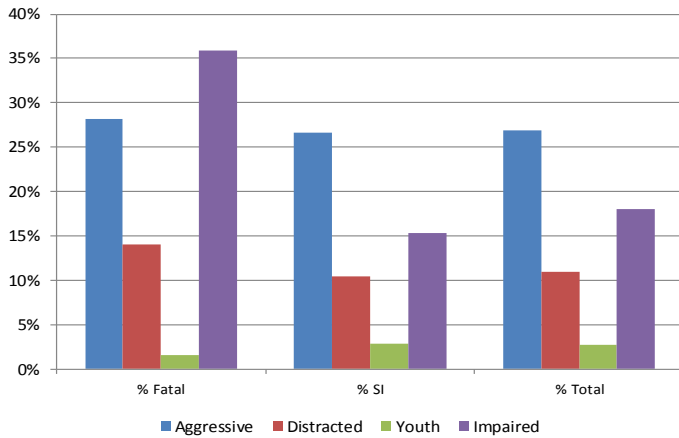
Time of Day



The breakdown of crashes by time of day

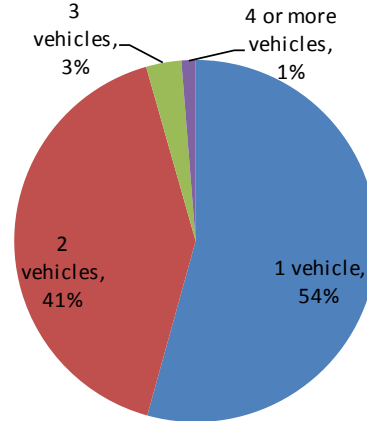
Other Characteristics

Of the 65 people killed in motorcycle crashes, about half (49%) were not wearing helmets and 42% of those seriously injured were not wearing helmets.



The breakdown of motorcycle crashes involving aggressive drivers, distracted drivers, impaired drivers and youthful drivers.

Total



The percentage of crashes involving 1, 2, 3 or more than 3 vehicles. Over half of the motorcycle crashes involve only the motorcycle.

PERFORMANCE MEASURES

- *C-1. Reduce the five-year average number of motor vehicle fatalities.*
- *C-2. Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3. Reduce the five-year fatality rate per 100 million AVMT.*
- *C-7. Reduce the five-year average number of motorcyclists killed.*
- *C-8. Reduce the five-year average number of motorcyclists killed that were not wearing helmets.*

STRATEGIES

Education:

- Continue to develop and disseminate public information materials that are designed to create awareness of drivers about the presence of motorcycles.
- Continue to develop content for statewide media campaigns to educate the motorcycle riders about the risks of riding without protective gear and promoting the use of reflective gear.
- Continue to participate in community events designed to promote motorcycle safety awareness.
- Provide opportunities to educate, support and train law enforcement about issues surrounding laws that pertain to motorcycle safety.
- Continue to work with stakeholders through SHSP Motorcycle Safety committee to develop and implement motorcycle safety awareness efforts statewide.

Enforcement:

- Continue to support training and outreach of motorcycle safety awareness with both law enforcement and motorcyclists.

Emergency Response:

- Encourage the use of ICE contact information for cell phone users.

Public Policy/Other

- Work with community partners and stakeholders to analyze and evaluate the effectiveness of current laws relative to motorcycle safety.

PROJECT DESCRIPTIONS

Project Name:	Statewide Services, Motorcycle Safety	Project No(s).	
Source:	Section 402	MC-2016-01	(OHS SMC1601)
Performance Measure(s):	C-1, C-2, C-7, C-8	Budget:	\$50,000
Description: This project will utilize dedicated funding to develop, produce and disseminate motorcycle safety and awareness public education materials statewide. Funds will also be used to support the SHSP Motorcycle Safety Committee, travel and training support for partners, stakeholders and committee members.			

Project Name:	Paid Media Motorcycle Safety	Project No(s).	
Source:	Section 405	M9MA-2016-01	(OHS SMA1602)
Performance Measure(s):	C-1, C-2, C-7, C-8	Budget:	\$70,000
Description: Funding for paid media purchases and media development for target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration will be measured through the annual public opinion survey and media buy demographic reports.			

Statewide Services/Media

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
AL-2016-01	SAL1601-A	Statewide Services, Educational Materials, Travel and Training	\$50,000	Section 402	\$0
M9MA-2016-02	SMA1602	Paid Media	\$70,000	Section 405	\$17,500
Total Motorcycle Safety Multiple Funded Grants			\$120,000		

PROGRAM AREA REFERENCES

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan*. Idaho Transportation Department

Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation



TRAFFIC RECORDS AND ROADWAY SAFETY

Problem Identification and Analysis of Fatal and Serious Injury Crashes in Idaho: 2011-2013

How significant is the problem?

Over the last 3 years (2011-2013), there have been 520 fatal crashes and 3,085 serious injury crashes that have resulted in 564 people killed and 3,842 people seriously injured on Idaho roadways.

Over half (59%) of the drivers in fatal and serious injury crashes were going straight, while 12% were negotiating a curve. The remaining driver actions were spread out among a variety of different vehicle maneuvers, including turning left (9%), stopped in traffic (9%), turning right (2%) and slowing in traffic (2%).

Where?

Rural roads have the highest percentage of fatal crashes at 80%. Urban roads have more serious injury crashes with 53%.

	Fatal	Serious Injury
Rural	417	1462
Urban	103	1623
Total	520	3085

A comprehensive traffic safety program for *Toward Zero Deaths* is based upon efficient and accurate records systems. The Office of Highway Safety process identifies highway safety problems, develop measures to address the problem, implement the measures, and evaluate the results. Each stage of the process depends on the availability of accurate highway safety data and analysis tools.

- Maintain and enhance the electronic version of IMPACT (eImpact).
- Maintain and enhance the WebCARS analysis software.
- Respond to user requests for changes within the eImpact and WebCARS software.
- Maintain, enhance rank high crash locations, crash causation and roadway characteristics.
- Identify safety corridors with data-driven support for infrastructure safety improvements on Idaho roadways.
- Address recommendations noted in the 2011 Traffic Records Assessment to improve data in the traffic records systems for timeliness, completeness, accuracy, accessibility, uniformity and integration.
- Increase the number of MMUCC (Model Minimum Uniform Crash Criteria) elements and attributes to comply and certify for Section 405c Part 2 funding of Traffic Records Data Improvement.

GOALS AND PERFORMANCE MEASURES

Statewide traffic safety targets that are established in Idaho shall be data-driven. Traffic safety program trends and progress reported toward zero traffic deaths shall be evidence-based.

- *C-1 Reduce the five-year average number of motor vehicle traffic deaths.*
- *C-2 Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3 Reduce the five-year crash fatality rate per 100 million AVMT.*
- *TRCC-1 Decrease time of entering citation data into the courts database.*
- *TRCC-2 Increase the number of Traffic Record Systems integrated and accessing the Data Warehouse.*
- *R-C-4 Increase the Idaho's referenced public roadways from 85% to 100%.*

STRATEGIES

Idaho is recognized nationally for the crash data system and analysis. The strategies that have proven successful for the OHS crash system and providing accurate data, and are attributed to several factors:

- TR-1 Uniform crash reports are required and shall be submitted by all Idaho law enforcement.
- TR-2 Standardized training is provided for law enforcement agencies.
- TR-3 Timely crash data shall be transmitted electronically by IMPACT (Idaho Mobile Program for Accident CollecTion) software.
- TR-4 OHS shall process Impact crashes through software called CIRCA (Crash Information Retrieval Collection and Analysis).
- RS-1 WebCARS, a web-based crash analysis reporting tool, shall provide crash data for analysis.
- RS-2 Statistical analysis shall be provided by trained professional research analysts.
- RS-3 Idaho Transportation Department shall contribute financially to allow planners, engineers and other organizations to utilize crash data and analysis tools.
- RS-4 Increasing Model Minimum Uniform Crash Criteria (MMUCC) shall be considered when revising the IMPACT system.
- TRCC-1 Accurate and timely citation data shall be electronically transferred to the courts database.
- TRCC-2 Traffic Record Systems shall be accessible and linked for analysis and timely reporting.
- TRCC-3 Standardize Idaho's referenced public roadways with the public Linear Reference System (LRS).

PROJECT DESCRIPTIONS

Project Name:	Traffic Records Statewide Services	Project No.	
Budget Source:	Section 402	TR-2016-02	(OHS: STR1601)
Performance Measure(s):	C-1, C-2, C-3	Budget:	\$93,000
Strategies: TR-1, TR-2 TR-3, TR-4			
Description: Funding provides for the collection and maintenance of crash data electronically transmitted by Idaho law enforcement through the eIMPACT application, allowing comprehensive, accurate and effective evaluation for data-driven decisions in establishing statewide targets for projects.			

Project Name:	Roadway Safety Statewide Services	Project No.	
Budget Source:	Section 402	RS-2016-01	(OHS SRS1601)
Performance Measure(s):	C-1, C-2, C-3	Budget:	\$92,000
Strategies: RS-1, RS-2, RS-3, RS-4			
Description: Funding provides maintenance and enhancements for a comprehensive and effective WebCARS tool to analyze collected crash data in establishing evidence-based decisions utilized on projects.			

Project Name:	Statewide Services	Project No.	
Budget Source:	Section 405c FHWA HSIP	M3DA-2016-01 A012(536)	(OHS SKD1601) (OHS V129710)
Performance Measure(s):	C-1, C-2, C-3, TRCC-2	Budget:	\$285,915
Strategy: TRCC-2			
Description: Funding shall be provided for linkages with the traffic records systems and on-going integration of software with projects such as eCitations and the Data Warehouse.			

Project Name:	Statewide eCitation	Project No.	
Budget Source:	Section 408	K9-2016-02	(OHS SK91602)
	Section 405c	M3DA-2016-02	(OHS SKD1602)
	FHWA HSIP	A012(537)	(OHS V139900)
Performance Measure(s):	C-1, C-2	Budget:	\$1,618,685
Strategy: TRCC-1			
<p>Description: Funding will provide for accuracy and timeliness attributes in enhancements to the citation and adjudication process creating a uniform statewide electronic software and hardware implementation, as recommended in the Traffic Records Assessment. For statewide deployment of the electronic citation software, the Meridian Police Department application was chosen. After completion of the pilot test with four agencies in FFY 2015, the TRCC shall determine the application rollout from a single agency application to a multiple, and ready for a statewide application to law enforcement agencies.</p>			

Project Name:	Traffic Record Systems Data Warehouse	Project No.	
Budget Source:	Section 408	K9-2016-03	(OHS SK91603)
	Section 405c	M3DA-2016-03	(OHS SKD1603)
Performance Measure(s):	C-1, C-2	Budget:	\$758,456
Strategy: TRCC-2			
<p>Description: Funding will be a pilot project for developing an architecture plan to include the benefits to traffic record system owners in accessing and utilizing a dynamic strategic tool for analysis and reporting.</p>			

Project Name:	ARNOLD	Project No.	
Budget Source:	Section 405c	M3DA-2016-04	(OHS SKD1604)
Performance Measure(s):	C-1, C-2, C-3, R-C-4	Budget:	\$105,000
Strategy: TRCC-3			
<p>Description: Funding will be a pilot test for the All Roads Network of Linearly-Referenced Data (ARNOLD) to determine whether the Environmental Systems Research Institute (ESRI) software solution of “Roads and Highways” shall be used as the ITD solution for maintaining linear referencing on all Idaho roads. The pilot project shall evaluate and develop methodologies for dual carriageway representation; provide a proof of concept for applying address ranges; create an off-the-shelf submission tool for the Highway Performance Monitoring System (HPMS); and establish a methodology and technology platform where local agencies can communicate geometry and roadway attributes.</p>			

TRAFFIC RECORDS AND ROADWAY SAFETY PROGRAM BUDGET SUMMARY

NHTSA/FHWA Project Number	OHS Project Number	Project Title	Traffic Records & Roadway Safety		Match
			Budget	Budget Source	
TR-2016-01	STR1601	Traffic Records Statewide Services	\$93,000	Section 402	
RS-2016-01	SRS1601	Roadway Safety Statewide Services	\$92,000	Section 402	
M3DA-2016-01	SKD1601	TRCC Statewide	\$270,270	Section 405c	\$67,600
A012(536)	V129710	Services	\$15,645	FHWA HSIP	
K9-2016-02	SK91602	Statewide eCitation	\$1,170,902	Section 408	\$292,725
M3DA-2016-02	SKD1602		\$387,783	Section 405c	\$97,000
A012(537)	V139900		\$60,000	FHWA HSIP	
K9-2016-03	SK91603	Traffic Record Systems	\$250,297	Section 408	\$62,600
M3DA-2016-03	SKD1603	Data Warehouse	\$508,159	Section 405c	\$127,900
M3DA-2016-04	SKD1604	ARNOLD	\$105,000	Section 405c	\$26,250
Total Traffic Records and Roadway Safety Budget			\$185,000	Section 402	
			\$1,421,199	Section 408	\$355,325
			\$1,271,212	Section 405c	\$318,750
			\$75,645	FHWA HSIP	

PROGRAM AREA REFERENCES

NHTSA. (2011). *Traffic Records Assessment*. Washington, DC: Birch, C., Scopatz, R. A., Spell, L A., Vecchi, J., & Zogby, J.

Idaho Transportation Department. (2012). *Idaho Traffic Record Systems Strategic Plan*.

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. Available at <http://www.ghsa.org/html/publications/countermeasures.html>

FHWA. (2012) *MMUCC Guideline - Model Minimum Uniform Crash Criteria Fourth Edition*. (Report No. COT HS 811 631). Washington, DC: Author. Available at www-nrd.nhtsa.dot.gov/Pubs/811631.pdf

FHWA. (2010). *Mire - Model Inventory of Roadway Elements Version 1.0*. (Report No. FHWA-SA-10-1018). Washington, DC: Lefler, N., Council, F., Harkey, D., Carter, D., McGee, H., & Daul, M. Available at http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf

STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS (23CFR 1200.22)

URL: <http://idahoteendriving.org/id-info-system-improvements/>

- 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.
1. A copy of the TRCC charter is provided as a HSP attachment and can be accessed at the above url.
 2. A copy of the 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 a HSP attachment and can be accessed at the above url.
 3. A list of the TRCC membership and the organization and function they represent is provided as a HSP attachment and can be accessed at the above url.
 4. The name and title of the State's Traffic Records Coordinator is Brent Jennings, P.E., Highway Safety Manager and TRCC Chairman.
 5. A copy of the State Strategic Plan, including any updates, is provided as a HSP attachment and can be accessed at the above url.
 6. 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 ___ and can be accessed at the above url.

System Performance Measure Progress:

Description of Calculation: Average entry time for citation data from 6 Idaho counties that comprise over 60% of the State's population: Time between entry and issuance were calculated by subtracting citation entry date/time from citation issue date/time for each record. An average was then determined for all citations.

- There were 145,789 citations issued with an average time of 3.80 days between April 1, 2013 and March 31, 2014.
 - There were 149,440 citations issued with an average time of 3.61 days between April 1, 2014 and March 31, 2015, noting a decrease of 0.19 days and documenting progress.
7. The State's most recent assessment or update of its highway safety data and traffic records system was completed on 8/19/2011.



MULTI-FUNDED ENFORCEMENT GRANTS

PROBLEM IDENTIFICATION

- In 2013, the observed seat belt use rate was 81.6% percent, however only 33 percent of the motor vehicle occupants killed in crashes were wearing seat belts.
- In 2013, nearly 10 percent of all fatal and injury crashes involved an impaired driver, an impaired pedestrian or impaired bicyclist. Just more than 45 percent of all fatalities were the result of an impaired driving crash.
- In 2013, aggressive driving was a contributing factor in 56 percent of all of the motor vehicle crashes. While 75 percent of all aggressive driving crashes occur in urban areas, 74 percent of the fatal aggressive driving crashes occurred in rural areas.
- In 2013, 19 percent of all aggressive driving crashes involved a single vehicle, while 42 percent of fatal aggressive driving crashes involved only one vehicle. Of the 32 fatal aggressive driving crashes that involved a single vehicle, 20 (or 84 percent) occurred in rural areas.
- Distracted driving crashes made up 21 percent of all crashes in 2013 and were responsible for 20 percent of all fatalities. 72 percent of the fatal distracted driving crashes occurred on rural roadways, 83 percent of the fatal distracted driving crashes occurred on rural roadways and 44 percent of the fatal distracted driving crashes involved a single vehicle.

PERFORMANCE MEASURES

- *C-1 Reduce the five-year average number of motor vehicle fatalities.*
- *C-2 Reduce the five-year average number of motor vehicle serious injuries.*
- *C-3 Reduce the five-year running average traffic crash fatality rate per 100 million AVMT.*
- *C-4 Reduce the five-year average unrestrained PMV fatalities.*
- *C-5 Reduce the five-year average number of motor vehicle fatalities involving drivers with a BAC of .08 or greater.*
- *C-6 Reduce the five-year average speeding fatalities.*
- *I-1 Reduce the five-year average distracted fatalities.*

STRATEGIES

- Conduct aggressive driving, seat belt, distracted driving and impaired driving traffic sustained enforcement patrols in rural Idaho and report and track results.
- Participate in statewide patrols in conjunction with the statewide impaired driving, seat belt and the 100 Deadliest Days (aggressive/distracted/impaired/seat belt) Traffic Enforcement Mobilizations.
- Participate in highway safety committees and continue to work with other law enforcement agencies on multi-agency task forces.

PROJECT DESCRIPTIONS

Project Name:	Idaho State Police, Statewide Traffic Enforcement Grant	Project No.	AL-2016-09 (SAL1609) PT-2016-09 (SPT1609)
Budget Source:	Section 402		OP-2016-09 (SSB1609)
Performance			DD-2016-09 (SDD1609)
Measure(s):	C-1, C-2, C-3, C-4, C-5, C-6, I-1, SHSP	Budget:	\$125,000
Description: Fund, through overtime, sustained enforcement efforts throughout the state of Idaho to eliminate motor vehicle-related deaths and serious injuries in Idaho by the reduction of impaired driving crashes, aggressive driving crashes, unbelted crashes and distracted driving crashes.			

Project Name:	Meridian Police, STEP Officer Year 1	Project No.	PT-2016-02 (SPT1602)
Budget Source:	Section 402		OP-2016-02 (SSB1602)
Performance			DD-2016-02 (SDD1602)
Measure(s):	C-1, C-2, C-3, C-4, C-5, C-6, I-1, SHSP	Budget:	\$56,000
Description: Funds will be used to hire a motor officer for the Meridian PD Traffic Team, to target aggressive driving, distracted driving, and occupant protection enforcement. In addition, the officer will work with local area Meridian Advocates for Youth Safety at a variety of events including driver's education, school events, Alive at 25 program events to promote defensive driving practices.			

Project Name:	Coeur d'Alene Police, STEP Officer Year 1	Project No.	AL-2016-03 (SAL1603)
Budget Source:	Section 402		PT-2016-03 (SPT1603)
Performance			OP-2016-03 (SSB1603)
Measure(s):	C-1, C-2, C-3, C-4, C-5, C-6, I-1, SHSP	Budget:	\$100,000
Description: Funds will be used to hire a new officer to work with the CARE Team (Community Accident Reduction through Education). This officer will conduct enforcement focusing on accident reduction through education and enforcement efforts. The new officer will also take part in extra enforcement emphasis/multi-agency emphasis patrols and community education programs. The officer will also work with the Kootenai County DUI Court, Victim's Impact Panel and School Zone Patrols.			

Project Name:	Madison County Sheriff's Office, Multi-agencies Task Force Grant	Project No.	AL-2016-04 (SAL1604) PT-2016-04 (SPT1604)
Budget Source:	Section 402		OP-2016-04 (SSB1604)
Performance			DD-2016-04 (SDD1604)
Measure(s):	C-1, C-2, C-3, C-4, C-5, C-6, I-1, SHSP	Budget:	\$40,000
Description: Provide funding for multi-jurisdictional enforcement overtime hours by allowing Madison County officers to work with surrounding rural counties (Fremont and Clark counties) that may be lacking sufficient law enforcement coverage during specific times and/or events. Officers from Madison County will assist other agencies in traffic enforcement as needed.			

Project Name:	Twin Falls County Sheriff's Office, Traffic Enforcement	Project No.	AL-2016-05 (SAL1605)
Budget Source:	Section 402		OP-2016-05 (SSB1605)
Performance			DD-2016-05 (SDD1605)
Measure(s):	C-1, C-2, C-3, C-4, C-5, C-6, I-1, SHSP	Budget:	\$10,500
Description: Reduce fatal and serious crashes and increase Sheriff's Office traffic citations in Twin Falls County for impaired, youthful, aggressive and unrestrained drivers through traffic enforcement. Enforcement to be accomplished in addition to participating in mobilization campaigns.			

MULTI-FUNDED ENFORCEMENT GRANTS PROGRAM BUDGET SUMMARY (Section 402)

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	PT-2016-02 (SPT1602)	Meridian PD. Motorcycle Officer STEP Grant Yr1. Fed Portion Total \$56,000	\$23,000	\$18,700	\$23,000
	OP-2016-02 (SSB1602)		\$10,000		\$10,000
	DD-2016-02 (SDD1602)		\$23,000		\$23,000
Section 402	AL-2016-03 (SAL1603)	Coeur D'Alene PD. STEP Grant Yr1. Fed Portion Total \$100,000	\$60,000	\$33,500	\$60,000
	PT-2016-03 (SPT1603)		\$10,000		\$10,000
	OP-2016-03 (SSB1603)		\$20,000		\$20,000
	DD-2016-03 (SDD1603)		\$10,000		\$10,000
Section 402	AL-2016-04 (SAL1604)	Madison CSO. Multi-agencies Task Force Grant. Fed Portion Total \$40,000	\$25,000	\$13,500	\$25,000
	PT-2016-04 (SPT1604)		\$ 5,000		\$ 5,000
	OP-2016-04 (SSB1604)		\$ 5,000		\$ 5,000
	DD-2016-04 (SDD1604)		\$ 5,000		\$ 5,000
Section 402	AL-2016-05 (SAL1605)	Twin Falls CSO. Traffic Enforcement Grant. Fed Portion Total \$10,500	\$ 3,500	\$ 3,500	\$ 3,500
	PT-2016-05 (SPT1605)		\$ 3,500		\$ 3,500
	OP-2016-05 (SSB1605)		\$ 3,500		\$ 3,500
Section 402	AL-2016-09 (SAL1609)	ISP. Statewide Traffic Enforcement Grant. Fed Portion Total \$225,000	\$35,000	\$0	\$0
	PT-2016-09 (SPT1609)		\$35,000		\$0
	OP-2016-09 (SSB1609)		\$35,000		\$0
	DD-2016-09 (SDD1609)		\$20,000		\$0
Total Multiple Programs Funded Projects Funds			\$331,500	\$69,200	\$206,500

PROGRAM AREA REFERENCES

- Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.ghsa.org/html/publications/countermeasures.html>
- Office of Highway Safety (2014). *Idaho Traffic Crashes 2013*. Idaho Transportation Department. <http://itd.idaho.gov/ohs/2013Data/Analysis2013FINAL.pdf>
- Office of Highway Safety (2014, October). *Idaho Observational Seat Belt Survey 2014*. Idaho Transportation Department. <http://itd.idaho.gov/ohs/ClickIt/Surveys/obsrd2014.pdf>
- Office of Highway Safety (2013, April). Idaho Transportation Department. *Strategic Highway Safety Plan*. <http://itd.idaho.gov/ohs/SHSPdocs/SHSP2013.pdf>



COMMUNITY PROJECTS

PERFORMANCE MEASURES

- *C-1. Reduce the five-year average number of motor vehicles fatalities.*
- *C-2. Reduce the five year average number of motor vehicles serious injuries.*
- *C-3. Reduce the five year fatality rate per 100 million AVMT.*

STRATEGIES

- Develop and maintain law enforcement agency relationships and facilitate the development and promotion of highway safety programs which are important to the quality of life within the community.
- Assist and encourage local law enforcement to provide education/outreach campaigns and activities to youthful drivers. SHSP - DD
- Educate and inform target groups regarding the importance of safety restraint use. SHSP – SB 1
- Increase education to law enforcement officers regarding safety restraint use. SHSP – SB 2
- Strengthen partnerships with various stakeholders interested in teen traffic safety issues, as well as youth and community groups. SHSP – YD
- Increase knowledge of and compliance with policies, laws, programs and procedures related to mobility and safety strategies. SHSP – BP
- Improve interagency collaboration that includes healthcare professionals, law enforcement agencies, senior advocate groups and insurance agencies for message delivery.
- Promote a culture of safety by proactively addressing the cause of crashes and implementing improvements. SHSP – I

PROJECT DESCRIPTIONS

Project Name:	Highway Safety Summit	Project No.	DD-2016-01 (OHS SCP1601)
Performance Measure(s):	C-1, C-2, C-3, SB1	BUDGET:	\$50,000
Description: Offer a statewide Highway Safety Summit designed to foster discussion and interaction between presenters and participants, and provide an educational opportunity for law enforcement, advocates, prosecutors and other partners in highway safety. In each SHSP focus area and each section of Countermeasures that Work, there is an element of education.			

Project Name:	Law Enforcement Liaison	Project No.	DD-2016-02 (OHS SCP1602)
Performance Measure(s):	C-1, C-2, C-3	BUDGET:	\$60,000
Description: Provide federal funding to one law enforcement agency from each Idaho Transportation District for a Law Enforcement Liaison (LEL) representative to create a network of Law Enforcement Liaisons (LELs) to promote NHTSA priority programs and provide ongoing technical assistance at the community level. The LEL program also promotes the number of law enforcement agencies that participate in the statewide traffic enforcement mobilizations as well as maintain law enforcement agency relationships and facilitates the development and promotion of highway safety programs and officers in Idaho.			

Project Name:	Idaho Highway Safety Coalition	Project No.	DD-2016-03 (OHS SCP1603)
Performance Measure(s):	C-1, C-2, C-3, SHSP	BUDGET:	\$10,000
Description: Identify traffic safety solutions by drawing on the strengths and resources of highway safety partners through collaboration and coordination using data-driven comprehensive statewide goals, objectives and key emphasis areas. Provide resources and develop a structure to promote the activities and projects for the Idaho Highway Safety Coalition (IHSC) including, workshops, activities, website hosting, partnerships, outreach and education to promote highway safety key emphasis areas.			

Project Name:	Strategic Highway Safety Plan	Project No.	DD-2016-04 (OHS SCP1604)
Performance Measure(s):	C-1, C-2, SHSP	BUDGET:	\$10,000
Description: The collaborative process of developing and implementing the Strategic Highway Safety Plan (SHSP) brings together and draws on the strengths and resources of Idaho's safety partners. The SHSP helps coordinate goals and highway safety programs across the state as a guiding document for the emphasis groups. Eight of the twelve identified SHSP focus areas are behavioral safety goals and are consistent with performance measures and goals set forth by NHTSA and GHSA guidelines. This project will provide funding to support and promote the activities and projects for the Strategic Highway Safety Plan (SHSP) behavior focus areas including, workshops, activities, administration, website hosting, partnerships, outreach and education to promote highway safety.			

Project Name:	Public Opinion Poll/Media Survey	Project No.	PM-2016-02
Performance			(OHS SPM1602)
Measure(s):	C-1, C-2, SHSP	BUDGET:	\$30,000
Description: 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.			

Project Name:	Idaho State Police Education Officer	Project No.	DD-2016-09
Performance			(OHS SCP169)
Measure(s):	C-1, C-2, C-4, C-5, C-6, C-7, C-9, SHSP	BUDGET:	\$100,000
Description: Funding provides for the dedication of one office to promote highway safety education and awareness to the public through the development of workshops, presentations and activities as well as establish and foster partnerships with special emphasis on over represented populations such as youthful drivers.			

COMMUNITY PROJECTS PROGRAM BUDGET SUMMARY

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
CP-2016-01	SCP1601	Highway Safety Summit	\$50,000	Section 402	\$0
CP-2016-02	SCP1602	Law Enforcement Liaisons	\$60,000		\$15,000
CP-2016-03	SCP1603	Coalition	\$10,000		\$0
CP-2016-04	SCP1604	Strategic Highway Safety Plan	\$10,000		\$0
CP-2016-09	SCP1609	Idaho State Police Education Officer	\$100,000		\$20,000
PM-2016-02	SPM1602	Public Opinion Poll	\$30,000		\$0
Section 402 Project Total			\$260,000		

PROJECT REFERENCES

Community. *How to Guide on. Coalition Building*. DOT HS 809 209

Commitment, Communication, Cooperation: Traffic Safety and Public Health Working Together to Prevent Traffic Injury - Web site: <http://www.nhtsa.dot.gov>

Transportation Safety Institute (TSI), National Traffic Safety Division: *Law Enforcement Liaison Training and Guidelines*.

Office of Highway Safety (2013, April). *Strategic Highway Safety Plan 2013*. Idaho Transportation Department.



PLANNING AND ADMINISTRATION

PERFORMANCE MEASURES

- *C-1. Reduce the five year average number of fatalities.*
- *C-2. Reduce the five year average number of serious injuries.*
- *C-3. Reduce the five year fatality rate per 100 million AVMT.*

OBJECTIVE

- Provide program planning, administration, and coordination for the Office of Highway Safety.
- Administer the FFY 2016 Idaho Highway Safety Plan (HSP), effect the planned changes to target populations, and support systems specified in the HSP and individual grant narratives.

STRATEGIES

- Organize and work with the Idaho Traffic Safety Commissioners (ITSC) and other stakeholders, in order to implement effective Highway Safety programs.
- Encourage legislative support for effective laws that help to reduce traffic deaths and serious injuries, by providing technical information and acting as an expert witness.
- Provide policy and procedures, program administration, and personnel guidance for the Office of Highway Safety.
- Ensure that OHS planning procedure, program activities, and grant reimbursement procedures are in compliance with Idaho Codes, 2 CFR 200, 49 CFR Part 18, and 23 CFR 1200.
- Provide accounting, financial, and audit support for program areas abide by 2 CFR 200 Subpart F. In addition, continue to comply with FFATA requirement.
- Develop and implement the Strategic Highway Safety Plan (SHSP).
- Support and provide guidance in the building of online grant application for the Idaho OHS Grants Management Tracking

Project Name:	Planning and Administration	Project No(s).	
Budget Source:	Section 402	PA-2016-PA	(OHS S0016PA)
Performance Measure(s):	C-1, C-2, C-3	Budget:	\$145,000
Description: Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the NHTSA funded program.			

PROGRAM AREA MANAGEMENT

STRATEGIES

- Solicit grantees and create a budget plan for FFY 2016; prioritize grant requests based on problem identification and evidenced based countermeasures.
- Work with the Idaho Traffic Safety Commission, to seek ITSC guidance and to present program activities as proposed in the FFY 2016 plan.
- Collaborate with the SHSP focus area groups to implement and develop current and future highway safety projects.
- Develop and administer FFY 2015 statewide and local grants with the goal of reducing traffic fatalities and serious injuries.
- Establish method and monitoring procedure to ensure the success of the grantees in accomplishing the established goals of the grant.
- Be liaisons for local highway safety community partners (to develop programs in Idaho utilizing Highway Safety Coalition).
- Manage grants/ program activities and ensure that grant reimbursement procedures are in compliance with Idaho Codes, 2 CFR 200, 49 CFR Part 18, and 23 CFR 1200.

Project Name:	Program Area Management	Project No(s).	Various
Budget Source:	Section 402, Section 405		
Performance Measure(s):	C-1, C-2, C-3	Budget:	\$359,000
Description: Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.			

PROGRAM BUDGET SUMMARY

Planning and Administration (P&A funds)

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
PA-2016-PA	S0016PA	402 P&A	\$145,000	Section 402	*\$87,260

*Sliding Scale, match of .3757

Program Area Management (Program funds)

NHTSA Project Number	OHS Project Number	Project Title	Program Budget	Budget Source	Match Amount
AL-2016-AL	S0016AL	402 PAM Impaired Driving	\$26,000	Section 402	\$8,667
PT-2016-PT	S0016PT	402 PAM Aggressive Driving	\$29,500		\$9,833
OP-2016-SB	S0016SB	402 PAM Safety Restraints	\$28,000		\$9,333
DD-2016-DD	S0016DD	402 PAM Distracted Driving	\$18,500		\$6,167
TSP-2016-YD	S0016YD	402 PAM Youthful Drivers	\$38,000		\$12,667
CR-2016-CR	S0016CR	402 PAM Child Restraints	\$17,500		\$5,833
PS-2016-PS	S0016PS	402 PAM Bike/Ped Safety	\$14,000		\$4,667
EM-2016-EM	S0016EM	402 PAM EMS	\$12,000		\$4,000
MC-2016-MC	S0016MC	402 PAM Motorcycle Safety	\$15,500		\$5,167
CP-2016-CP	S0016CP	402 PAM Community Projects	\$47,500		\$15,833
TS-2016-TR	S0016TR	402 PAM Traffic Records/Roadway Safety	\$29,500		\$9,833
		<i>Total 402 PAM</i>	<i>\$276,000</i>		
M2HVE-2016-SB	S1699OP	405b PAM Occupant Protection	\$45,000	Section 405b	\$15,000
M5HVE-2016-ID	S1699ID	405d PAM Impaired Driving	\$38,000	Section 405d	\$12,667
		<i>Total PAM</i>	<i>\$359,000</i>		<i>\$108,267</i>



FFY 2016 BUDGET SUMMARY

IMPAIRED DRIVING Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	AL-2016-01 (SAL1601)	Impaired SWS (HVE). Fed Portion Total \$883,000	183,000	80,000	180,000
Section 405	M5HVE-2016-01 (SID1601)		700,000	300,000	500,000
Section 402	PM-2016-01 (SPM1601-AL)	Impaired Media	10,000	0	0
Section 405	M5PEM-2016-01 (SID16PM)	Impaired Media	400,000	0	0
Section 405	M5OT-2016-21 (SID1621)	Underage Drinking Enforcement	50,000	0	50,000
Section 405	M5TR-2016-22 (SID1622)	Training and Educational Materials	50,000	0	0
Section 405	M5BAC-2016-31 (SID1631)	BAC equipment	30,000	10,000	30,000
Section 405	Multiple	Match from partners	0	3,500,000	0
Section 164	164AL-2016-01 (S641601)	DUI Task Force and Special Mobilizations	200,000	0	150,000
Section 164	164AL-2016-02 (S641602)	Interlock Program	200,000	0	50,000
Section 164	164AL-2016-03 (S641603)	DUI Courts	500,000	0	400,000
Section 164	164AL-2016-04 (S641604)	Project Implementation	80,000	0	70,000
TOTAL IMPAIRED DRIVING SWS/MEDIA			2,403,000	3,890,000	1,430,000

IMPAIRED DRIVING Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 405	M5CS-2016-02 (SID1602)	Idaho Prosecuting Attorney Association. Traffic Safety Resource Prosecutor	250,000	62,500	0
Section 405	M5IDC-2016-03 (SID1603)	Idaho State Police. State Impaired Driving Coordinator	250,000	62,500	0
Section 405	M5OT-2016-05 (SID1605)	Mother Against Drunk Driving. Designated Driver Awareness	17,000	4,250	0
Section 405	M5OT-2016-06 (SID1606)	Meridian Police. Impaired Driving STEP Grant (Yr. 2)	100,000	25,000	100,000
TOTAL IMPAIRED DRIVING GRANTS			617,000	154,250	0

TOTAL IMPAIRED DRIVING PROGRAM			3,020,000	4,044,250	1,430,000
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AGGRESSIVE DRIVING Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	PT-2016-01 (SPT1601)	Aggressive SWS (HVE)	250,000	70,000	230,000
Section 402	PM-2016-01 (SPM1601-PT)	Aggressive Media	60,000	0	0
TOTAL AGGRESSIVE DRIVING SWS/MEDIA			310,000	70,000	230,000

DISTRACTED DRIVING Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	AL-2016-01 (SAL1601)	Distracted SWS	100,000	20,000	80,000
Section 402	PM-2016-01 (SPM1601-DD)	Distracted Media	60,000	0	0
TOTAL DISTRACTED DRIVING SWS/MEDIA			160,000	20,000	80,000

100 DEADLIEST DAYS

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
FHWA HSIP	FY2015 – T&B (Pass Through)	100 Deadliest Days	100,000	7,921	0
FHWA HSIP	FY2015 – Media	100 Deadliest Days	50,000	3,961	0
TOTAL FHWA HSIP 100 DEADLIEST DAYS			150,000	11,882	0

OCCUPANT PROTECTION Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	OP-2016-01 (SSB1601-A&B)	Seat Belt SWS (HVE) Fed Portion Total \$412,500	160,000	80,000	180,000
Section 405	M2HVE-2016-01 (SOP1601)		252,500	150,000	200,000
Section 402	OP-2016-01 (SSB1601-C)	Seat Belt SWS (Educational Materials, Travel, and Training)	30,000	0	0
Section 402	PM-2016-01 (SPM1601-SB)	Seat Belt Media Fed Portion Total \$350,000	100,000	0	0
Section 405	M2PE-2016-21 (SOP1621)		250,000	10,000	0
Section 402	CR-2016-01 (SCR1601)	Child Restraints SWS	10,000	0	0
Section 402	PM-2016-01 (SPM1601-CR)	Child Restraint Media	35,000	0	0
Section 405	M2OP-2016-22 (SOP1622)	Seat Belt Survey	50,000	6000	0
Section 405	M2TR-2016-23 (SOP1623)	OP Training	50,000	15,000	0
TOTAL OCCUPANT PROTECTION SWS/MEDIA			937,500	261,000	380,000

OCCUPANT PROTECTION Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	OP-2016-07 (SSB1607)	Rexburg Police. Traffic Enforcement Grant	17,500	4,375	17,500
Section 402	CR-2016-02 (SCR1602)	Idaho Chapter of the American Academy of Pediatrics	75,000	0	50,000
Section 405	M2CPS-2016-24 (SOP1624)	CPS Centralized Leadership Program Fed Portion Total \$125,000	50,000	12,500	0
FHWA HSIP	FY2015 – T&B (Pass Through)		75,000	0	0
TOTAL OCCUPANT PROTECTION GRANTS			217,500	16,875	67,500
TOTAL OCCUPANT PROTECTION PROGRAM			1,155,000	311,875	447,500

YOUTHFUL DRIVERS Statewide Services ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion/ State Farm	Match Portion	Local Benefit
Section 402	TSP-2016-02 (SYD1602)	Alive at 25 Program Fed Portion Total \$235,000	180,000	45,000	180,000
FHWA HSIP	A012(538) V149170		65,000	6,000	0
State Farm	N149180		8,000	0	0
Section 402	TSP-2016-04 (SYD1604)	Teen Driver Website	5,000	0	0
Section 402	TSP-2016-05 (SYD1605)	Highway Safety Kids Calendar	10,000	0	8,000
Section 405	M2OP-2016-22 (SOP1622)	OHS Seat Belt Survey	50,000	0	0
TOTAL YOUTHFUL DRIVERS SWS			318,000	51,000	188,000

YOUTHFUL DRIVERS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion/ State Farm	Match Portion	Local Benefit
Section 402	TSP-2016-03 (SYD1603)	Meridian Police. Peer to Peer Engagement Fed Portion Total \$30,000	25,000	6,250	25,000
FHWA HSIP	A012(538) V149170		5,000	600	0
State Farm	N149180		2,000	0	0
Section 402	TSP-2016-06 (SYD1606)	Children and Parent Resource Group. Pilot Project Fed Portion Total \$45,000	15,000	11,250	0
	AL-2016-06 (SAL1606)		10,000		0
	PT-2016-06 (SPT1606)		5,000		0
	OP-2016-06 (SOP1606)		10,000		0
	DD-2016-06 (SDD1606)		5,000		0
TOTAL YOUTHFUL DRIVERS GRANTS			77,000	18,100	25,000
TOTAL YOUTHFUL DRIVERS PROGRAM			395,000	69,100	213,000

BIKE/PEDESTRIAN SAFETY Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	PS-2016-01 (SPS1601)	Bike/Ped SWS	7,000	0	0
FHWA HSIP	A012(536) V139900	Media & Educational Material	16,218	1,802	0
Section 402	PM-2016-01 (SPM1601-BPS)	Media	15,000	0	0
	TOTAL BIKE/PEDESTRIAN SAFETY SWS/MEDIA		38,218	0	0

EMERGENCY MEDICAL SERVICES Statewide Services ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	EM-2016-01 (SEM1601)	EMS SWS	40,000	0	0
	TOTAL EMS SWS		40,000	0	0

MOTORCYCLE SAFETY Statewide Services/Media ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	MC-2016-01 (SMC1601)	MC SWS	50,000	0	0
Section 405	M9MA-2015-02 (SMA1502)	Driver Awareness Media	70,000	17,500	0
	TOTAL MOTORCYCLE SAFETY SWS/MEDIA		120,000	17,500	0

DATA ENHANCEMENTS Statewide Services ITD-OHS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	TR-2016-01 (STR1601)	Traffic Records	93,000	0	0
Section 402	RS-2016-01 (SRS1602)	Roadway Safety	92,000	0	0
Section 405	M3DA-2016-01 (SKD1601)	TRCC Projects Fed Portion Total \$285,915	270,270	67,600	0
FHWA HSIP	A012(535) V129710		15,645	0	0
Section 408	K9-2016-02 (SK91602)	Statewide eCitation Fed Portion Total \$1,618,685	1,170,902	292,725	0
Section 405	M3DA-2016-02 (SKD1602)		387,783	97,000	0
FHWA HSIP	A012(536) V139900		60,000	0	0
Section 408	K9-2016-02 (SK91602)	Data Warehouse Fed Portion Total \$758,456	250,297	62,600	0
Section 405	M3DA-2016-02 (SKD1602)		508,159	127,900	0
Section 405	M3DA-2016-04 (SKD1604)	ARNOLD	105,000	26,250	0
	TOTAL DATA ENHANCEMENTS SWS		2,953,056	674,075	0

Multiple Funded Programs Enforcement Projects

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	PT-2016-02 (SPT1602)	Meridian Police. Motorcycle Officer STEP Grant Yr1. Fed Portion Total \$56,000	23,000	18,700	23,000
	OP-2016-02 (SSB1602)		10,000		10,000
	DD-2016-02 (SDD1602)		23,000		23,000
Section 402	AL-2016-03 (SAL1603)	Coeur D'Alene Police. STEP Grant Yr1. Fed Portion Total \$100,000	60,000	33,500	60,000
	PT-2016-03 (SPT1603)		10,000		10,000
	OP-2016-03 (SSB1603)		20,000		20,000
	DD-2016-03 (SDD1603)		10,000		10,000
Section 402	AL-2016-04 (SAL1604)	Madison County Sheriff's Office. Multi-agencies Task Force Grant. Fed Portion Total \$40,000	25,000	13,500	25,000
	PT-2016-04 (SPT1604)		5,000		5,000
	OP-2016-04 (SSB1604)		5,000		5,000
	DD-2016-04 (SDD1604)		5,000		5,000
Section 402	AL-2016-05 (SAL1605)	Twin Falls County Sheriff's Office. Traffic Enforcement Grant. Fed Portion Total \$10,500	3,500	3,500	3,500
	PT-2016-05 (SPT1605)		3,500		3,500
	OP-2016-05 (SSB1605)		3,500		3,500
Section 402	AL-2016-09 (SAL1609)	Idaho State Police. Statewide Traffic Enforcement Grant. Fed Portion Total \$225,000	35,000	0	0
	PT-2016-09 (SPT1609)		35,000		0
	OP-2016-09 (SSB1609)		35,000		0
	DD-2016-09 (SDD1609)		20,000		0
Total Multiple Programs Funded Projects Funds			331,500	69,200	206,500

COMMUNITY PROJECTS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	CP-2016-01 (SCP1601)	Highway Safety Summit	50,000	0	40,000
Section 402	CP-2016-02 (SCP1602)	Law Enforcement Liaisons	60,000	15,000	60,000
Section 402	CP-2016-03 (SCP1603)	Coalition	10,000	0	5,000
Section 402	CP-2016-04 (SCP1604)	Strategic Highway Safety Plan	10,000	0	5,000
Section 402	CP-2016-09 (SCP1609)	Idaho State Police Education Officer	100,000	20,000	0
Section 402	PM-2016-02 (SPM1602)	Public Opinion Poll	30,000	0	0
TOTAL COMMUNITY PROJECTS GRANTS			260,000	15,000	110,000
FHWA HSIP	FY2016	HSIP Behavioral Safety	1,000,000	102,171	0
TOTAL FY2016 BEHAVIORAL SAFETY			1,000,000	102,171	0

Multiple Funded Programs Enforcement Projects

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	PT-2016-02 (SPT1602)	Meridian Police. Motorcycle Officer STEP Grant Yr1. Fed Portion Total \$56,000	23,000	18,700	23,000
	OP-2016-02 (SSB1602)		10,000		10,000
	DD-2016-02 (SDD1602)		23,000		23,000
Section 402	AL-2016-03 (SAL1603)	Coeur D'Alene Police. STEP Grant Yr1. Fed Portion Total \$100,000	60,000	33,500	60,000
	PT-2016-03 (SPT1603)		10,000		10,000
	OP-2016-03 (SSB1603)		20,000		20,000
	DD-2016-03 (SDD1603)		10,000		10,000
Section 402	AL-2016-04 (SAL1604)	Madison County Sheriff's Office. Multi-agencies Task Force Grant. Fed Portion Total \$40,000	25,000	13,500	25,000
	PT-2016-04 (SPT1604)		5,000		5,000
	OP-2016-04 (SSB1604)		5,000		5,000
	DD-2016-04 (SDD1604)		5,000		5,000
Section 402	AL-2016-05 (SAL1605)	Twin Falls County Sheriff's Office. Traffic Enforcement Grant. Fed Portion Total \$10,500	3,500	3,500	3,500
	PT-2016-05 (SPT1605)		3,500		3,500
	OP-2016-05 (SSB1605)		3,500		3,500
Section 402	AL-2016-09 (SAL1609)	Idaho State Police. Statewide Traffic Enforcement Grant. Fed Portion Total \$225,000	35,000	0	0
	PT-2016-09 (SPT1609)		35,000		0
	OP-2016-09 (SSB1609)		35,000		0
	DD-2016-09 (SDD1609)		20,000		0
Total Multiple Programs Funded Projects Funds			331,500	69,200	206,500

COMMUNITY PROJECTS Grants

Budget Source	Project No.	Agency / Project Name	Federal Portion	Match Portion	Local Benefit
Section 402	CP-2016-01 (SCP1601)	Highway Safety Summit	50,000	0	40,000
Section 402	CP-2016-02 (SCP1602)	Law Enforcement Liaisons	60,000	15,000	60,000
Section 402	CP-2016-03 (SCP1603)	Coalition	10,000	0	5,000
Section 402	CP-2016-04 (SCP1604)	Strategic Highway Safety Plan	10,000	0	5,000
Section 402	CP-2016-09 (SCP1609)	Idaho State Police Education Officer	100,000	20,000	0
Section 402	PM-2016-02 (SPM1602)	Public Opinion Poll	30,000	0	0
TOTAL COMMUNITY PROJECTS GRANTS			260,000	15,000	110,000
FHWA HSIP	FY2016	HSIP Behavioral Safety	1,000,000	102,171	0
TOTAL FY2016 BEHAVIORAL SAFETY			1,000,000	102,171	0

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00	PLANNING AND ADMINISTRATION	\$.00	\$87,260.00	\$.00	\$145,000.00	\$145,000.00	\$.00
	Planning and Administration Total		\$.00	\$87,260.00	\$.00	\$145,000.00	\$145,000.00	\$.00
Alcohol								
	AL-2016-00-00-00	IMPAIRED DRIVING	\$.00	\$137,000.00	\$.00	\$342,500.00	\$342,500.00	\$238,500.00
	Alcohol Total		\$.00	\$137,000.00	\$.00	\$342,500.00	\$342,500.00	\$238,500.00
Emergency Medical Services								
	EM-2016-00-00-00	EMERGENCY MEDICAL SERVICES	\$.00	\$12,000.00	\$.00	\$52,000.00	\$52,000.00	\$.00
	Emergency Medical Services Total		\$.00	\$12,000.00	\$.00	\$52,000.00	\$52,000.00	\$.00
Motorcycle Safety								
	MC-2016-00-00-00	MOTORCYCLE SAFETY	\$.00	\$10,000.00	\$.00	\$65,500.00	\$65,500.00	\$.00
	Motorcycle Safety Total		\$.00	\$10,000.00	\$.00	\$65,500.00	\$65,500.00	\$.00
Occupant Protection								
	OP-2016-00-00-00	SAFETY RESTRAINTS	\$.00	\$97,875.00	\$.00	\$319,000.00	\$319,000.00	\$216,000.00
	Occupant Protection Total		\$.00	\$97,875.00	\$.00	\$319,000.00	\$319,000.00	\$216,000.00
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00	BICYCLE/PEDESTRIAN SAFETY	\$.00	\$6,500.00	\$.00	\$21,000.00	\$21,000.00	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$6,500.00	\$.00	\$21,000.00	\$21,000.00	\$.00
Police Traffic Services								
	PT-2016-00-00-00	AGGRESSIVE DRIVING	\$.00	\$88,667.00	\$.00	\$361,000.00	\$361,000.00	\$261,500.00
	Police Traffic Services Total		\$.00	\$88,667.00	\$.00	\$361,000.00	\$361,000.00	\$261,500.00
Community Traffic Safety Project								
	CP-2016-00-00-00	COMMUNITY TRAFFIC SAFETY	\$.00	\$31,000.00	\$.00	\$277,500.00	\$277,500.00	\$110,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Community Traffic Safety Project Total			\$.00	\$31,000.00	\$.00	\$277,500.00	\$277,500.00	\$110,000.00
Roadway Safety								
	RS-2016-00-00-00	ROADWAY SAFETY	\$.00	\$.00	\$.00	\$92,000.00	\$92,000.00	\$.00
Roadway Safety Total			\$.00	\$.00	\$.00	\$92,000.00	\$92,000.00	\$.00
Child Restraint								
	CR-2016-00-00-00	CHILD RESTRAINT	\$.00	\$7,000.00	\$.00	\$102,500.00	\$102,500.00	\$50,000.00
Child Restraint Total			\$.00	\$7,000.00	\$.00	\$102,500.00	\$102,500.00	\$50,000.00
Paid Advertising								
	PM-2016-00-00-00	PAID MEDIA	\$.00	\$.00	\$.00	\$310,000.00	\$310,000.00	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$310,000.00	\$310,000.00	\$.00
Traffic Records								
	TS-2016-00-00-00	TRAFFIC RECORDS	\$.00	\$10,000.00	\$.00	\$122,500.00	\$122,500.00	\$.00
Traffic Records Total			\$.00	\$10,000.00	\$.00	\$122,500.00	\$122,500.00	\$.00
Distracted Driving								
	DD-2016-00-00-00	DISTRACTED DRIVING	\$.00	\$30,000.00	\$.00	\$181,500.00	\$181,500.00	\$80,000.00
Distracted Driving Total			\$.00	\$30,000.00	\$.00	\$181,500.00	\$181,500.00	\$80,000.00
Teen Safety Program								
	TSP-2016-00-00-00	YOUTHFUL DRIVERS	\$.00	\$76,000.00	\$.00	\$273,000.00	\$273,000.00	\$213,000.00
Teen Safety Program Total			\$.00	\$76,000.00	\$.00	\$273,000.00	\$273,000.00	\$213,000.00
NHTSA 402 Total			\$.00	\$593,302.00	\$.00	\$2,665,000.00	\$2,665,000.00	\$1,169,000.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2016-00-00-00	408 SAFETEA-LU	\$.00	\$450,000.00	\$.00	\$1,421,199.00	\$1,421,199.00	\$.00
408 Data Program Incentive Total			\$.00	\$450,000.00	\$.00	\$1,421,199.00	\$1,421,199.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program SAFETEA-LU Total			\$.00	\$450,000.00	\$.00	\$1,421,199.00	\$1,421,199.00	\$.00
164 Transfer Funds								
164 Alcohol								
	164AL-2016-00-00-00	164 TRANSFER FUNDS	\$.00	\$.00	\$.00	\$980,000.00	\$980,000.00	\$670,000.00
164 Alcohol Total			\$.00	\$.00	\$.00	\$980,000.00	\$980,000.00	\$670,000.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$980,000.00	\$980,000.00	\$670,000.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2016-00-00-00	405B HIGH VISIBILITY ENFORCEMENT	\$.00	\$165,000.00	\$.00	\$297,500.00	\$297,500.00	\$250,000.00
405b Low HVE Total			\$.00	\$165,000.00	\$.00	\$297,500.00	\$297,500.00	\$250,000.00
405b Low Training								
	M2TR-2016-00-00-00	405B OCCUPANT PROTECTION TRAINING	\$.00	\$15,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
405b Low Training Total			\$.00	\$15,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
405b Low Public Education								
	M2PE-2016-00-00-00	405B PAID MEDIA	\$.00	\$10,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
405b Low Public Education Total			\$.00	\$10,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
405b Low Community CPS Services								
	M2CPS-2016-00-00-00	405B CPS CENTRALIZED LEADERSHIP PROGRAM	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
405b Low Community CPS Services Total			\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
405b Low OP Information System								
	M2OP-2016-00-00-00	405B OCCUPANT PROTECTION SURVEY	\$.00	\$6,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
405b Low OP Information System Total			\$.00	\$6,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
MAP 21 405b OP Low Total			\$.00	\$208,500.00	\$.00	\$697,500.00	\$697,500.00	\$250,000.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-00-00-00	405C MAP-21 DATA	\$.00	\$350,000.00	\$.00	\$1,271,212.00	\$1,271,212.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	405c Data Program Total		\$.00	\$350,000.00	\$.00	\$1,271,212.00	\$1,271,212.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$350,000.00	\$.00	\$1,271,212.00	\$1,271,212.00	\$.00
	MAP 21 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2016-00-00-00	405D HIGH VISIBILITY ENFORCEMENT	\$.00	\$315,000.00	\$.00	\$738,000.00	\$738,000.00	\$500,000.00
	405d Mid HVE Total		\$.00	\$315,000.00	\$.00	\$738,000.00	\$738,000.00	\$500,000.00
	405d Mid ID Coordinator							
	M5IDC-2016-00-00-00	405D IMPAIRED DRIVING COORDINATOR	\$.00	\$65,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	405d Mid ID Coordinator Total		\$.00	\$65,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	405d Mid Court Support							
	M5CS-2016-00-00-00	405D COURT SUPPORT	\$.00	\$3,700,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	405d Mid Court Support Total		\$.00	\$3,700,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	405d Mid BAC Testing/Reporting							
	M5BAC-2016-00-00-00	405B BAC	\$.00	\$10,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	405d Mid BAC Testing/Reporting Total		\$.00	\$10,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	405d Mid Paid/Earned Media							
	M5PEM-2016-00-00-00	405D PAID MEDIA	\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	405d Mid Paid/Earned Media Total		\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	405d Mid Training							
	M5TR-2016-00-00-00	405D TRAINING/PUBLIC OUTREACH	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	405d Mid Training Total		\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	405d Mid Other Based on Problem ID							
	M5OT-2016-00-00-00	405D OTHER BASED ON PROBLEM ID	\$.00	\$30,000.00	\$.00	\$167,000.00	\$167,000.00	\$150,000.00
	405d Mid Other Based on Problem ID Total		\$.00	\$30,000.00	\$.00	\$167,000.00	\$167,000.00	\$150,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
		<i>MAP 21 405d Impaired Driving</i>	<i>\$.00</i>	<i>\$4,120,000.00</i>	<i>\$.00</i>	<i>\$1,885,000.00</i>	<i>\$1,885,000.00</i>	<i>\$680,000.00</i>
		<i>Mid Total</i>						
		<i>NHTSA Total</i>	<i>\$.00</i>	<i>\$5,721,802.00</i>	<i>\$.00</i>	<i>\$8,919,911.00</i>	<i>\$8,919,911.00</i>	<i>\$2,769,000.00</i>
		<i>Total</i>	<i>\$.00</i>	<i>\$5,721,802.00</i>	<i>\$.00</i>	<i>\$8,919,911.00</i>	<i>\$8,919,911.00</i>	<i>\$2,769,000.00</i>

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Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation

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: Idaho

Fiscal Year: 2016

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.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.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).

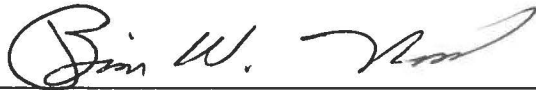
(23 U.S.C. 402(b)(1)(F))

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

6/9/2015

Date

Brian W. 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: 2016

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

6/9/2015

Date

Brian W. Ness

Printed name of Governor's Representative for Highway Safety

APPENDIX C
DATA DRIVEN PROCESS

Appendix C - The Data Driven Process

Whereas the Problem Identification Report identifies the problems that exist on a statewide level, the data driven process delves into where each of the problem areas have the highest prevalence within the State; examining each focus area from both a County and City level. The following pages contain examples of the data used for evaluation of all 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 for these focus areas. 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., 2011-2013 F&SI Crashes / 2011-2013 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

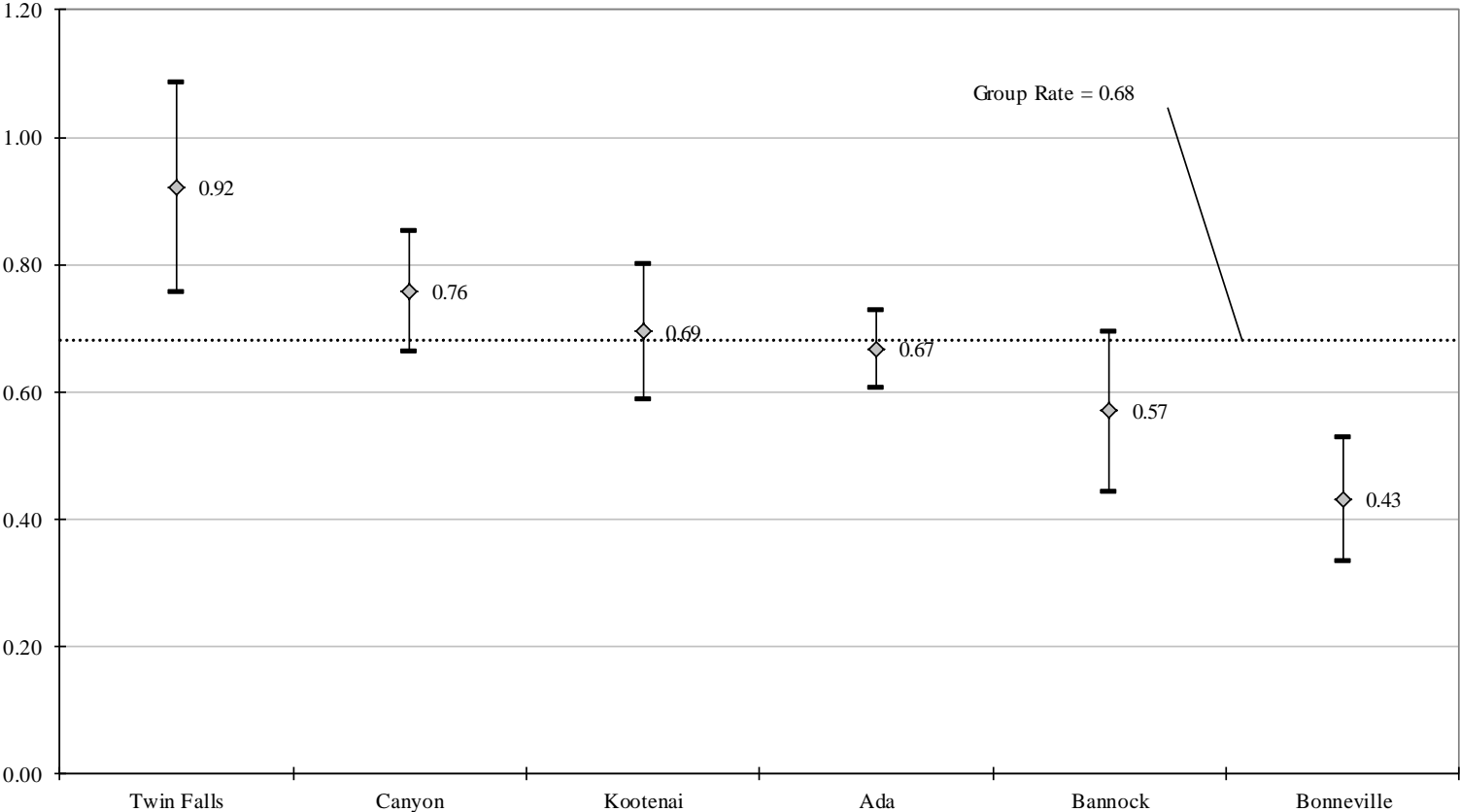
The following pages contain samples of the tables and graphs for both Counties and Cities.

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

TOTAL F&SI	Population			2011-2013 Population	Crashes			2011-2013 F&SI Crashes	F&SI Crash Rate	F&SI Bon UCL	F&SI Bon LCL
	2011	2012	2013		2011	2012	2013				
> 50K											
Twin Falls	78,005	78,595	79,957	236,557	90	70	58	218	0.92	1.09	0.76
Canyon	191,694	193,888	198,871	584,453	130	143	170	443	0.76	0.85	0.66
Kootenai	141,132	142,357	144,265	427,754	108	108	81	297	0.69	0.80	0.59
Ada	400,842	409,061	416,464	1,226,367	269	289	261	819	0.67	0.73	0.61
Bannock	83,691	83,800	83,249	250,740	54	44	45	143	0.57	0.70	0.44
Bonneville	105,772	106,684	107,517	319,973	43	51	44	138	0.43	0.53	0.33
Group Rate	1,001,136	1,014,385	1,030,323	3,045,844				2,058	0.68	0.71	0.64
20K-49,999											
Elmore	26,346	26,223	26,170	78,739	45	29	47	121	1.54	1.94	1.14
Jerome	22,682	22,499	22,514	67,695	19	26	31	76	1.12	1.49	0.75
Cassia	23,186	23,249	23,331	69,766	17	26	19	62	0.89	1.21	0.57
Nez Perce	39,543	39,531	39,915	118,989	39	27	37	103	0.87	1.11	0.62
Bonner	40,808	40,476	40,699	121,983	36	32	35	103	0.84	1.08	0.61
Bingham	45,952	45,474	45,290	136,716	30	39	42	111	0.81	1.03	0.59
Latah	37,704	38,184	38,078	113,966	31	31	29	91	0.80	1.04	0.56
Payette	22,624	22,639	22,610	67,873	16	12	19	47	0.69	0.98	0.40
Minidoka	20,155	20,037	20,292	60,484	13	11	9	33	0.55	0.82	0.27
Jefferson	26,301	26,684	26,914	79,899	11	14	10	35	0.44	0.65	0.23
Blaine	21,199	21,146	21,329	63,674	7	6	11	24	0.38	0.60	0.16
Madison	37,864	37,456	37,450	112,770	11	11	10	32	0.28	0.43	0.14
Group Rate	364,364	363,598	364,592	1,092,554				838	0.77	0.84	0.69
10K-19,999											
Idaho	16,446	16,308	16,116	48,870	26	24	33	83	1.70	2.21	1.18
Gooding	15,475	15,291	15,080	45,846	24	24	24	72	1.57	2.08	1.06
Fremont	13,128	12,957	12,927	39,012	11	11	13	35	0.90	1.32	0.48
Shoshone	12,672	12,702	12,690	38,064	13	10	11	34	0.89	1.32	0.47
Boundary	10,804	10,808	10,853	32,465	11	8	5	24	0.74	1.16	0.32
Owyhee	11,438	11,439	11,472	34,349	7	7	8	22	0.64	1.02	0.26
Franklin	12,850	12,786	12,854	38,490	4	7	8	19	0.49	0.81	0.18
Gem	16,665	16,673	16,686	50,024	10	7	5	22	0.44	0.70	0.18
Teton	10,166	10,052	10,275	30,493	2	4	3	9	0.30	0.57	0.02
Group Rate	119,644	119,016	118,953	357,613				320	0.89	1.03	0.76
5K-9,999											
Boise	7,025	6,835	6,795	20,655	31	27	21	79	3.82	5.03	2.62
Power	7,766	7,778	7,719	23,263	12	11	18	41	1.76	2.54	0.99
Valley	9,638	9,545	9,606	28,789	10	16	14	40	1.39	2.01	0.77
Bear Lake	6,001	5,907	5,943	17,851	6	12	5	23	1.29	2.04	0.53
Lemhi	7,967	7,758	7,712	23,437	7	15	8	30	1.28	1.94	0.62
Benewah	9,209	9,117	9,044	27,370	11	11	11	33	1.21	1.80	0.62
Caribou	6,850	6,787	6,808	20,445	3	7	9	19	0.93	1.53	0.33
Lincoln	5,186	5,277	5,315	15,778	6	4	4	14	0.89	1.55	0.22
Washington	10,255	10,099	9,944	30,298	9	6	6	21	0.69	1.12	0.27
Clearwater	8,702	8,590	8,577	25,869	5	4	5	14	0.54	0.95	0.13
Group Rate	78,599	77,693	77,463	233,755				314	1.34	1.56	1.13
0-4,999											
Clark	949	869	867	2,685	3	5	2	10	3.72	6.89	0.56
Custer	4,333	4,331	4,249	12,913	8	8	8	24	1.86	2.88	0.84
Oneida	4,215	4,215	4,275	12,705	6	6	7	19	1.50	2.42	0.57
Adams	3,977	3,915	3,828	11,720	4	6	6	16	1.37	2.28	0.45
Lewis	3,822	3,889	3,902	11,613	6	4	3	13	1.12	1.95	0.28
Camas	1,124	1,077	1,042	3,243	1	1	0	2	0.62	1.79	0.00
Butte	2,822	2,740	2,642	8,204	1	2	1	4	0.49	1.14	0.00
Group Rate	21,242	21,036	20,805	63,083				88	1.39	1.80	0.99

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 Collision Rates per 1,000 Population
Counties w/ Population > 50,000

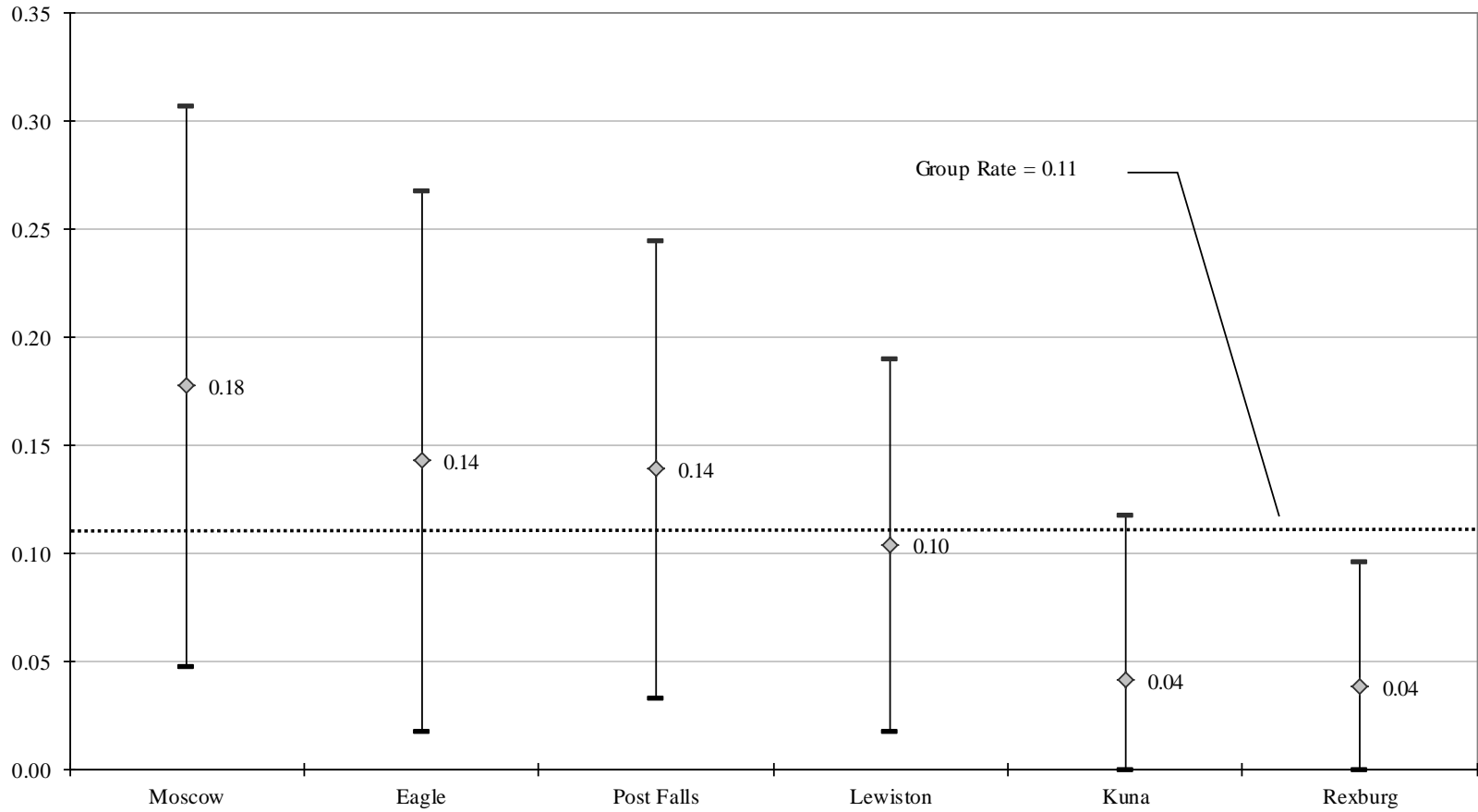


3-Year DISTRACTED Fatal & Injury Crashes by City Population Groups – Ranked

Distracted F&SI	Population			2011-2013 Population	Crashes			2011-2013 F&SI Crashes	F&SI Crash Rate	F&SI Bon UCL	F&SI Bon LCL
	2011	2012	2013		2011	2012	2013				
>40K											
Nampa	82,632	83,921	86,518	253,071	25	35	25	85	0.34	0.44	0.24
Meridian	77,867	80,409	83,596	241,872	33	27	21	81	0.33	0.44	0.23
Twin Falls	44,865	45,133	45,981	135,979	17	13	5	35	0.26	0.38	0.14
Pocatello	54,623	54,732	54,350	163,705	10	15	6	31	0.19	0.28	0.10
Boise	209,258	212,237	214,237	635,732	40	39	36	115	0.18	0.23	0.13
Coeur d'Alene	45,045	45,592	46,402	137,039	11	7	5	23	0.17	0.26	0.07
Caldwell	47,222	47,648	48,957	143,827	4	5	7	16	0.11	0.19	0.04
Idaho Falls	57,626	58,048	58,292	173,966	2	2	2	6	0.03	0.07	0.00
Group Rate	619,138	627,720	638,333	1,885,191				392	0.21	0.24	0.18
15K-39,999											
Moscow	24,286	24,449	24,534	73,269	5	7	1	13	0.18	0.31	0.05
Eagle	20,424	21,002	21,646	63,072	1	3	5	9	0.14	0.27	0.02
Post Falls	28,341	28,650	29,357	86,348	4	6	2	12	0.14	0.24	0.03
Lewiston	31,995	32,109	32,401	96,505	4	3	3	10	0.10	0.19	0.02
Kuna	15,846	16,184	16,532	48,562	0	1	1	2	0.04	0.12	0.00
Rexburg	26,079	26,241	26,520	78,840	3	0	0	3	0.04	0.10	0.00
Group Rate	146,971	148,635	150,990	446,596				49	0.11	0.15	0.07
5K-14,999											
Hayden	13,479	13,537	13,681	40,697	3	4	4	11	0.27	0.51	0.03
Garden City	11,094	11,204	11,260	33,558	3	3	3	9	0.27	0.53	0.00
Preston	5,172	5,158	5,168	15,498	2	0	0	2	0.13	0.40	0.00
Burley	10,405	10,438	10,456	31,299	1	2	1	4	0.13	0.32	0.00
Emmett	6,551	6,529	6,519	19,599	0	2	0	2	0.10	0.32	0.00
Sandpoint	7,389	7,412	7,577	22,378	1	0	1	2	0.09	0.28	0.00
Weiser	5,454	5,398	5,333	16,185	0	0	1	1	0.06	0.25	0.00
Jerome	10,990	11,008	11,038	33,036	0	1	1	2	0.06	0.19	0.00
Rupert	5,547	5,526	5,617	16,690	1	0	0	1	0.06	0.24	0.00
Blackfoot	11,963	11,874	11,854	35,691	0	1	1	2	0.06	0.17	0.00
Mountain Home	13,834	13,829	13,805	41,468	1	1	0	2	0.05	0.15	0.00
Payette	7,449	7,473	7,430	22,352	0	0	1	1	0.04	0.18	0.00
Chubbuck	14,097	14,140	14,125	42,362	0	0	1	1	0.02	0.09	0.00
Ammon	14,062	14,245	14,460	42,767	0	1	0	1	0.02	0.09	0.00
Hailey	7,880	7,924	8,014	23,818				0	0.00	0.00	0.00
Middleton	5,677	5,800	6,003	17,480				0	0.00	0.00	0.00
Rathdrum	6,974	7,021	7,090	21,085				0	0.00	0.00	0.00
Star	6,006	6,205	6,623	18,834				0	0.00	0.00	0.00
Group Rate	164,023	164,721	166,053	494,797				41	0.08	0.12	0.04
2K-4,999											
American Falls	4,422	4,437	4,376	13,235	2	2	0	4	0.30	0.77	0.00
Orofino	3,114	3,095	3,087	9,296	1	0	1	2	0.22	0.69	0.00
Spirit Lake	2,367	2,361	2,333	7,061	0	0	1	1	0.14	0.58	0.00
Fruitland	4,687	4,728	4,754	14,169	2	0	0	2	0.14	0.45	0.00
Montpelier	2,571	2,538	2,543	7,652	1	0	0	1	0.13	0.54	0.00
Ketchum	2,684	2,683	2,706	8,073	0	0	1	1	0.12	0.51	0.00
McCall	2,903	2,886	2,925	8,714	0	1	0	1	0.11	0.47	0.00
Salmon	3,004	2,969	2,975	8,948	0	1	0	1	0.11	0.46	0.00
Grangeville	3,186	3,160	3,123	9,469	0	1	0	1	0.11	0.43	0.00
Gooding	3,544	3,508	3,475	10,527	0	0	1	1	0.09	0.39	0.00
Rigby	3,980	4,026	4,043	12,049	1	0	0	1	0.08	0.34	0.00
Bellevue	2,289	2,276	2,286	6,851				0	0.00	0.00	0.00
Bonnets Ferry	2,492	2,485	2,473	7,450				0	0.00	0.00	0.00
Buhl	4,146	4,166	4,214	12,526				0	0.00	0.00	0.00
Dalton Gardens	2,355	2,358	2,361	7,074				0	0.00	0.00	0.00
Filer	2,542	2,559	2,602	7,703				0	0.00	0.00	0.00
Heyburn	3,127	3,139	3,170	9,436				0	0.00	0.00	0.00
Homedale	2,607	2,612	2,610	7,829				0	0.00	0.00	0.00
Kellogg	2,108	2,116	2,117	6,341				0	0.00	0.00	0.00
Kimberly	3,305	3,329	3,432	10,066				0	0.00	0.00	0.00
Malad City	2,053	2,049	2,063	6,165				0	0.00	0.00	0.00
Parma	2,000	2,016	2,043	6,059				0	0.00	0.00	0.00
Saint Anthony	3,127	3,045	3,027	9,199				0	0.00	0.00	0.00
Saint Maries	4,456	4,418	4,396	13,270				0	0.00	0.00	0.00
Shelley	1,980	1,997	2,001	5,978				0	0.00	0.00	0.00
Soda Springs	3,512	3,476	3,465	10,453				0	0.00	0.00	0.00
Wendell	2,759	2,735	2,709	8,203				0	0.00	0.00	0.00
Group Rate	81,320	81,167	81,309	243,796				16	0.07	0.12	0.01

Graph of the 3-Year DISTRACTED Fatal and Injury Crash Rates for Counties with a Population Greater than 15,000-39,999 people.

Distracted Driving
Fatal and Serious Injury Collision Rates per 1,000 Population
Cities w/Population 15,000 - 39,999

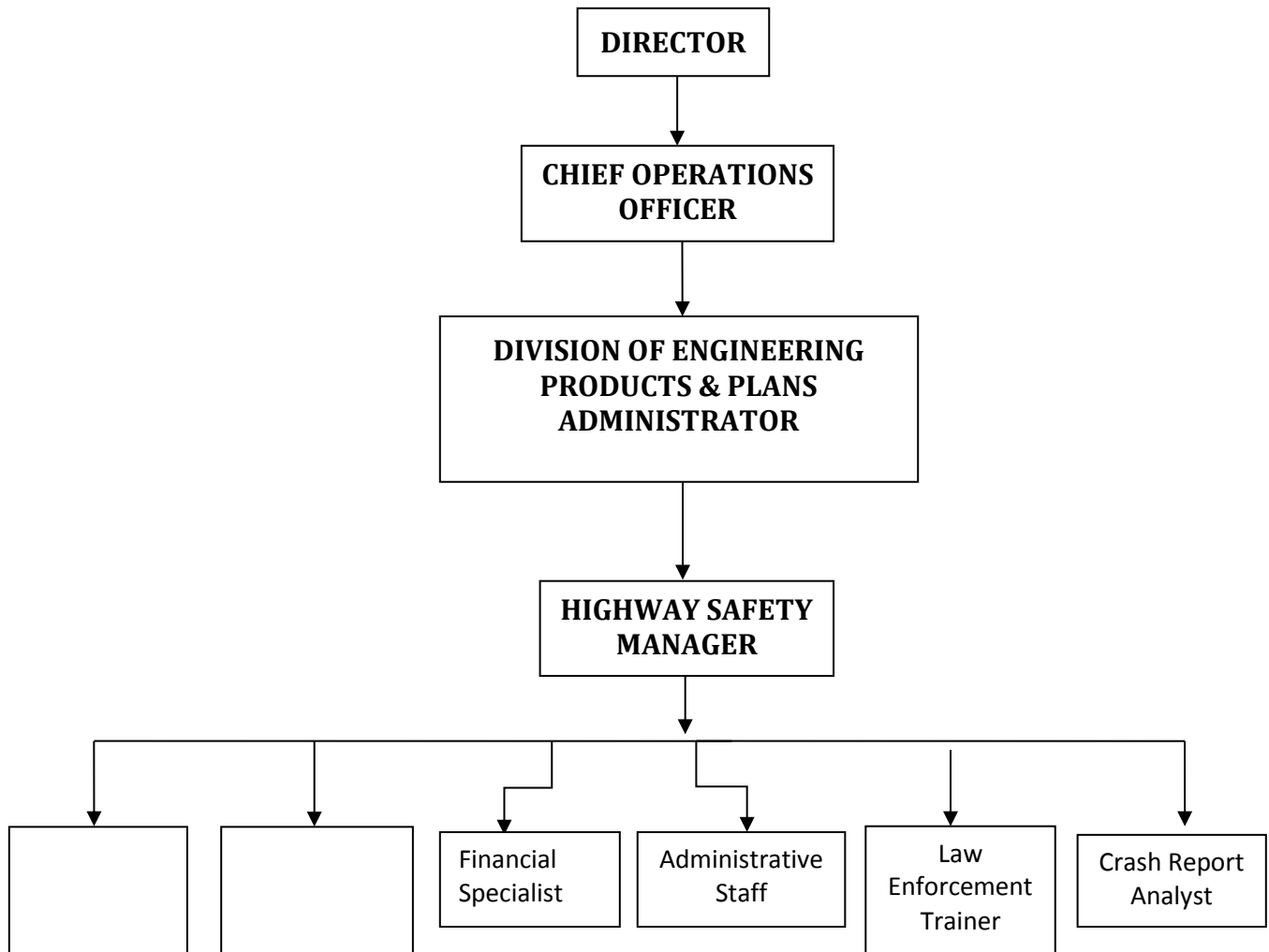


APPENDIX D
HIGHWAY SAFETY
ORGANIZATIONAL STRUCTURE

Idaho Transportation Department

Organization Chart Supplement

Division of Engineering Products and Plans – 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
GRANT APPLICATION DOCUMENTS



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

January 8, 2016

Highway Safety Partners:

The Idaho Transportation Department, Office of Highway Safety, announces grant funding to be awarded for FY 2016. This funding is available to projects that address specific traffic safety priority areas to include Impaired Driving, Aggressive Driving, Distracted Driving, Occupant Protection, Child Passenger Safety, Motorcycle Safety, Traffic Records, Youthful Drivers and Traffic Records. Grants may be awarded for assisting the Idaho Office of Highway Safety in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program or intervention.

To apply for FFY 2016 funding, complete the Office of *Highway Safety Grant – Application*.

Grant Application and Grant Application Instructions are available on our website at <http://itd.idaho.gov/ohs/SHSP.htm> These applications are for year-long funding for FFY 2016 and are different and completely separate from the Traffic Enforcement Mobilizations (TEMA).

The application submitted by your agency must be postmarked, e-mailed or faxed no later than 5:00 PM MST Friday, February 27, 2015. Send e-mailed submissions to ohsgrants@itd.idaho.gov or fax to (208) 334-4430.

If you have any questions or need assistance completing the forms, please contact the Office of Highway Safety at (208) 334-8100. For an electronic version of the forms send a request to the above e-mail.

Sincerely,

Brent Jennings, P.E.
Highway Safety Manager
Office of Highway Safety



Idaho Office of Highway Safety
GRANT APPLICATION INSTRUCTIONS
NHTSA Highway Safety Funding

PO Box 7129
Boise, ID 83707-1129
Phone: (208)334-8100
Fax No. (208)334-4430

Introduction

The Idaho Department of Transportation Office of Highway Safety funds grants which address specific traffic safety priority areas that include Impaired Driving, Aggressive Driving, Distracted Driving, Occupant Protection, Child Passenger Safety, Motorcycle Safety, Traffic Records, Youthful Drivers and Traffic Records. Grants may be awarded for assisting the Idaho Office of Highway Safety in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program or intervention. This application is for year-long grants and is not the same as the Traffic Enforcement Mobilization Agreement (TEMA).

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 Office of Highway Safety does not fund the purchase of vehicles.

General Information

This Guide is intended to provide funding information and instructions regarding the proper completion of the grant application to Idaho's Office of Highway Safety. Please read the document carefully and refer to it as needed. If at any time you have questions or need help filling out the application, you can contact any of the staff members listed at the end of this document.

Selection Criteria

Grants will be reviewed and scored by a team of Grant Managers. Grants will be awarded according to their score ranking, the higher scoring projects will be awarded first. Grants will be reviewed and scored on the following criteria:

- Has the problem/need been clearly identified?
- Is the problem supported by State or local data or documentation?
- Does the project relate to the Idaho SHSP?
- If current sub-grantee, are they in good standing.
- Are Goals and Objective clearly stated?
- Grant Application and Budget Narrative are complete, correct and relevant.

Notification

The Office of Highway Safety will send a letter or e-mail confirming receipt of your application to the Primary Contact. All grant application are reviewed and scored during the months of January and February. The applicant Primary Contact will be notified if awarded sometime after July.

Agencies Eligible to Receive Funding

Government agencies, political “subdivisions” of the state and local government agencies, state colleges and state universities, school districts, fire departments, public emergency services providers, and certain qualified non-profit organizations are eligible to receive highway safety grant funding. If you are a non-profit agency applying for funding, you must make available a copy of your 501c (3) status.

Project Funding Period

Grants are administered on a Federal fiscal year basis (October 1 – September 30). All grants are awarded on an annual basis based upon available funding and there should be no expectation of funding for more than one year. However, a grant may be funded for up to three consecutive years provided a program evaluation determines the value of the intervention or the activity is a proven countermeasure. Grant funded projects that the OHS determines are statewide activities and benefit all citizens of Idaho may be funded for a longer period of time at the OHS’s discretion.

Highway safety grants are intended to provide the seed money to begin new programs, much like start-up capital is to a new business. All grant funded projects are intended to become self-sufficient when grant funding terminates and continue to operate with local or state funds. To promote self-sufficiency and project continuation, agencies are expected to provide a local hard dollar or in-kind match of 25%.

Funded Traffic Priority Areas

Alcohol (Impaired Driving) – Includes impaired driving, youth alcohol programs, and community prevention/intervention programs. Grant applications should include one or more of the following activities: specialized enforcement, education, training, and public information efforts.

Aggressive Driving – Includes speeding, aggressive driving, red light running, and other traffic enforcement activities. Grant applications should include one or more of the following activities: specialized enforcement, education, and public information efforts.

Distracted Driving – Includes efforts to create public awareness, enforce existing texting laws, education, and other enforcement activities. Grant applications should include one or more of the following activities: specialized enforcement, education, and public information efforts.

Occupant Protection – Includes safety belt use awareness, safety belt enforcement, special needs, teens, minority programs, and other education programs. Grant applications should include one or more of the following activities: education, training, enforcement, usage and attitudinal surveys, and public information efforts.

Child Passenger Safety – Includes establishing or expanding child passenger safety inspection stations, child passenger safety awareness training, special needs training, and other child passenger safety programs. Grant applications should include one or more of the following activities: education, training, enforcement, usage surveys, attitudinal surveys, and public information efforts.

Pedestrian and Bicycle Safety – Includes programs to increase safety awareness and skills among pedestrians, bicyclists, and motorists sharing the roadway. Grant applications should include the following activities: education, training, enforcement, surveys, and public information efforts.

Motorcycle Safety – Includes programs to increase safety awareness and skills among motorcyclists or to increase motorists sharing the roadway. Applications should include one or more of the following activities: education, training, and public information efforts.

EMS – Includes projects to support training for emergency responders to improve traffic incident management, ensure scene safety, and improve communication. Also, projects that prevent secondary crashes by providing equipment that improves crash scene safety and visibility.

Highway Safety Grant Application Guidelines

Your grant application will need to be submitted to the Office of Highway Safety **on or before February 27, 2015 by 5:00 PM MST** in order to be considered. Please make sure that you have completed all elements of the application in order to be considered.

APPLICATION INSTRUCTIONS

Section 1. APPLICANT IDENTIFICATION AND CERTIFICATION

Provide relevant, current and correct contact information regarding this project and the person(s) associated with it.

Section 2. PROJECT NARRATIVE

Provide a complete project narrative by completing all parts of this section. All programs and projects must support Idaho's Strategic Highway Safety Plan (SHSP). The purpose of the SHSP is to provide a data driven, system-wide, comprehensive, collaborative approach to road safety in Idaho. You can view the SHSP at <http://itd.idaho.gov/ohs/SHSP.htm> .

The following application sections must be thoroughly completed.

- A. Executive Summary – Briefly summarize the scope of your project. This section should be brief, concise and not exceed 4 pages.
- B. Problem/Needs Statement – Document the need for your program and explain the problem. What is the problem and what data identifies and supports this as a problem. Describe the target population affected and use data specific to the target population. Statewide data can be located on our website at <http://itd.idaho.gov/ohs/stats.htm> .
- C. Goals – Each Goal should be a concise statement of the project direction. A goal does not have to be immediately attainable but should be realistic, understandable and related to the Problem/Needs Statement. A single overriding goal is usually sufficient.
- D. Objectives – Objective are specific milestones aimed at achieving your goals(s). Objective must state a date when a particular milestone will be reached, be relatable to the goal(s), be measurable and must include valid indicators of reaching the milestone.
- E. Activities – This part should describe all the activities you will participate in to reach the goal(s) and objectives in section C and D of your application.

(SEE ATTACHMENT A FOR EXAMPLES OF GOALS/OBJECTIVES AND ACTIVITIES)

F. Evaluation and Internal Assessment – This section requires you to describe what type of data you intend to collect to verify that you will meet the project objectives. Be sure to clearly state which data will be collected. You will also need to indicate how you will report on the progress of your project.

G. Further Funding/Sustainability – This is a description of how this program will be sustained should future funding be eliminated. Is there a plan in place in your community to continue the program beyond the current funding cycle? This section may not be applicable to every project.

H. Attachments – Attach any other information you would like that would be beneficial to your project. Attachments are not a required part of this application. Please keep your documentation to a minimum.

Section 3. PROJECT BUDGET NARRATIVE

In this section, please describe in as much detail as possible the cost/expenses associated with the proposed project. Also identify how your agency will provide matching funds. Any funds you claim as match cannot be federal dollars. Matching Funds can include salaries of individuals working on the project, office space rent, fuel, training provided, office supplies or any other in-kind or matching funds. You do not have to show match in each category but your **total match must be at least 25% of the total amount you are requesting for the project.**

(SEE ATTACHMENT B FOR AN EXAMPLE OF HOW TO COMPLETE YOUR PROJECT BUDGET)

GRANT APPLICATION SUBMITTAL

Once you have completed the grant application, please mail to: Idaho Transportation Department
Office of Highway Safety
P.O. Box 7129
Boise, ID 83707-1129

Submittal deadline is 5:00 PM MST February 27, 2015. If you need help with your application or have questions about the application process, you can contact any of our Grant Project Managers listed below.

MARY BURKE – Impaired Driving Program Manager

E-mail: mary.burke@itd.idaho.gov Phone No. 208-334-8125 Cell No. 208-559-4297

JOSEPHINE MIDDLETON – Distracted Driving, Aggressive Driving, Motorcycle and Bike/Ped Program Manager

E-mail Josephine.middleton@itd.idaho.gov Phone No. 208-334-8112 Cell No. 208-608-8303

Sherry Jenkins – Seat Belt/Occupant Protection Program Manager

E-mail sherry.jenkins@itd.idaho.gov Phone No. 208-884-4460 Cell No. 208-608-8302

Margaret Goertz – Traffic Records, Youth Program Manager

E-Mail Margaret.goertz@itd.idaho.gov Phone No. 208-334-8104

ATTACHMENT A

C. Goal(s) – Must have a least one Goal for your project. Your goal(s) should tie in with the Idaho’s SHSP Goals.

Create New and continue to support exiting multi-jurisdictional DUI Task Forces.

D. Objectives - Must be specific, measurable, achievable, realistic and have a target date for accomplishment.

- 1) Locate areas in Idaho where there is a need for task forces.
- 2) Provide training to officers in SFST, Intoxilyzer 5000EN, LIFELOC FC-20, or AlcoSensor III
- 3) Plan/schedule one Task Force Event before year end.

E. Activities/Events – List the activities/events that are planned to accomplish the objectives specified in section D.

- 1) Will use State data to determine areas where most DUI’s occur.
Meet with local Chiefs and Sheriffs to discuss need for enforcement in their areas
- 2) Meet with SIDC to determine what agencies need to be certified/re-certified
Make sure that trainings are scheduled through POST and SIDC
- 3) Determine/Locate an event to provide extra enforcement
Determine who the leader of the Task Force will be
Meet regularly to coordinate Task Force Events

F. Evaluation and Internal Assessment - Describe how you will measure the level of success toward meeting your goal(s).

What sources of data will you use? How will you collect the data/how often? Make sure that appropriate activities are in place within your plan to set up and manage these monitoring activities.

This project will use data from the Idaho Crash Report to determine areas where most DUI’s occur. We will also use data collected from the Idaho Post Academy and the SIDC to find out how many officers in Idaho are certified in SFST, Intoxilyzer, 5000EN, LifLoc and AlcoSensor. We will use this data to determine which officer may need to be re-certified.

We will report on a quarterly basis meetings scheduled, who attended and a summary of what was discussed and the progress of our program. We will also track training and report quarterly on what trainings were held/attended. Class Rosters will be attached along with a course description (either lesson Plan, or synopsis).

TRAINING/TOTAL: \$3000.00

TRAVEL: Describe location (if known) and item (airfare, lodging, per diem, etc.) and the purpose of the travel.	Matching Funds: Identify how you will match funds if applicable
EVENT: DRE Conference AMOUNT: \$2,500 LOCATION/PURPOSE: Phoenix, AZ. Since 1995, this annual training conference has kept DREs and other health and safety professionals up-to-date on drug trends, legal issues, and innovative technology. In addition to general sessions featuring the latest research and initiatives, daily workshops will address a variety of topics relevant to law enforcement, toxicology, prosecutors, and other traffic safety advocates. In addition to general sessions featuring the latest research and initiatives, daily workshops will address a variety of topics relevant to law enforcement, toxicology, prosecutors, and other traffic safety advocates. Cost would be airfare, lodging, registration, and meals.	N/A
EVENT: AMOUNT: LOCATION/PURPOSE:	
EVENT: AMOUNT: LOCATION/PURPOSE:	

TRAVEL/TOTAL: \$2,500.00

EQUIPMENT: Defined as: tangible, nonexpendable personal property having a useful life of more than 1 year and an acquisition cost of \$5000 or more per unit. If an item does not meet this definition, it should be included in the Operating category.	Matching Funds: Identify how you will match funds if applicable
ITEM: No Equipment Requested AMOUNT: PURPOSE/BENEFIT:	
ITEM: AMOUNT: PURPOSE/BENEFIT:	

EQUIPMENT/TOTAL:

MISC.: Any items not mentioned above associated with this project.	Matching Funds: Identify how you will match funds if applicable
ITEM: No Misc. Items Requested AMOUNT: PURPOSE/USE:	
ITEM: AMOUNT: PURPOSE/USE:	

MISC/TOTAL:



Idaho Office of Highway Safety
GRANT APPLICATION
NHTSA Highway Safety Funding

PO Box 7129
Boise, ID 83707-1129
Phone: (208)334-8100
Fax No. (208)334-4430

Project/Program Title:

Date Submitted:

Section One – Applicant Information

Name of Agency/Business

Federal Employer or Taxpayer ID Number (FEIN or TIN)

DUNNS Number

Private Nonprofit

YES

NO

Address of Agency

Primary Contact (agency contact that has signing authority)

Name and Title

Address

E-mail Address

Phone Number

Grant Manager (individual responsible for the everyday activities of the grant)

Name and Title

Address

E-mail Address

Phone Number

Mark the focus area(s) that apply: Occupant Protection Aggressive Driving Impaired Driving

Youthful Drivers Distracted Driving Emergency Response Other:

Primary Contact Signature

Grant Manager Signature

INSTRUCTIONS

Please provide a complete grant project narrative by completing all the sections below. All programs and projects must support the Office of Highway Safety Strategic Highway Safety Plan (SHSP). The purpose of the SHSP is to provide a data driven, system-wide, comprehensive, collaborative approach to road safety in Idaho. You can access the SHSP at <http://itd.idaho.gov/ohs/SHSP.htm>.

A. Summary – A clear summary of what is being proposed.

In this section, include a statement of how your project supports some aspect of the SHSP. At a minimum, this statement should indicate which SHSP emphasis area(s) are supported by your project. If relevant, also please indicate how your project could contribute to or enhance implementation of specific new strategies within the emphasis area(s).

B. Problem/Needs Statement – Describe and document the problem/need.

Include the most recent data possible. OHS online data resources are available at <http://www.??????> State and local data, not national data, is preferred.

C. Goal(s) – Must have a least one Goal for your project. Your goal(s) should tie in with the Idaho’s SHSP Goals.

D. Objectives - Must be specific, measurable, achievable, realistic and have a target date for accomplishment.

E. Activities/Events – List the activities/events that are planned to accomplish the objectives specified in section D.

F. Evaluation and Internal Assessment - Describe how you will measure the level of success toward meeting your goal(s).

What sources of data will you use? How will you collect the data and how often? Make sure that appropriate activities are in place within your plan to set up and manage monitoring these activities.

G. Future Funding Plan/Sustainability - Strategic plan for how the project will be supported beyond this contract year. **(Only if applicable to your project).**

--

H. Attachments: Attach any other information or documentation to this application that supports your application or that you feel would be beneficial.

Section 3. PROJECT BUDGET

A. TOTAL BUDGET AMOUNT REQUESTED:

PERSONEL: <i>List each employee/position (and their duties) that you foresee will be utilized for this position. Estimate salary, hours worked and other costs associated with the position.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
POSITION: DUTIES/HOURS/SALARY:	
POSITION: DUTIES/HOURS/SALARY:	
POSITION: DUTIES/HOURS/SALARY:	

PERSONEL TOTAL:

OPERATING/CONSULTANTS/CONTRACTS: <i>List any expendable items (supplies), general operating expenses, consultants and contracts.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
ITEM: AMOUNT: DUTIES/PURPOSE:	
ITEM: AMOUNT: DUTIES/PURPOSE:	
ITEM: AMOUNT: DUTIES/PURPOSE:	

OPERATING/CONSULTANTS/CONTRACTS TOTAL:

TRAINING: <i>List any courses/seminars/workshops associated with this project. This will include any training to be provided by this project or attended by personal employed with this project.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
COURSE: AMOUNT:	

PURPOSE:	
COURSE: PURPOSE:	AMOUNT:

TRAINING/TOTAL:

TRAVEL: <i>Describe location (if known) and item (airfare, lodging, per diem, etc.) and the purpose of the travel.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
EVENT: LOCATION/PURPOSE:	AMOUNT:
EVENT: LOCATION/PURPOSE:	AMOUNT:
EVENT: LOCATION/PURPOSE:	AMOUNT:

TRAVEL/TOTAL:

EQUIPMENT: <i>Defined as: tangible, nonexpendable personal property having a useful life of more than 1 year and an acquisition cost of \$5000 or more per unit. If an item does not meet this definition, it should be included in the Operating category.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
ITEM: PURPOSE/BENEFIT:	AMOUNT:
ITEM: PURPOSE/BENEFIT:	AMOUNT:

EQUIPMENT/TOTAL:

MISC.: <i>Any items not mentioned above associated with this project.</i>	Matching Funds: <i>Identify how you will match funds if applicable</i>
ITEM: PURPOSE/USE:	AMOUNT:
ITEM: PURPOSE/USE:	AMOUNT:

MISC/TOTAL:



U. S. Department
of Transportation
**National Highway Traffic
Safety Administration**

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Regional Administrator

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

August 21, 2015

The Honorable Butch Otter
State Capitol, Office of the Governor
700 W. Jefferson, 2nd Floor
P.O. Box 83720
Boise, ID 83720-0034

Dear Governor Otter,

We have reviewed Idaho's Fiscal Year 2016 Highway Safety Plan (HSP) as received on June 19, 2015. Based on this submission (and subsequent revision submitted August 19, 2015), we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan has been provided to your State Representative for Highway Safety, Brian Ness.

We look forward to working with the Idaho Transportation Department (ITD) and the Office of Highway Operation and Safety and their partners to meet our mutual goals of reduced fatalities, injuries and crashes on Idaho's roads.

If you would like any additional information on Idaho's HSP review please feel free to contact me at 206-220-7652.

Sincerely,

for John M. Moffat

cc: Peter Hartman, Division Administrator, FHWA
Brian Ness, Governor's Representative for Highway Safety, ITD
John Tomlinson, Manager, ITD Office of Highway Operations and Safety
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery



VEHICLE SAFETY HOTLINE 888-327-4236





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August 21, 2015

Brian Ness, Director
Governor's Representative for Highway Safety
P.O. Box 7129
3311 W. State Street
Boise, ID 83707-1129

Dear Mr. Ness,

We have reviewed Idaho's Fiscal Year 2016 Highway Safety Plan (HSP) as received on 6/19/15. Based on this submission (and subsequent revision received on 8/19/15), we find your State's HSP to be in compliance with requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of specific equipment with an acquisition cost of \$5,000 or more; therefore, no approval is provided in this letter for purchase of such equipment with Federal Funds. Approvals for any such equipment may be obtained during the federal fiscal year by submitting a letter of request prior to purchasing.

We congratulate Idaho on your accomplishments in advancing our shared safety mission, and the efforts of the personnel of the Idaho Office of Highway Operations and Safety (OHOS) in the development of the FY2016 highway safety program are very much appreciated. However, there is always more work to do. We are all stewards of public dollars, whether NHTSA or any other Federal funds, and therefore stress to you and your staff the importance of ensuring that our safety dollars are used prudently and deliberately to advance highway safety.



VEHICLE SAFETY HOTLINE 888-327-4236



We welcome Idaho's continued efforts to reduce traffic deaths, injuries, and economic costs, and we look forward to working with the OHOS and its partners on the successful implementation of the FY2016 plan. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



for John M. Moffat

cc: Peter Hartman, Division Administrator, FHWA

John Tomlinson, Manager, Office of Highway Operations and Safety

Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery