



IDAHO HIGHWAY SAFETY PLAN FFY 2022

OFFICE OF HIGHWAY SAFETY
IDAHO TRANSPORTATION DEPARTMENT
3311 West State St., Boise, ID 83703

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EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4 Section 402, each state shall have a highway safety program approved by the Secretary, designed to eliminate traffic crashes, deaths, injuries, property damage and economic losses resulting from traffic crashes on Idaho roadways. In order to secure funding each state must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The HSP must be a set of clear and measurable highway safety targets, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. This Idaho HSP for Federal Fiscal Year (FFY) 2022 serves as the State of Idaho's application to NHTSA for federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program.

Mission Statement

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 data utilizing reliable crash statistics.

Vision

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

Primary Target

Target the 5-year average number of traffic deaths to 245 or fewer by 2022.

Establishing Targets and Performance Measures

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways.

The SHSP links to all other highway safety plans. The HSIP, a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs. Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enables the plans to have the same core targets.

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. An updated set of targets with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2020 meeting.

Primary Performance Measures, Benchmarks and Strategy

Targets are set and performance will be measured using five-year averages and five-year rates. For example, the 2015-2019 benchmark is comprised of five years of crash data and exposure data for the years 2015 through 2019. NHTSA has instituted a set of eleven core outcome performance measures (C1 through C11) and one core behavioral performance measure (B1) for which the States shall set targets and report progress. There are three additional activity measures (A1 through A3) 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>

In addition, states are required to have performance measures for state specific focus areas that fall outside of the core measures. In Idaho these focus areas and corresponding measures include Distracted Driving (I1), Mature Drivers (I2), Commercial Motor Vehicles (I3), Run-Off-Road (I4), Head-On/Side-Swipe Opposite (I5), and Intersections (I6).

The data to be used in determining targets for the required performance measures (C1, and C3 through C11) 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:

<https://cdan.nhtsa.gov/STSI.htm#>.

The other performance measures are calculated using the yearly observed seat belt use rate (B1) which is determined from the observational seat belt survey and the state crash data (C2, and I1 through I5). The targets were presented to the ITSC in the November 2020 Performance Planning meeting and are the same targets and performance measures presented in the Idaho Strategic Highway Safety Plan.

Targets 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 2015-2019 Benchmark, that would be for the years 2015 through 2019). 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 mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

While using 5-year averages and rates smooth the trend lines by reducing the effect a randomly high or low year has on the 5-year value, the trend lags behind when consistent changes are occurring. The number of fatalities really started decreasing in 2008 and between 2010 and 2015 were much lower (ranging from 167 to 214) than they had been in the past (usually around 270 prior to 2008). While there were no changes to Idaho’s highway safety programs or spending amounts from 2008-2015 when the decreases were taking place, the nation was experiencing an economic recession. In the past few years, as the economy has improved, the number of traffic fatalities has increased. As such, we are seeing an increasing trend in our performance measures. Idaho’s targets will reflect that increasing trend and seek to keep values from increasing back anywhere near to prior values.

ORGANIZATION and STAFFING

The Office of Highway Safety (OHS), which is in the Highways Construction and Operations Division of the Idaho Transportation Department (ITD), has a deep concern for the welfare of the traveling public, and believe our main purpose is to save lives through creative, highly visible, innovative, and effective highway safety programs for all modes of transportation. We are committed to our critical role within the State of Idaho, and the rest of the nation, to ensure safe travel on Idaho's roadways. As stewards, we have a responsibility to make a positive impact on peoples' lives.

ITD Director Brian W. Ness is the Governor's Highway Safety Representative for Idaho. John Tomlinson is the Highway Safety Manager for Idaho's OHS.

The Highway Safety Manager manages staff consisting of two research analyst principals, five grant contract officers who manage the highway safety grants, one law enforcement trainer and five and a half crash analysts. The communication specialist, financial specialist and administrative staff are not directly managed by the highway safety manager.

The continuation and expansion of state and local partnerships is essential to our success. The primary mission is to identify existing and emerging traffic safety trends through statistically-based problem identification efforts, to efficiently provide decision makers with accurate data for use in determining where the most effective highway safety investment is made. This includes the task to develop and implement highway safety programs that save lives and prevent injuries, and to provide appropriate safety funds that empower communities to address critical local traffic safety issues.

As highway safety professionals, we are committed to teamwork, integrity and maintaining a positive working environment. In our highway safety partnerships, we respond, cooperate, and provide accurate and timely service. We are a leader in a coordinated statewide effort to eliminate death and serious injury on all of Idaho's roadways.

**Idaho Transportation Department
Organizational Chart
Highways Construction and Operations Division – Office of Highway**



Office of Highway Safety Program Team

John Tomlinson	Highway Safety Manager
Steve Rich	Research Analyst Principal-Annual Traffic Crash report, Seat Belt Survey
Kelly Campbell	Research Analyst Principal-Traffic Records/Roadway Safety Program, TRCC, E-Citation
Denise Dinnauer	Bicycle/Pedestrian Program, Year-Long Police Traffic Safety Grants, Materials Management
Bill Kotowski	Paid media, Communications, Social Media, Website, Quick Notes, Highway Safety Summit, LELs, Community Outreach
Lisa Losness	Impaired Driving Program, TSRP, SIDC, Highway Safety Planning, Financial and Compliance Specialist
Josephine Middleton	Distracted Driving Program, Aggressive Driving Program, Mobilizations, Mini-grants
Tabitha Smith	Occupant Protection and Child Passenger Safety Programs, Seat Belt Survey, Alive @ 25, Motorcycle
Carrie Akers	FARS (Fatality Analysis Reporting System) Analyst and Crash Analyst
Patti Fanckboner	Crash Analyst and Backup FARS Analyst
Leslie De La Cruz	Crash Analyst
David Prosser	Crash Analyst
Julie Whistler	Crash Analyst
Jill Young	ITD Financial Specialist
Kirstin Weldin	Program Planning and Development Specialist

PLANNING PROCESS

The Office of Highway Safety (OHS) administers the Federal Highway Safety Grant Program, which is funded by formula through the transportation act titled Fixing America's Surface Transportation Act (FAST Act), 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

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 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 SHSP. The 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, and the Idaho State Police (ISP) was also used in the problem identification.

The focus 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.

Each October, the problem identification analysis is presented to the ITSC to identify the recommended focus areas. The ITSC votes to accept the Idaho focus areas anticipated to be programmed for the next year.

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 January. The Grant Application notice invites applicants to submit grant applications by the end of February.

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.

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), the applications are 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 an effective countermeasure and whether the problem presented is data driven or supported by research or other relevant documentation). Funding decisions are based on agency need, supporting planned activity, performance evaluation and budget. 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** such as the SHSP, Impaired Driving Advisory Committee (IDAC), Seat Belt Committee and Traffic Records 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, 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 nine.
- **Strategic Highway Safety Plan** 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 funds.
- **Grant Applicant prior performance evaluation**

Linking with the Strategic Highway Safety Plan

As required by FAST ACT, the states must submit a HSP with programs that are supported by data driven strategies. Idaho has adopted this concept through the implementation of its “Toward Zero Deaths” vision within Idaho’s safety community. Through the SHSP Idaho’s safety community uses the pillars of safety, which are:

- **Data- Driven Decisions:** To make effective and efficient use of limited resources, invest in safety programs based on need as demonstrated by data. Return on this investment is maximized by thoroughly studying crash data and other pertinent data, including industry best practices.
- **Culture Change:** Safety advocates 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 stays 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 target, the SHSP is a fundamental guiding document that along with the HSP, link the program area problem identification data, performance targets, identified countermeasure strategies and allocation of funds to planned activities. The SHSP and participants integrate the four E’s (engineering, education, enforcement, and emergency response) to meet Idaho’s target 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 targets and highway safety programs across the state.

The SHSP is comprised of three Emphasis Areas and associated with eleven Focus Areas.

High Risk Behavior Emphasis Area	Severe Crash Types Emphasis Area	Vulnerable Roadway User Emphasis Area
Aggressive Driving Distracted Driving Impaired Driving Occupant Protection	Commercial Motor Vehicles Intersections Lane Departure	Bicycle & Pedestrian Mature Drivers Motorcycle Young Drivers

Timeline: Annual Highway Safety Planning Calendar

MONTH	ACTIVITIES
SEPTEMBER	Traffic safety problem identification
OCTOBER	OHS planning sessions and ITSC planning meeting and action
DECEMBER	Grant application notice is disseminated
FEBRUARY	Grant application period ends
MARCH	Draft Highway Safety Plan to be completed in April, Clarify project proposals
APRIL	Prioritize and develop draft language for the HSP ITSC acceptance of Highway Safety Plan
MAY	Initial presentation and submission of Highway Safety Plan to ITD Board
JUNE	ITD Board approval
JULY	July 1: Submission of HSP to NHTSA
OCTOBER	Implementation of projects

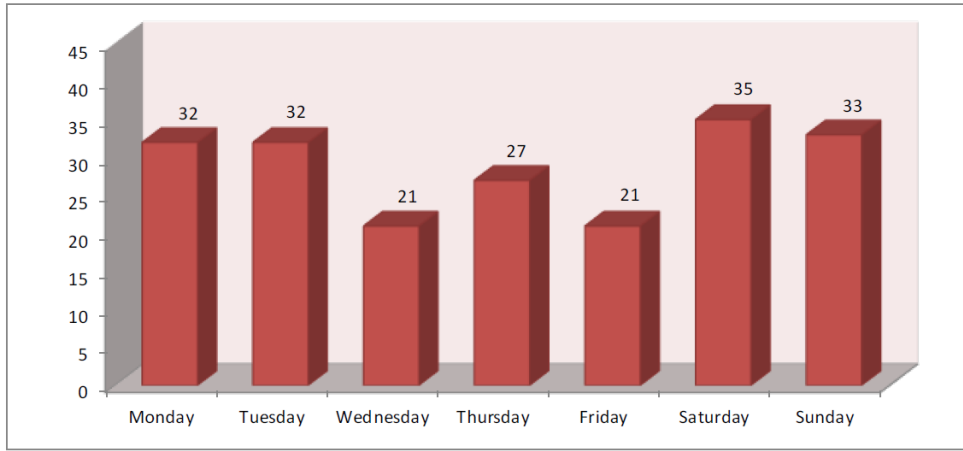
Evidence-Based Traffic Safety Enforcement Program

Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve our targets. Traffic enforcement mobilizations are a format for the Idaho OHS to fund HVE's during specified emphasis periods, special events, or corridor enforcement in support of the OHS HSP focus areas.

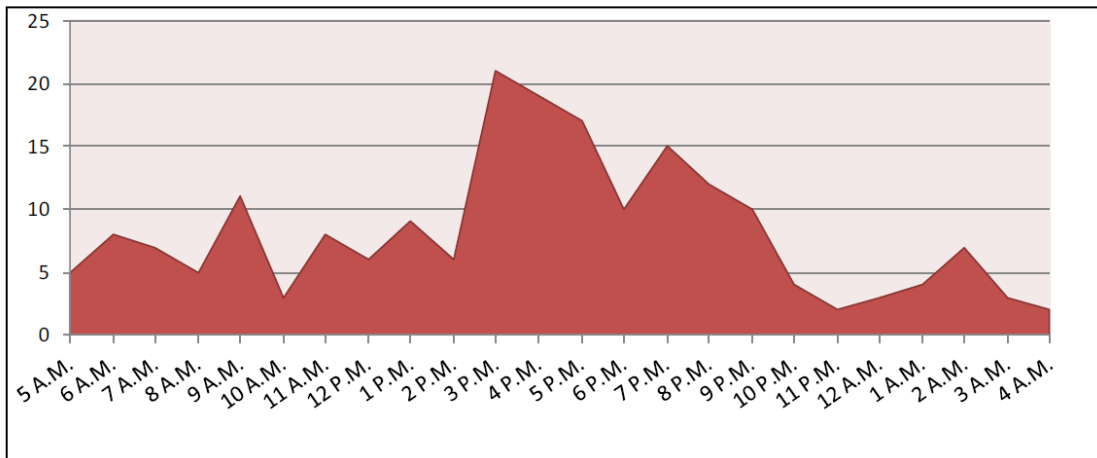
Executing an effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The OHS's evidence based traffic safety enforcement program outlines a three step strategy to ensure effectiveness: Data Analysis, 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, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, the ITD-OHS staff works 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.

Fatal Crashes by Day of the Week: 2019



Fatal Crashes by Time of Day: 2019



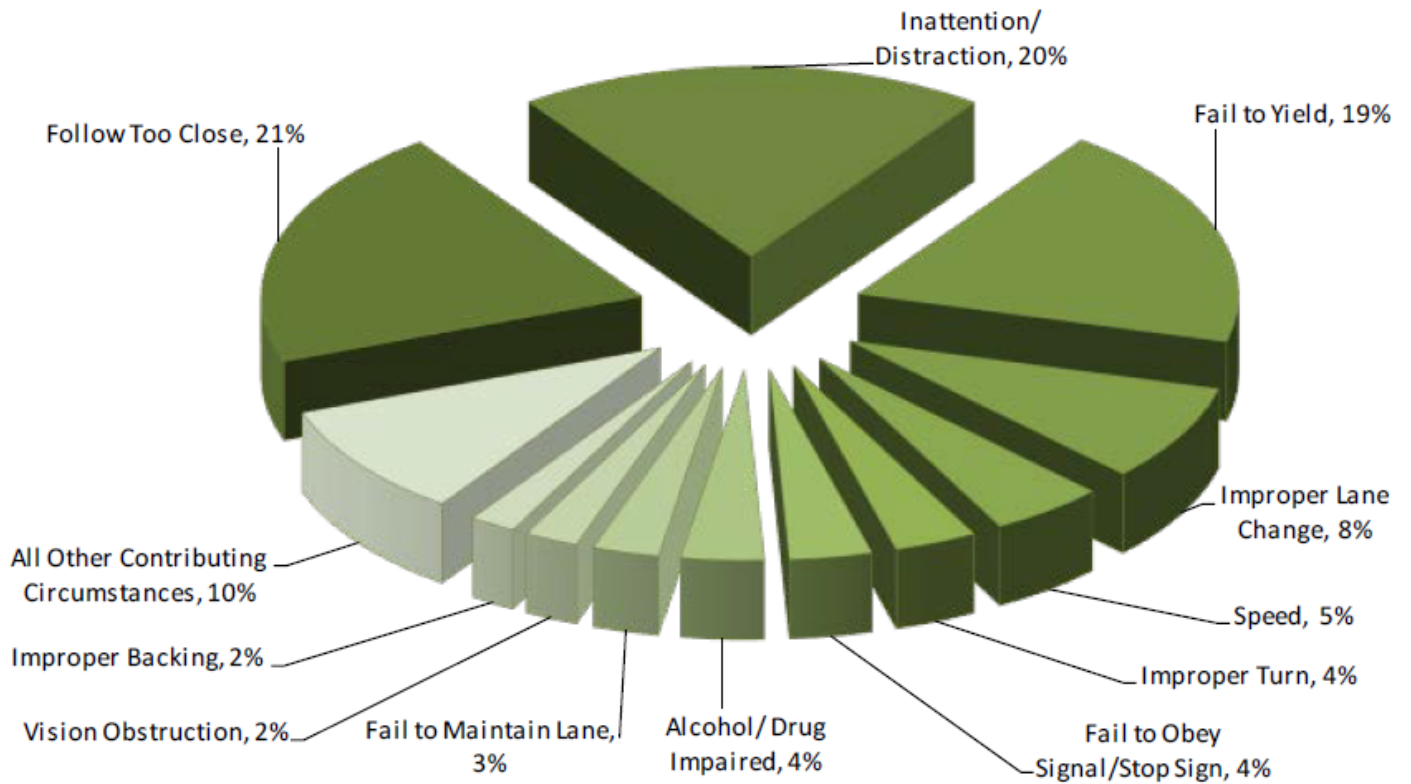
Comparison of Crashes by Roadway Classification: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatal Crashes	198	232	224	215	201	-6.5%	3.2%
Urban	43	50	54	59	52	-11.9%	11.2%
Rural	155	182	170	156	149	-4.5%	0.9%
Injury Crashes:	9,050	9,327	8,818	9,083	9,153	0.8%	0.2%
Urban	5,898	6,209	5,957	6,118	6,285	2.7%	1.3%
Rural	3,152	3,118	2,861	2,965	2,868	-3.3%	-1.9%
Total Crashes:	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Urban	15,422	16,492	17,153	16,217	18,478	13.9%	1.8%
Rural	8,596	8,836	8,698	7,814	8,537	9.3%	-3.0%

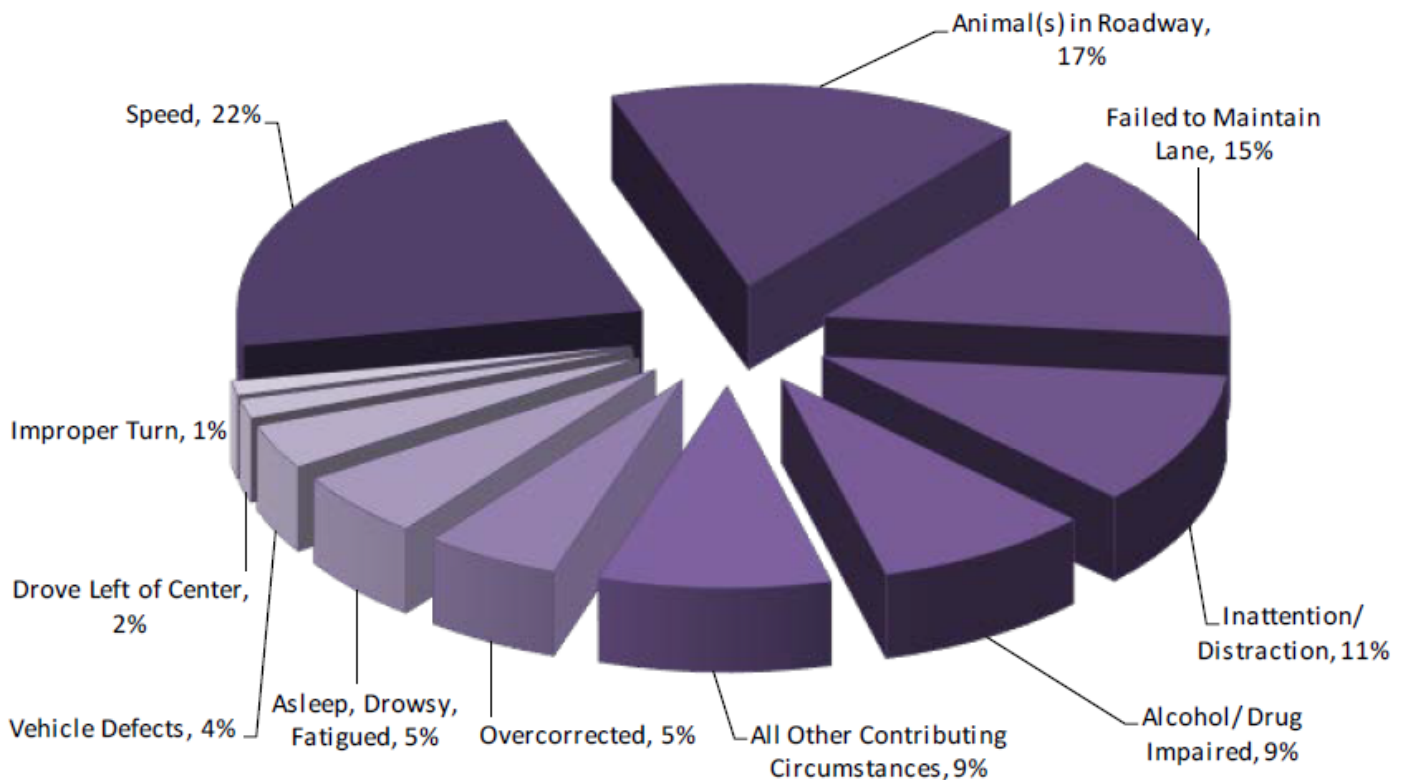
Urban roadways are defined as those within city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

In 2019, 74% of fatal crashes occurred on rural roads, whereas 32% of all crashes occurred on rural roads. In Idaho in 2018, 89% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.

Multiple-Vehicle Crashes - Contributing Circumstances: 2019



Single-Vehicle Crashes - Contributing Circumstances: 2019



High Visibility Enforcement (HVE)/ Traffic Safety Mobilizations

The target 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 during the time and dates established. For the impaired driving mobilizations, the OHS encourages participants to conduct enforcement during time frames that are data driven; often during nighttime hours. Funding for the campaigns are allocated to agencies that meet the criteria based on traffic crash 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 paid and earned media and public education outreach designed to inform the public of the increased enforcement. Idaho closely mirrors the NHTSA timeline model for media. The OHS works closely with their media experts to reach out to the demographics established through data. Outreach efforts include the use of public service announcements (TV, radio, outdoor, and internet marketing), social media, variable message boards, and earned media events.

Upon completion of each mobilization each participating agency is responsible for reporting their performance. During the seat belt mobilization, pre- and post- surveys are conducted. Additionally a performance report is submitted. The performance is monitored by the Program Managers to assist with making any adjustments to countermeasures or planned activities.

Although formal seat belt use surveys are performed annually through the OHS, the recipient of highway safety funds for a seat belt mobilization is required to gauge performance by conducting a pre- and post-seat belt survey. The OHS Program Managers can use this information as an indicator in evaluating and monitoring performance. The OHS conducts the following targeted HVE/Mobilizations:

- **Impaired Driving Mobilizations:** December - January (to coincide with NHTSA Impaired Driving campaign), June-July (to coincide with July 4th), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).
- **Aggressive Driving:** During the summer, traffic crash fatalities frequency is over-represented. The Aggressive Driving mobilization focusing on speed is conducted during the summer months.
- **Seat Belt Mobilizations:** May-Click It Don't Risk It (to coincide with NHTSA national campaign).
- **Distracted Driving:** April-phone in hand/ ticket in the other, to coincide with National Distracted Driving month in April.

FFY 2022 HVE Mobilization Schedule	
Impaired Driving - Holidays	Dec. 17, 2021 – Jan. 1, 2022
Distracted Driving - April	Apr. 19 – 29, 2022
Seatbelts - May	May 16 – June 3, 2022
Impaired Driving - 4th of July	July 1-9, 2022
Aggressive Driving - Summer	July 18 – 31, 2022
Impaired Driving - Labor Day	Aug. 19 – Sept. 5, 2022

Law Enforcement / Adjudication Process

To complete 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 critical support to enhance successful prosecution of traffic safety violations.

STRATEGIC PARTNERS and STAKEHOLDERS

Idaho Traffic Safety Commission

The ITSC is an advisory board that reviews traffic safety issues, promotes local and state cooperation, recommends programs for federal aid and supports crash prevention. The commission consists of fifteen members from state and local law enforcement, Emergency Management Services and user groups. By statute, the chairs of the Idaho Senate Transportation Committee and the House Transportation and Defense Committee are on the ITSC. The ITSC has input throughout the development process of our Highway Safety Plan. The OHS maintains contact primarily through meetings, regular email and our Highway Safety Quick Notes.

The following members represent the ITSC:

Idaho Transportation Department

- L. Scott Stokes, Chief Deputy
- John Tomlinson, Highway Safety Manager

Law Enforcement

- Lt. Colonel Sheldon Kelley, Idaho State Police
- Chief Jeff Wilson, Orofino Police Department
- Sheriff Craig T. Rowland, Bingham County

Prosecutor/Legal

- Louis Marshall, Bonner County Prosecutor

Medical Services

- Stacey Carson, VP Operations, Idaho Hospital Association

Education

- Sunshine Beer, Idaho STAR (Skills Training Advantage for Riders)
- Emily Kormylo, Driver Education Coordinator, Idaho State Department of Education

City Government

- Brian Blad, Pocatello Mayor

Idaho Senate & House

- Senator Lori Den Hartog, Idaho Senate Representative
- Representative Joe Palmer, Idaho House Representative

PERFORMANCE PLAN

Performance Measures: Targets and Actual Values

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

		Benchmark					
		2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2017-2022
Primary Goal							
C1	5-Year Ave Fatalities - Goals		188	187	249	247	245
	Actual Values	223	227	234			
Secondary Goals							
C2	5-Year Ave Serious Injuries - Goals		1,239	1,230	1,287	1,285	1,283
	Actual Values	1,293	1,290	1,267			
C3	5-Year Fatality Rate - Goals		1.14	1.12	1.41	1.38	1.36
	Actual Values	1.34	1.33	1.35			
FHWA-1	5-Year Serious Injury Rate - Goals		7.49	7.36	7.30	7.21	7.13
	Actual Values	7.74	7.59	7.29			
Aggressive Driving							
C6	5-Year Ave Speeding Fatalities - Goals		51	50	59	60	63
	Actual Values	50	49	49			
Distracted Driving							
I1	5-Year Ave Distracted Fatalities - Goals		40	39	53	53	54
	Actual Values	47	48	48			
Safety Restraint Use in Passenger Motor Vehicles (PMV)							
C4	5-Year Ave Unrestrained PMV Fatalities - Goals		72	70	106	106	105
	Actual Values	94	90	93			
B1	Yearly Observed Seat Belt Use - Goals		83.0%	83.3%	82.4%	82.7%	83.0%
	Actual Values	81.2%	85.4%	85.7%			
Impaired Driving							
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Goals		53	52	72	72	73
	Actual Values	63	64	67			
Vulnerable Users (Bike, Pedestrian, Mature)							
C11	5-Year Ave Bicyclist Fatalities - Goals		2	2	3	3	3
	Actual Values	3	3	3			
C10	5-Year Ave Pedestrian Fatalities - Goals		11	11	15	14	14
	Actual Values	14	15	14			
I2	5-Year Ave Drivers >=65 in Fatal Crashes - Goals		35	34	52	50	48
	Actual Values	49	50	52			
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injures		120	120	120	120	125
	Actual Values	117	122	121			
Youthful Driver							
C9	5-Year Ave Drivers <=20 in Fatal Crashes - Goals		26	25	32	32	31
	Actual Values	32	34	34			
Motorcycle (MC)							
C7	5-Year Ave Motorcycle Fatalities - Goals		21	21	29	29	29
	Actual Values	26	28	28			
C8	5-Year Ave Unhelmeted MC Fatalities - Goals		11	11	17	16	16
	Actual Values	15	17	16			
Commercial Motor Vehicle (CMV)							
I3	5-Year Ave CMV Fatalities - Goals		21	20	39	39	38
	Actual Values	34	37	40			
Lane Departure							
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Goals		97	95	116	115	114
	Actual Values	110	107	105			
I5	5-Year Ave Head-On/SS Opposite Fatalities - Goals		25	24	42	44	42
	Actual Values	35	35	40			
Intersections							
I6	5-Year Ave Intersection-Related Fatalities - Goals		35	33	47	46	46
	Actual Values	42	45	47			
Items for Reporting							
		2017	2018	2019	2020	2021	2022
	Yearly Total Fatality Rate	1.42	1.32	1.24			
	Yearly Urban Fatality Rate	0.84	0.85	0.68			
	Yearly Rural Fatality Rate	1.84	1.67	1.67			
A1	Seat Belt Citations Issued during Grant Funded Activities		FFY2018 4,732	FFY2019 3,456	FFY2020 3,201	FFY2021	FFY2022
A2	DUI Arrests made during Grant Funded Activities		545	641	781		
A3	Speeding Citations Issued during Grant Funded Activities		11,093	7,020	7,539		

2022 Performance Plan

Performance Measure Name	Target Period	Start Target Year	Target end Year	Target Value
C-1) Number of traffic fatalities	5 Year	2018	2022	245
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2018	2022	1283
C-3) Fatality Rate, VMT	5 Year	2018	2022	1.36
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	5 Year	2018	2022	105
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	5 Year	2018	2022	73
C-6) Number of speeding-related fatalities	5 Year	2018	2022	63
C-7) Number of motorcyclist fatalities	5 Year	2018	2022	29
C-8) Number of unhelmeted motorcyclist fatalities	5 Year	2018	2022	16
C-9) Number of driver age 20 or younger involved in fatal crashes	5 Year	2018	2022	31
C-10) Number of pedestrian fatalities	5 Year	2018	2022	14
C-11) Number of bicyclist fatalities	5 Year	2018	2022	3
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2018	2022	83.0
I-1) Distracted Driving fatalities	5 Year	2018	2022	54
I-2) Drivers age 65 or older involved in fatal crashes	5 Year	2018	2022	48
I-3) Reduce CMV fatalities	5 Year	2018	2022	38
I-4) Number of single vehicle run off road fatalities	5 Year	2018	2022	114
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	5 Year	2018	2022	42
I-6) Number of intersection-related fatalities	5 Year	2018	2022	46

Performance Report

Progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatality Rate, VMT	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	Not Met
C-6) Number of speeding-related fatalities	Met
C-7) Number of motorcyclist fatalities	Not Met
C-8) Number of unhelmeted motorcyclist fatalities	Not Met
C-9) Number of driver age 20 or younger involved in fatal crashes	Not Met
C-10) Number of pedestrian fatalities	Not Met
C-11) Number of bicyclist fatalities	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
I-1) Distracted Driving fatalities	Not Met
I-2) Drivers age 65 or older involved in fatal crashes	Not Met
I-3) Reduce CMV fatalities	Not Met
I-4) Number of single vehicle run off road fatalities	Not Met
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	Not Met
I-6) Number of intersection-related fatalities	Not Met

C1 – 5-Year Average Number of Fatalities

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities was 187 (2015-2019 5-year average), while the actual 5-year average number of fatalities was 234. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities for 2016-2020 is 249.

C2 – 5-Year Average Number of Serious Injuries

Progress: Not Met

The target in the FFY 2019 HSP for the number of serious injuries was 1,230 (2015-2019 5-year average), while the actual 5-year average number of serious injuries was 1,267. Because of considerable variability in the number of serious injuries over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of serious injuries for 2016-2020 is 1,287.

C3 – 5-Year Fatality Rate per 100 million Annual Vehicle Miles Traveled (AVMT)

Progress: Not Met

The target in the FFY 2019 HSP for the 5-year fatality rate was 1.12 (2015-2019), while the actual 5-year fatality rate was 1.35. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year fatality rate for 2016-2020 is 1.41.

C4 – 5-Year Average Number of Unrestrained Passenger Motor Vehicle Occupants Killed

Progress: Not Met

The target in the FFY 2019 HSP for the number of unrestrained passenger motor vehicle occupants killed was 70 (2015-2019 5-year average), while the actual 5-year average number of unrestrained passenger motor vehicle occupants killed was 93. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of unrestrained passenger motor vehicle occupants killed for 2016-2020 is 106.

C5 – 5-Year Average Number of Fatalities Involving a Driver with a BAC greater than or equal to 0.08

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 52 (2015-2019 5-year average), while the actual 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 67. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been

completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 for 2016-2020 is 72.

C6 – 5-Year Average Number of Fatalities Resulting from Crashes Involving Speeding

Progress: Met

The target in the FFY 2019 HSP for the number of fatalities resulting from crashes involving speeding was 50 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from crashes involving speeding was 49. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of fatalities resulting from crashes involving speeding for 2016-2020 is 59.

C7 – 5-Year Average Number of Motorcyclists Killed

Progress: Not Met

The target in the FFY 2019 HSP for the number of motorcyclists killed was 21 (2015-2019 5-year average), while the actual 5-year average number of motorcyclists killed was 28. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of motorcyclists killed for 2016-2020 is 29.

C8 – 5-Year Average Number of Motorcyclists Killed Not Wearing Helmets

Progress: Not Met

The target in the FFY 2019 HSP for the number of motorcyclists that were not wearing helmets killed was 11 (2015-2019 5-year average), while the actual 5-year average number of motorcyclists killed that were not wearing helmets was 16. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of motorcyclists killed that were not wearing helmets for 2016-2020 is 17.

C9 – 5-Year Average Number of Drivers, 20 Years Old and Younger, Involved in Fatal Crashes

Progress: Not Met

The target in the FFY 2019 HSP for the number of drivers, 20 years old and younger, involved in fatal crashes was 25 (2015-2019 5-year average), while the actual 5-year average number of drivers, 20 years old and younger, involved in fatal crashes was 34. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of drivers, 20 years old and younger, involved in fatal crashes for 2016-2020 is 32.

C10 – 5-Year Average Number of Pedestrian Fatalities

Progress: Not Met

The target in the FFY 2019 HSP for the number of pedestrians killed by motor vehicles was 11 (2015-2019 5-year average), while the actual 5-year average number of pedestrians killed by motor vehicles was 14. The target for the 5-year average number of pedestrians killed by motor vehicles for 2016-2020 is 15.

C11 – 5-Year Average Number of Bicyclist Fatalities

Progress: Not Met

The target in the FFY 2019 HSP for the number of bicyclists killed by motor vehicles was 2 (2015-2019 5-year average), while the actual 5-year average number of bicyclists killed by motor vehicles was 3. The target for the 5-year average number of bicyclists killed by motor vehicles for 2016-2020 is 3.

B1 – Yearly Observed Seat Belt Use Rate

Progress: Met

The target in the FFY 2019 HSP for the yearly observed seat belt use rate was 83.3%, while the actual yearly observed seat belt use rate was 85.7%. The target for the yearly observed seat belt use rate for 2022 is 82.4%.

I1 – 5-Year Average Number of Fatalities Resulting from Distracted Driving

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from distracted driving was 39 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from distracted driving was 48. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from distracted driving for 2016-2020 is 53.

I2 – 5-Year Average Number of Fatal Crashes Resulting from Drivers ≥ 65

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatal crashes resulting from drivers equal to or older than 65 years of age was 34 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from drivers equal to or older than 65 years old was 52. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from distracted driving for 2016-2020 is 52.

I3 – 5-Year Average Number of Fatalities Resulting from Commercial Vehicle Crashes

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from commercial motor vehicle crashes was 20 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from commercial motor vehicle crashes was 40. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing. The target for the 5-year average number of resulting from commercial motor vehicle crashes for 2016-2020 is 39.

I4 – 5-Year Average Number of Fatalities Resulting from Single-Vehicle Run Off the Road Crashes

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from single-vehicle run off the road crashes was 95 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from single-vehicle run off the road crashes was 105. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. The target for the 5-year average number of resulting from single-vehicle run off the road crashes for 2016-2020 is 116.

I5 – 5-Year Average Number of Fatalities Resulting from Head-On or Sideswiped Opposite Direction Crashes

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from head-on or sideswiped opposite direction crashes was 24 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes was 40. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from head-on or sideswiped opposite direction crashes for 2016-2020 is 42.

I6 – 5-Year Average Number of Fatalities Resulting from Intersection Related Crashes

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from intersection-related crashes was 33 (2015-2019 5-year average), while the actual 5-year average number of fatalities resulting from intersection-related crashes was 47. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2022 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from intersection-related crashes for 2016-2020 is 47.

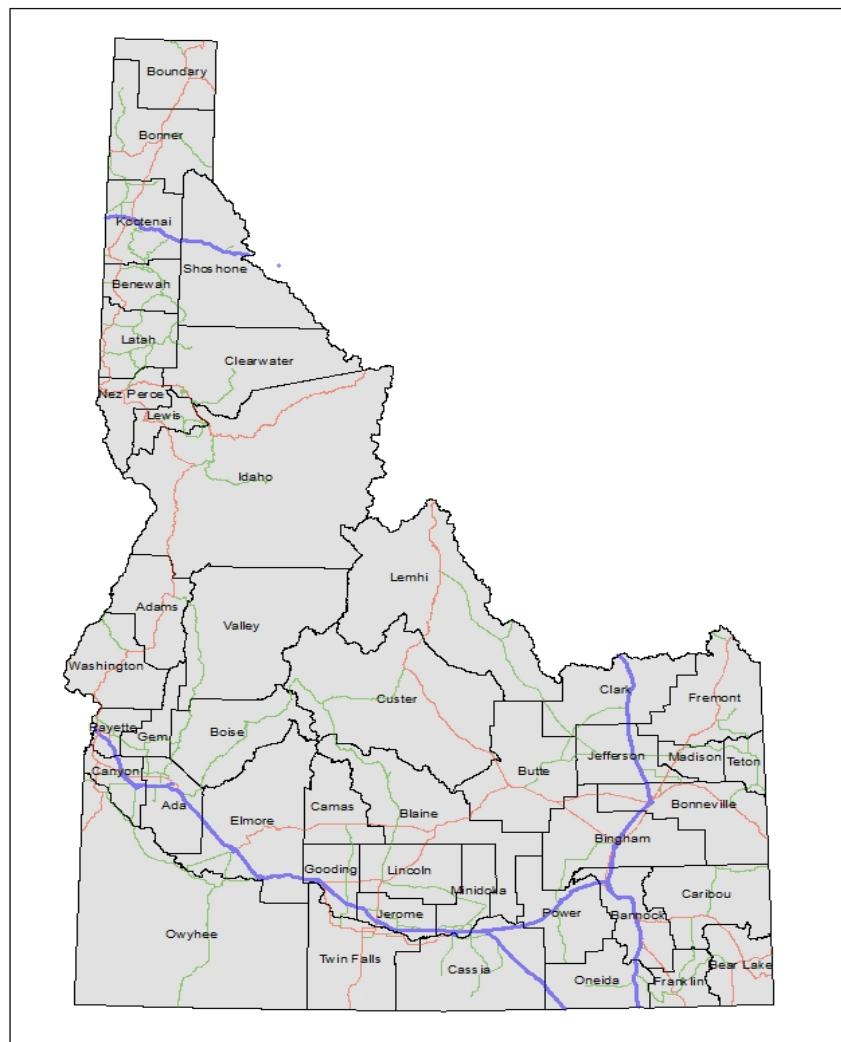
Targets for the FFY 2019 Highway Safety Plans were set in 2016 when the most recent available data was from 2015. This was at a time that fatalities were significantly decreasing due to the economic downturn. Since that time, the economy has improved and fatalities have increased resulting in most of the targets not being met. Targets for the FY2020 through FY2022 plan were set in 2018 when the most recent data available was from 2017.

IDENTIFICATION REPORT

State Demographics

Idaho is geographically located in the Pacific Northwest. Idaho is the 11th largest State the nation in land area, but the 38th 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 in 2019 was 1,790,777. Idaho is a rural State, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (434,211), Boise (425,000), Blaine (175,000), Bingham (175,000), Twin Falls (175,000), and



Idaho
Problem
Identification
Report

FY 2022

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2019, 224 people were killed and 13,331 people were injured in traffic crashes.
- The fatality rate was 1.24 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2019. The US fatality rate was estimated to be 1.10 fatalities per 100 million AVMT in 2019.
- Motor vehicle crashes cost Idahoans over \$4.1 billion in 2019. Fatal and serious injuries represented 69 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Crashes	24,018	25,328	25,851	24,031	27,015	3.2%
Fatal Crashes	198	232	224	215	201	0.8%
Total Deaths	216	253	245	234	224	1.3%
Injury Crashes	9,050	9,327	8,818	9,083	9,153	0.3%
Total Injured	13,207	13,664	12,969	13,301	13,331	0.3%
Property-Damage-Only Crashes (Severity >\$1,500)	14,770	15,769	16,809	14,733	17,661	5.2%
Idaho Population (thousands) ¹	1,655	1,683	1,717	1,754	1,787	1.9%
Licensed Drivers (thousands) ²	1144	1,165	1,208	1,255	1,283	2.9%
Vehicle Miles Of Travel (millions) ²	16,662	17,152	17,301	17,709	18,058	2.0%
Registered Vehicles (thousands) ³	1,489	1,491	1,575	1,634	1,639	2.5%
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, 2019

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	224	\$10,179,994	\$2,280,318,578
Suspected Serious Injuries	1,154	\$486,859	\$561,834,711
Suspected Minor Injuries	3,889	\$132,605	\$515,700,467
Possible Injuries	8,288	\$67,712	\$561,199,787
No Injuries	53,251	\$3,430	\$182,664,278
Total Estimate of Economic Cost			\$4,101,717,821
*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 2017 dollars.			

Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2019

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	2,209	13%	71,063	6%	2.4
20-24	2,212	13%	106,276	8%	1.6
25-34	3,465	20%	213,318	17%	1.2
35-44	2,738	16%	212,356	17%	1.0
45-54	2,182	13%	191,176	15%	0.9
55-64	1,885	11%	210,369	16%	0.7
65 & Older	2,026	12%	278,176	22%	0.6
Missing	217	1%			
Total	16,934		1,282,734		

*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, 2015-2019

Roadway Information	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Local:						
AVMT (100 millions) ¹	75.8	77.3	76.6	77.2	79.4	1.2%
Fatal Crash Rate	1.1	1.2	1.2	1.0	1.0	-0.5%
Injury Crash Rate	68.7	68.8	64.7	67.6	67.7	-0.3%
Total Crash Rate	191.2	195.0	199.1	183.6	202.6	1.7%
State System (Non-Interstate):						
AVMT (100 millions) ¹	51.1	52.1	53.1	55.0	56.0	2.3%
Fatal Crash Rate	1.6	1.8	1.7	1.7	1.6	-0.6%
Injury Crash Rate	56.5	57.6	53.4	53.2	48.7	-3.5%
Total Crash Rate	149.2	154.6	154.5	138.6	139.4	-1.5%
Interstate:						
AVMT (100 millions) ¹	39.7	42.1	43.2	44.8	45.2	3.3%
Fatal Crash Rate	0.9	1.1	0.9	0.9	0.7	-3.6%
Injury Crash Rate	24.1	23.9	23.6	20.8	23.3	-0.5%
Total Crash Rate	47.9	52.4	55.1	49.5	69.1	11.0%
Statewide Totals:						
AVMT (100 millions) ¹	166.6	171.5	173.0	177.1	180.6	2.0%
Fatal Crash Rate	1.2	1.4	1.3	1.2	1.1	-1.3%
Injury Crash Rate	54.3	54.4	51.0	51.3	50.7	-1.7%
Total Crash Rate	144.1	147.7	149.4	135.7	149.6	1.2%

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

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 50 percent of all crashes and 29 percent of all fatalities in 2019.
- Drivers, ages 19 and younger, were 4.0 times as likely to be involved in an aggressive driving collision as all other drivers in 2019.
- Aggressive driving crashes cost Idahoans nearly \$1.7 billion in 2019. This represented 40 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Aggressive Driving Crashes	12,383	12,793	13,149	11,985	13,638	2.8%
Fatalities	77	83	82	75	66	-3.5%
Suspected Serious Injuries	637	612	582	516	547	-3.5%
Suspected Minor Injuries	2,282	2,164	2,064	2,166	2,126	-1.7%
Possible Injuries	4,652	4,706	4,627	4,596	4,887	1.3%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	276	266	259	261	258	-1.7%
Fail to Yield Right of Way	171	174	148	113	161	1.4%
Exceeded Posted Speed	115	93	95	71	71	-10.6%
Passed Stop Sign	92	89	75	82	77	-3.9%
Disregarded Signal	50	67	61	63	51	2.3%
Following Too Close	49	69	78	69	59	7.0%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.29	4.05	3.84	3.34	3.39	-5.5%
* Three contributing circumstances possible per unit involved in each collision						

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 2019, 36 fatalities resulted from distracted driving crashes. This represents 19 percent of all fatalities. Of the 31 passenger vehicle occupants killed in distracted driving crashes, 15 (48 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2019 were 1 motorcyclist, 2 pedestrians, 1 bicycle rider, and an ATV rider.
- In 2019, drivers under the age of 25 comprised 35 percent of the drivers involved in all distracted driving crashes and 31 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 14 percent of the licensed drivers.
- Distracted driving crashes cost Idahoans nearly \$787 million in 2019. This represents 19 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Distracted Driving Crashes	5,470	4,973	4,808	4,750	5,066	-1.7%
Fatalities	51	64	39	48	36	-3.9%
Suspected Serious Injuries	425	367	318	343	250	-11.6%
Suspected Minor Injuries	1,285	1,193	989	1,028	903	-8.1%
Possible Injuries	2,211	2,121	2,020	2,081	2,112	-1.1%
Distracted Driving Crashes as a % of All Crashes	22.8%	19.6%	18.6%	19.8%	18.8%	-4.5%
Distracted Driving Fatalities as a % of All Fatalities	23.6%	25.3%	15.9%	20.5%	16.1%	-5.7%
Distracted Driving Injuries as a % of All Injuries	29.7%	26.9%	25.7%	26.0%	24.5%	-4.6%
All Fatal and Injury Crashes	9,248	9,559	9,042	9,298	9,354	0.3%
Distracted Fatal/Injury Crashes	2,568	2,355	2,151	2,244	2,131	-4.4%
% Distracted Driving	27.8%	24.6%	23.8%	24.1%	22.8%	-4.7%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.86	2.51	2.06	2.21	1.58	-12.8%

Safety Restraints

The Problem

- In 2019, 86 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2019, seat belt usage varied by region around the state from a high of 90 percent in District 3 (Southwestern Idaho) to a low of 74 percent in District 4 (South-Central Idaho).
- Only 44 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2019. Seatbelts are estimated to be 50 percent effective in preventing fatal and serious injuries. By this estimate, we can deduce that 71 lives were saved in Idaho in 2019 because they were wearing a seat belt and an additional 42 lives could have been saved if everyone had worn their seat belt.
- There was 5 children under the age of 7 killed (all restrained) and 10 with suspected serious injuries (6 were restrained) while riding in passenger vehicles in 2019. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate, there were 11 children saved by child safety seats in 2019. Furthermore, 13 serious injuries were prevented and 3 of the serious injuries may have been prevented if they had all been properly restrained.
- Unrestrained passenger motor vehicle occupants cost Idahoans over \$1.0 billion in 2019. This represents 25 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Observational Seat Belt Survey						
District 1	74%	77%	76%	85%	89%	4.5%
District 2	79%	78%	84%	87%	85%	2.0%
District 3	89%	90%	89%	92%	90%	0.0%
District 4	58%	66%	73%	70%	74%	6.5%
District 5	87%	86%	89%	72%	84%	0.1%
District 6	66%	67%	74%	75%	76%	3.5%
Statewide Average	81%	83%	81%	85%	86%	1.4%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	37.6%	34.6%	34.7%	36.8%	43.6%	4.2%
In Suspected Serious Injury Crashes	66.8%	69.3%	65.4%	65.3%	67.6%	0.4%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	80.3%	96.4%	79.8%	80.6%	80.6%	1.0%
*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.						

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 2019, 99 fatalities resulted from impaired driving crashes. This represents 44 percent of all fatalities. Only 31 (or 38 percent) of the 81 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 9 motorcyclists, 2 pedestrians, 1 bicyclist, 5 ATV occupants, and 1 snowmobile rider in impaired driving crashes.
- Of the 99 people killed in impaired driving crashes in 2019, 82 (or 83%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.
- Nine percent of the impaired drivers involved in crashes were under the age of 21 in 2019, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans nearly \$1.2 billion in 2019. This represents 29 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Impaired Driving Crashes	1,367	1,535	1,529	1,456	1,501	2.6%
Fatalities	87	88	80	78	99	4.1%
Suspected Serious Injuries	219	223	218	212	217	-0.2%
Suspected Minor Injuries	350	397	338	334	329	-1.0%
Possible Injuries	477	482	489	523	525	2.5%
Impaired Driving Crashes as a % of All Crashes	5.7%	6.1%	5.9%	6.1%	5.6%	-0.4%
Impaired Driving Fatalities as a % of All Fatalities	40.3%	34.8%	32.7%	33.3%	44.2%	3.7%
Impaired Driving Injuries as a % of All Injuries	7.9%	8.1%	8.1%	8.0%	8.0%	0.4%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	1.84	1.81	1.72	1.64	1.75	-1.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,089	1,305	1,400	1,518	1,555	9.5%
Local Agencies	6,298	6,015	5,927	6,412	6,529	1.0%
Total Arrests	7,387	7,320	7,327	7,930	8,084	2.3%
DUI Arrests per 100 Licensed Drivers	0.65	0.63	0.61	0.63	0.63	-0.6%

*Source: Bureau of Criminal Identification, Idaho State Police

Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2019, yet they represented 9 percent of the drivers involved in fatal and serious injury crashes.
- In 2019, drivers ages 15 to 19 constituted 6 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 18 people killed in crashes with youthful drivers, 7 were the youthful drivers themselves. Of the 7 youthful drivers killed that were in passenger motor vehicles, 1 was wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans just more than \$575 million in 2019. This represents 14 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Crashes Involving Drivers 15-19	5,374	5,622	5,464	5,244	5,826	2.2%
Fatalities	34	27	31	36	18	-9.9%
Suspected Serious Injuries	270	238	225	230	184	-8.8%
Suspected Minor Injuries	997	1,011	886	976	880	-2.7%
Possible Injuries	1,903	1,986	1,795	1,991	2,079	2.5%
Drivers 15-19 in Fatal & Serious Injury Crashes	232	232	206	213	170	-7.0%
% of all Drivers involved in Fatal and Serious Injury Crashes	12.0%	12.0%	10.7%	11.1%	8.8%	-6.9%
Licensed Drivers 15-19	65,264	65,940	71,523	69,727	71,063	2.2%
% of Total Licensed Drivers	5.7%	5.7%	5.9%	5.6%	5.5%	-0.7%
Fatal & Injury Crash Involvement*	2.11	2.13	1.81	1.99	1.60	-6.0%
Drivers 15-19 - Fatal Crashes	32	25	27	29	18	-11.1%
Impaired Drivers 15-19 - Fatal Crashes	7	4	2	2	3	-10.7%
% of Youthful Drivers that were Impaired in Fatal Crashes	21.9%	16.0%	7.4%	6.9%	16.7%	13.6%

* 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.

Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 4,938 crashes in 2019. This represents 18 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 29 percent of the total number of fatalities in 2019. Of the 64 people killed in crashes with mature drivers, 39 (61 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 22 percent of licensed drivers, but represent 12 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 more than \$1 billion in 2019. This represents 25 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Mature Driver Crashes	3,992	4,214	4,526	4,380	4,938	5.6%
Fatalities	42	51	71	47	64	15.8%
Suspected Serious Injuries	269	287	245	255	255	-1.0%
Suspected Minor Injuries	719	784	758	739	816	3.4%
Possible Injuries	1,372	1,476	1,600	1,547	1,733	6.2%
Mature Drivers in Fatal & Injury Crashes	1,711	1,833	1,861	1,874	2,026	4.4%
% of All Drivers in Fatal & Injury Crashes	10.4%	10.8%	11.5%	11.6%	12.0%	3.5%
Licensed Drivers 65 & Older	216,423	226,067	242,833	264,502	278,176	6.5%
% of Total Licensed Drivers	18.9%	19.4%	20.1%	21.1%	21.7%	3.5%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.55	0.56	0.57	0.55	0.55	0.0%
Mature Drivers-Fatal Crashes	41	53	65	44	56	11.7%
Mature Drivers-Impaired Fatal Crashes	3	1	5	1	9	263.3%
% Fatal Impaired Crashes	7.3%	1.9%	7.7%	2.3%	16.1%	192.5%
* 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.						

Motorcycles

The Problem

- In 2019, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 13 percent of the total number of fatalities and suspected serious injuries.
- Almost half of all motorcycle crashes (46 percent) and more than half of fatal motorcycle crashes (54 percent) involved just the motorcycle (no other vehicles were involved) in 2019.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2019, 11 of the 17 (65 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 2019, 60 percent of motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans nearly \$365 million in 2019. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Motorcycle Crashes	546	528	507	510	490	-2.7%
Fatalities	28	22	26	38	25	2.2%
Suspected Serious Injuries	174	164	139	143	153	-2.8%
Suspected Minor Injuries	225	223	230	194	196	-3.1%
Possible Injuries	131	123	123	145	122	-1.0%
Motorcyclists in Crashes	611	591	574	563	552	-2.5%
Registered Motorcycles	51,219	55,865	55,806	59,688	56,442	2.6%
Motorcyclists Wearing Helmets	347	329	341	319	360	1.2%
% Motorcyclists Wearing Helmets	56.8%	55.7%	59.4%	56.7%	65.2%	3.8%

Pedestrians and Bicyclists

The Problem

- In 2019, 14 pedestrians and 4 bicyclists were killed in traffic crashes. The 18 pedestrians and bicyclists killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 17 percent of the fatalities and injuries sustained in pedestrian crashes and 20 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans nearly \$274 million in 2019. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Pedestrian Crashes	207	236	219	244	237	3.8%
Fatalities	8	18	17	19	14	26.2%
Suspected Serious Injuries	51	66	79	71	64	7.3%
Suspected Minor Injuries	103	102	75	88	91	-1.7%
Possible Injuries	66	80	78	83	83	6.3%
Pedestrians in Crashes	224	249	247	253	249	2.8%
Pedestrian Fatal and Serious Injuries	59	81	95	89	77	8.7%
% of All Fatal and Serious Injuries	3.8%	5.1%	6.4%	6.0%	5.6%	11.9%
Impaired Pedestrian F&SI	6	17	14	16	9	34.1%
% of Pedestrian F&SI - Impaired	10.2%	21.0%	14.7%	18.0%	11.7%	15.9%
Bicycle Crashes	286	319	223	302	265	1.2%
Fatalities	0	6	3	2	4	29.2%
Suspected Serious Injuries	36	52	29	50	30	8.2%
Suspected Minor Injuries	149	158	128	132	129	-3.0%
Possible Injuries	101	109	62	110	113	11.2%
Bicyclists in Crashes	353	322	224	302	268	-3.9%
Bicycle Fatal and Serious Injuries	36	57	31	52	34	11.5%
% of All Fatal and Serious Injuries	2.3%	3.6%	2.1%	3.5%	2.5%	13.3%
Bicyclists Wearing Helmets in Collisions	63	76	45	69	69	8.3%
% of Bicyclists Wearing Helmets	17.8%	23.6%	20.1%	22.8%	25.7%	10.9%
Impaired Bicyclist F&SI	0	2	5	1	1	42.5%
% of Bicycle F&SI - Impaired	0.0%	3.5%	16.1%	1.9%	2.9%	106.1%

Crash Response (Emergency Medical Services)

The Problem

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

Crash Response (EMS) in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Crashes	24,018	25,328	25,851	24,031	27,015	3.2%
EMS Response to Fatal & Injury Crashes	6,142	6,476	6,024	6,213	6,272	0.6%
% of Fatal & Injury Crashes	66.4%	67.7%	66.6%	66.8%	67.1%	0.2%
Persons Injured in Crashes	13,423	13,917	13,214	13,535	13,555	0.3%
Injured Transported from Rural Areas	2,589	2,755	2,561	2,565	2,437	-1.4%
Injured Transported from Urban Areas	2,321	2,503	2,273	2,288	2,182	-1.3%
Total Injured Transported by EMS	4,910	5,258	4,834	4,853	4,619	-1.4%
% of Injured Transported	36.6%	37.8%	36.6%	35.9%	34.1%	-1.7%
Trapped and Extricated	504	491	480	523	523	1.0%
Fatal and Suspected Serious Injuries Transported by Helicopter	173	178	154	155	149	-3.5%

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 2019, 40 people died in crashes with commercial motor vehicles. This represents 18 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 78 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2019, 46 percent of all crashes and 79 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 47 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 53 percent.
- Commercial motor vehicles crashes cost Idahoans more than \$558 million in 2019. This represents 14 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total CMV Crashes	1,768	2,009	2,468	2,286	2,437	8.9%
Fatalities	34	37	44	51	40	5.5%
Suspected Serious Injuries	125	137	123	120	104	-4.1%
Suspected Minor Injuries	249	284	361	382	330	8.3%
Possible Injuries	498	512	645	557	563	4.1%
Commercial AVMT (millions)	2,933	3,080	3,154	3,205	3,313	3.1%
% of Total AVMT	17.6%	18.0%	18.2%	18.1%	18.3%	1.0%
Fatalities per 100 Million CAVMT	1.16	1.20	1.39	1.59	1.21	2.4%
Injuries per 100 Million CAVMT	29.73	30.29	35.79	33.04	30.09	0.9%

Drowsy Driving Crashes

The Problem

- In 2019, 9 fatalities resulted from drowsy driving crashes. This represents 4 percent of all fatalities. Of the 8 passenger vehicle occupants killed, 7 were properly restrained. There was 1 motorcycle driver killed in drowsy driving crashes.
- In 2019, 71 percent of the drowsy driving crashes involved a single vehicle, while 38 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2019, only 8 percent of the drowsy driving crashes also involved impaired driving.
- In 2019, 29 percent of the drowsy driving crashes occurred between 5 AM and 10 AM, while 27 percent occurred between 1 PM and 6 PM and 22 percent occurred between 12 AM and 5 AM.
- Drowsy driving crashes cost Idahoans nearly \$155 million in 2019. This represents 4 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Drowsy Driving Crashes	650	700	648	636	655	0.3%
Fatalities	17	9	8	10	9	-10.8%
Suspected Serious Injuries	64	57	67	57	55	-3.0%
Suspected Minor Injuries	161	169	157	143	153	-1.0%
Possible Injuries	209	247	247	206	201	-0.2%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2019, 15 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (74 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 41 percent of all fatalities in Idaho. Aggressive driving was a factor in 26 percent of the 88 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 49 percent of the 88 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 62 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 62 percent of the single-vehicle run-off road fatalities and one-quarter (25 percent) of all fatalities in 2019. Of the 48 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 38 (79 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans nearly \$1.3 billion in 2019. This represents 31 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Run-Off-Road Crashes	4,412	4,338	4,153	3,624	4,175	-0.9%
Fatalities	110	125	106	92	92	-3.7%
Suspected Serious Injuries	405	361	331	307	298	-7.3%
Suspected Minor Injuries	943	920	790	775	752	-5.4%
Possible Injuries	1,214	1,284	1,243	1,118	1,142	-1.3%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	270	249	217	211	209	-6.1%
Ditch/Embankment	33	29	31	33	23	-7.3%
Tree	43	49	35	35	34	-4.4%
Poles/Posts	21	13	26	20	16	4.7%
Fence/Building/ Wall	12	9	7	13	10	3.9%
Guardrail, Traffic Barrier	10	7	18	9	10	22.1%
Other Fixed Object	6	11	9	3	9	49.6%
Immersion	4	4	10	7	6	26.4%
Culvert	3	1	3	0	0	8.3%
Bridge Rail/Abutment/End	3	3	1	5	2	68.3%
All Other Most Harmful Events	27	28	14	16	18	-4.9%

Intersection Crashes

The Problem

- In 2019, 43 percent of all crashes occurred at or were related to an intersection, while 19 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (86 percent) occurred on urban roadways in 2019, while 51 percent of the fatal intersection-related crashes occurred on urban roadways.
- While total intersection related crashes were evenly split among intersections with signals (40 percent) and stop signs (41 percent) and with 16 percent at intersections with no traffic control, 54 percent of fatal intersection crashes occurred at intersections with stop signs, 23 percent at intersections with traffic signals, and 21 percent at intersections with no control.
- Of the 41 people killed in crashes at intersections, 28 were passenger motor vehicle occupants, 7 were motorcyclists, 5 were pedestrians, and 1 was on an ATV. Of the 28 passenger motor vehicle occupants killed, 10 (36 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$1.3 billion in 2019. This represents 31 percent of the total economic cost of crashes.

Intersection-Related Crashes on Idaho Highways, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Intersection Crashes	9,753	10,965	10,931	10,754	11,486	4.3%
Fatalities	44	45	46	57	41	0.1%
Suspected Serious Injuries	495	545	521	519	489	-0.1%
Suspected Minor Injuries	1,830	1,897	1,719	1,926	1,852	0.6%
Possible Injuries	3,627	4,064	3,945	4,283	4,288	4.5%
Traffic Control Device at Intersection						
Signal	3,994	4,419	4,411	4,338	4,591	3.7%
%	41%	40%	40%	40%	40%	-0.6%
Stop Sign	3,946	4,433	4,385	4,349	4,711	4.7%
%	40%	40%	40%	40%	41%	0.3%
None	1,516	1,807	1,815	1,747	1,824	5.1%
%	16%	16%	17%	16%	16%	0.6%
Yield	183	192	199	186	211	3.9%
%	2%	2%	2%	2%	2%	-0.4%
All Other	114	114	121	134	149	7.0%
%	1%	1%	1%	1%	1%	3.0%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2019, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 25 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 47 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2019, 85 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 (56 percent), while another 18 percent were negotiating a curve.
- Of the 56 people killed in head on or side swipe opposite crashes, 54 were passenger motor vehicle occupants, and 2 were riding a motorcycle. Of the 54 passenger motor vehicle occupants, 16 (30 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans over \$640 million in 2019. This represents 17 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Head-On/Side Swipe Opposite Crashes	661	942	1,005	840	933	11.0%
Fatalities	28	32	50	34	56	25.8%
Suspected Serious Injuries	125	135	134	121	119	-1.0%
Suspected Minor Injuries	180	236	258	227	229	7.3%
Possible Injuries	304	374	378	339	365	5.4%

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 2019. 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 nearly \$104 million in 2019. This represents 3 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Work Zone Crashes	444	324	453	630	590	11.4%
Fatalities	2	0	9	10	7	95.3%
Suspected Serious Injuries	27	19	16	34	18	5.0%
Suspected Minor Injuries	95	59	73	100	66	-2.8%
Possible Injuries	222	96	166	197	203	9.5%
% All Crashes	1.8%	1.3%	1.8%	2.6%	2.2%	9.8%
Workers Injured	1	0	1	1	1	0.0%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 9 crashes in 2019, 4 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 2019, all of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans over \$476 thousand in 2019. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total Train Crashes	14	17	12	9	9	-8.2%
Fatalities	3	0	3	1	0	-41.7%
Suspected Serious Injuries	0	1	4	0	0	50.0%
Suspected Minor Injuries	2	1	1	2	2	12.5%
Possible Injuries	1	5	2	0	2	85.0%
Location of Crashes						
Rural Roads	11	10	9	6	9	-0.6%
Urban Roads	3	7	3	3	0	-6.0%

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 68 cross-median crashes in 2019, 30 (44 percent) resulted in an injury.
- Cross-median crashes cost Idahoans nearly \$37 million in 2019. This represents just less than 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Cross Median Crashes	54	56	66	65	68	6.2%
Fatalities	1	4	4	3	3	68.8%
Suspected Serious Injuries	17	8	16	8	5	-10.1%
Suspected Minor Injuries	18	19	13	16	14	-3.9%
Possible Injuries	21	19	22	14	24	10.3%

School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. Typically, the occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2019, 93 percent of the school bus occupants on buses involved in crashes sustained no injuries.
- Crashes with school buses cost Idahoans more than \$8 million in 2019. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2015-2019

	2015	2016	2017	2018	2019	Avg. Yearly Change 2015-2019
Total School Bus Crashes	89	78	108	115	102	5.3%
Fatalities	1	0	0	0	0	-25.0%
Suspected Serious Injuries	6	0	12	5	0	85.4%
Suspected Minor Injuries	10	20	55	43	31	56.3%
Possible Injuries	35	21	88	35	27	49.0%

HIGHWAY SAFETY PROJECTS for FFY 2022 by PROGRAM AREA

The statewide safety partners work to achieve Idaho’s safety targets through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. The following section shows what activities will take place in fiscal year 2021. The information is presented by Program Area.

Each Program Area section contains the following information:

- **Program Area Description:** Description and definition of the program area.
- **Problem Identification:** Description of the problem using state crash and demographic data that provides justification for including the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Idaho.
- **Primary Performance Measure:** Targets for total annual crashes; major injuries and fatalities by focus area groups are set in this plan based on 5-year averages.
- **Primary Countermeasure Strategies:** Strategies will be implemented in the next year by the Idaho Office of Highway Safety and Idaho’s safety partners. The countermeasures are proven effective nationally, have been successful in Idaho and are appropriate given the data in the problem identification report and resources available.
 - **Planned activities:** identified by a unique identifier
 - **Planned Activity Name**
 - **Activity Description**
 - **Intended Subrecipients**
 - **Countermeasure Strategy**
 - **Funding Source**

The following Program Areas have been identified in this HSP.

- Community Traffic Safety Program
- Distracted Driving
- Impaired Driving (Drug and Alcohol)
- Motorcycle Safety
- Non-motorized (Pedestrians and Bicyclist)
- Occupant Protection (Adult and Child Passenger Safety)
- Planning and Administration
- Police Traffic Services
- Traffic Records

Community Traffic Safety Program

Community Traffic Safety Programs serve as the cornerstone for all community interaction and education. This structure allows for a variety of educational outreach opportunities to those areas or populations within the State of Idaho that the OHS finds challenging to reach. With such a small staff, it is vitally important for the OHS program team to use all of the collaborative, outreach and partnering opportunities available. Projects that fall under the umbrella of Community Traffic Safety Program are set up to address very specific initiatives and targets.

Communications are initiated by the OHS in conjunction with the traffic mobilizations using the proven NHTSA timeline formula as executed through NHTSA's Traffic Safety Marketing. Press releases promoting enforcement activities, highway safety awareness, and community events are coordinated through the ITD communications department. The OHS also initiates and coordinates public service announcements, interview opportunities, and press conferences. The OHS maintains a Twitter, Facebook, and Instagram accounts. The ITD maintains a website and YouTube channel that includes numerous traffic safety videos and our media buy videos.

Outreach also includes education, training and liaison activities dedicated to law enforcement. Law enforcement outreach is conducted to encourage effective participation in the high visibility enforcement campaigns. Training provides up to date information regarding highway safety research, best practices and awareness.

Problem Identification: See page 25-26 Statewide Problem Identification

Primary Performance Measure:

- Reduce the 5-year average number of fatalities to 245 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Law Enforcement Training
- Law Enforcement Outreach Liaison
- Mass Media Campaigns
- Behavioral Safety Education

Planned Activities:

Planned Activity	S0022CP
Planned Activity Name	Community Traffic Program Area Management
Activity Description	Funding will provide development and support to implement and manage the community traffic projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$70,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SCP2201
Planned Activity Name	Highway Safety Summit
Activity Description	Conduct the annual Highway Safety Summit in April 2022. The Summit will include training and educational opportunities for highway safety partners and stakeholders.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Law Enforcement Training
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful enforcement. The Summit interfaces with all of our behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.
Funding Source	FAST Act NHTSA 402
Funding	\$75,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SCP2202
Planned Activity Name	Law Enforcement Liaison Program
Activity Description	Support one Law Enforcement Liaison(LEL) for each of the 6 transportation districts in Idaho. LELs promote highway safety outreach, encourage law enforcement HVE participation, and offer assistance and expertise to communities.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Law Enforcement Outreach Liaison

Rationale	Law Enforcement Outreach Liaison has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. Our LEL program is influential and interfaces with all of our behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.
Funding Source	FAST Act NHTSA 402
Funding	\$60,000.00
Match	\$10,000.00
Local Benefit	\$10,000.00

Planned Activity	SPM2201
Planned Activity Name	Paid Media
Activity Description	Support education and outreach efforts which are a vital component of statewide traffic efforts. Efforts will target specific demographics based on the focus of the media. Efforts will include outreach to businesses, schools and the public to raise awareness of traffic safety laws, resources and training. Media campaigns will standardize messaging among safety partners and support high visibility enforcement efforts.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Mass Media Campaigns
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful traffic-enforcement activities. NHTSA supports the use of media and also provides resources through TrafficSafetyMarketing.org .
Funding Source	FAST Act NHTSA 402
Funding	\$350,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SPM2202
Planned Activity Name	Public Opinion Survey
Activity Description	Provide funding for a survey to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Behavioral Safety Education
Rationale	A survey will aid in the focused of behavioral programs. The survey address all of our behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.
Funding Source	FAST Act NHTSA 402
Funding	\$30,000.00
Match	\$0.00
Local Benefit	\$0.00

Distracted Driving

Distracted driving crashes are those where an investigating law enforcement officer indicates that either inattention or a distraction in or on the vehicle was a contributing factor in the crash. Distraction is defined by the NHTSA as a specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity. Distraction is categorized into the three following types: visual (taking your eyes off the road), manual (taking your hands off the wheel), and cognitive (taking your mind off the road).

During the 2020 Idaho legislative session, a hands free law was passed which makes enforcing distracted driving viable.

Problem Identification: See page 28, Distracted Driving

Primary Performance Measure:

- Reduce the 5-year average number of distracted driving fatalities to 54 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Behavioral Safety Education
- High Visibility Cellphone/Text Messaging Enforcement

Planned Activities:

Planned Activity	S0022DD
Planned Activity Name	Distracted Driving Program Area Management
Activity Description	Funding will provide development and support to implement and manage the distracted driving projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program
Funding Source	FAST Act NHTSA 402
Funding	\$20,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SDD2201
Planned Activity Name	Distracted Driving Statewide Services
Activity Description	Provide support and resources for education and outreach that promote safe driving, free from distractions.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Behavioral Safety Education
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use.
Funding Source	FAST Act NHTSA 402
Funding	\$20,000.00
Match	\$5,000.00
Local Benefit	\$25,000.00

Planned Activity	SDD2202
Planned Activity Name	Distracted Driving HVE Mini-Grants
Activity Description	Distracted driving high visibility enforcement emphasizing the primary hands-free law.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use.
Funding Source	FAST Act NHTSA 402
Funding	\$25,000.00
Match	\$6,250.00
Local Benefit	\$25,000.00

Planned Activity	SDD22EA
Planned Activity Name	HVE - Distracted Driving , Nat'l DD Awareness Month
Activity Description	Statewide distracted driving high visibility enforcement mobilization to eliminate distracted driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use. Idaho has a hands free law allows law enforcement to more effectively enforce the message.
Funding Source	FAST Act NHTSA 402
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$100,000.00

Impaired Driving (Drug and Alcohol)

Driving while impaired refers to operating a motor vehicle while under the influence of alcohol, drugs, or both. 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.

Problem Identification: See page 30, Impaired Driving

Primary Performance Measure:

- Reduce the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater to 73 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Alcohol Impairment, Detection, Enforcement and Sanctions
- Traffic Safety Resource Prosecutor
- Drug Recognition Expert (DRE) Training
- Zero-Tolerance Law Enforcement
- High Visibility Enforcement
- Communication and Outreach: Supporting Enforcement

Planned Activities:

Planned Activity	S0022AL
Planned Activity Name	Impaired Driving Program Area Management (402)
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding Source	FAST Act NHTSA 402
Funding	\$27,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	S2299ID
Planned Activity Name	(405d) Impaired Driving Program Area Management
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	Fast Act 405d Impaired Driving
Funding	\$70,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SAL2201
Planned Activity Name	Impaired Driving Statewide Services (402)
Activity Description	Implement strategies to educate Idahoans on the dangers and effects of impaired driving. The funding will also be used to provide education and training to law enforcement, judicial, probation and prosecutorial professionals regarding the enforcement and adjudication of Idaho DUI laws.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Communication & Outreach: Supporting Enforcement
Rationale	Highway Safety Programs Guidelines No. 8 state that prosecution, adjudication, laws, enforcement and administrative sanctions and communications are required to achieve both specific and general deterrence to impaired driving. Providing education for the professional who provide those services is essential.
Funding Source	FAST Act NHTSA 402
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$40,000.00

Planned Activity	SID2201
Planned Activity Name	Impaired Driving Statewide Services (405d)
Activity Description	Funding for impaired driving targeted enforcement mini-grants for special events as well as the tools to support enforcement efforts.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Funding Source	Fast Act 405d Impaired Driving

Funding	\$200,000.00
Match	\$0.00
Local Benefit	\$0.00
Planned Activity	SID2202
Planned Activity Name	Traffic Safety Resource Prosecutor (TSRP)
Activity Description	Fund a Traffic Safety Resource Prosecutor for Idaho to provide legal research, guidance, technical assistance and training as it relates to successful prosecution of traffic laws.
Intended Subrecipients	Idaho Prosecuting Attorneys Association
Countermeasure Strategy	Traffic Safety Resource Prosecutor
Rationale	The Traffic Safety Resource Prosecutor has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$315,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID2203
Planned Activity Name	State Impaired Driving Coordinating (SIDC)
Activity Description	Provide training, disseminate information and resources, and manage the operation of the DRE, DEC, ARIDE, SFST and LEPP programs for Idaho.
Intended Subrecipients	Idaho State Police
Countermeasure Strategy	Drug Recognition Expert (DRE) Training
Rationale	A DEC program has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. The State Impaired Driving Coordinator oversees this program.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$280,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID2204
Planned Activity Name	Mothers Against Drunk Driving (MADD) Court Monitoring
Activity Description	Support a court monitor program for impaired driving cases in Idaho.
Intended Subrecipients	Mothers Against Drunk Driving
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" court monitoring programs produce higher conviction rates and stiffer sentences.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$36,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID2205
Planned Activity Name	Idaho State Police - DUI Task force District
Activity Description	Funding will support the Idaho State Police DUI Task Force by providing sustained enforcement, public education and outreach.
Intended Subrecipients	Idaho State Police
Countermeasure Strategy	Zero-Tolerance Law Enforcement
Rationale	High visibility saturation patrols are effective in curbing alcohol-impaired driving, thus increasing the perceived risk of a ticket.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$25,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID22EA
Planned Activity Name	HVE - Impaired Driving Dec/Jan Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving, thus increasing the perceived risk of a ticket.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$200,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID22EB
Planned Activity Name	HVE - Impaired Driving 4th of July Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving, thus increasing the perceived risk of a ticket.
Funding Source	Fast Act 405d Impaired Driving
Funding	\$150,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID22EC
Planned Activity Name	HVE - Impaired Driving Labor Day Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	Fast Act 405d Impaired Driving
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving, thus increasing the perceived risk of a ticket.
Funding	\$150,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SID22PM
Planned Activity Name	Impaired Driving Paid Media
Activity Description	Purchase paid media to support the high visibility impaired driving enforcement mobilization efforts.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Communications & Outreach: supporting Enforcement
Funding Source	Fast Act 405d Impaired Driving
Rationale	Enforcement when accompanied by publicity can be effective in reducing alcohol-related fatal crashes. Additionally using the researched Positive Culture Framework model, messages are created to deter impaired driving. Education through various communications and outreach is especially important for youth under 21 years of age.
Funding	\$350,000.00
Match	
Local Benefit	\$0.00

Planned Activity	SID22MA
Planned Activity Name	Match 405d
Activity Description	405d Match - this activity tracks all 405d match. Match for 405d projects is 25 percent.
Funding Source	Fast Act 405d Impaired Driving
Rationale	Match is required for all 405d projects
Funding	\$0.00
Match	\$444,000.00(\$436,500)
Local Benefit	\$0.00

Motorcycle Safety

The number of motorcycle crashes increased slightly in 2019 by 4%, but the number of motorcycle fatalities decreased by 34%. Of all motorcyclists involved in crashes in 2019, 86% received some degree of injury. Of all motorcycle crashes, 8% involved impaired motorcyclists, while 33% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (46%) were single-vehicle crashes and 54% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2019, 84% were 30 years of age or older and 60% were over the age of 50.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 65% of those riders involved in crashes in 2019 were wearing a helmet.

Problem Identification: See page 33, Motorcycles

Primary Performance Measure:

- Reduce the 5-year average number of motorcycle fatalities to 29 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Motorcycle Rider Training

Planned Activities:

Planned Activity	S0022MC
Planned Activity Name	Motorcycle Program Area Management
Activity Description	Funding will provide development and support to implement and manage the motorcycle projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$17,000.00
Match	\$0.00
Local Benefit	

Planned Activity	SMA2201
Planned Activity Name	Motorcycle Awareness Paid Media
Activity Description	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Communication Campaign
Funding Source	FAST Act 405f Motorcycle Programs
Rationale	405f limitation to the requirement that the funds can only be used to
Funding	\$60,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SMC2201
Planned Activity Name	Motorcycle Safety Statewide Services
Activity Description	Working with motorcycle safety partners to provide education, outreach and projects that support and promote motorcycle safety and awareness.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" promote the use of protective clothing and measures that increase rider conspicuity to help with the visibility and safety of the riders. Almost half of all motorcycle crashes were single-vehicle crashes and 54% of fatal motorcycle crashes involved only a single motorcycle.
Funding	\$16,000.00
Match	\$4,000.00
Local Benefit	\$6,400.00

Planned Activity	SMC2202
Planned Activity Name	Motorcycle Safety Training and Education
Activity Description	Training and education efforts with our motorcycle safety partners to provide education, outreach, and project support to promote motorcycle safety.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" rider education and training courses is widely used and may provide a reduction in crash severity.

Funding	\$2,000.00
Match	\$500.00
Local Benefit	\$800.00

Planned Activity	SMC22MA
Planned Activity Name	405 c Match
Activity Description	405f Match - this activity tracks all 405f match.
Funding Source	FAST Act 405f Motorcycle Programs
Rationale	Match is required for all 405f activities.
Funding	\$0.00
Match	\$15,000.00
Local Benefit	\$0.00

Non-Motorized (Pedestrians and Bicyclist)

Crashes involving pedestrians decreased by 3% in 2019, and the number of pedestrians killed in motor vehicle crashes decreased by 26%. Of all pedestrians involved in crashes in 2019, 97% received some degree of injury.

The number of bicycle crashes decreased by 1% in 2019 and there were four bicyclists killed. Of the bicyclists involved in crashes in 2019, 96% received some degree of injury. Of all bicyclists involved in crashes in 2019, 20% were between the ages of 4 and 14.

Problem Identification: See page 34, Pedestrians and Bicyclists

Primary Performance Measure:

- Reduce the 5-year average number of bicyclist fatalities to 3 or fewer.
- Reduce the 5-year average number of pedestrian fatalities to 14 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Behavioral Safety Education

Planned Activities:

Planned Activity	S0022PS
Planned Activity Name	Bicycle and Pedestrian Safety Program Area Management
Activity Description	Funding will provide development and support to implement and manage the bicycle and pedestrian safety projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary per the Uniform Guidelines for the State Highway Safety Program.
Funding	\$20,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SPS2201
Planned Activity Name	Bicycle and Pedestrian Statewide Services
Activity Description	Provide education and outreach that support and promote bicycle and pedestrian safety through the support of resources and mini-grants.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act NHTSA 402
Rationale	All but two of the 14 pedestrians killed were 25 years or older, therefore training will work be geared toward adult pedestrians making better road crossing decisions.
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$40,000.00

Occupant Protection (Adult and Child Passenger Safety)

Occupant protection in a vehicle includes the proper use of seat belts, car seats, and air bags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries and reducing injury severity. Idaho law requires every occupant to utilize the proper restraints and safety devices in all seating positions in the vehicle. However, Idaho consistently experiences a percentage higher than the national percentage (50%) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year.

Problem Identification: See page 29 Safety Restraints

Primary Performance Measure:

- Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 105 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communications and Outreach: Strategies for Child Restraint Use
- Behavioral Safety Education
- Communication Campaign
- Short-term, High Visibility Seat Belt Law Enforcement

Planned Activities:

Planned Activity	S0022OP
Planned Activity Name	Occupant Protection Program Area Management
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$30,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	S2299OP
Planned Activity Name	(405b) Occupant Protection Program Area Management
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act 405b OP Low
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$30,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SOP2201
Planned Activity Name	Child Passenger Safety Coordination Program
Activity Description	Sustained coordination of a statewide child passenger safety program to include CPS technician and instructor certifications training, data tracking of CPS locations, maintain network of inspection stations, and provide community awareness efforts.
Intended Subrecipients	Lemhi County Sheriff's Office
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act 405b OP Low
Rationale	The goal was to have at least one trained child passenger safety technician and check site for each county in Idaho.
Funding	\$90,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SOP2202
Planned Activity Name	Occupant Protection Observational Survey (NOPUS)
Activity Description	Conduct an observation seat belt survey to obtain the percentage of Idaho seat belt use.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act 405b OP Low
Rationale	Federal requirement for funding. The data from the survey is also used to implement seat belt high virility enforcement in low use regions.
Funding	\$40,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SOP2203
Planned Activity Name	Child Passenger Safety Restraints
Activity Description	Fund the distribution of child passenger seats at child passenger check locations, on a need basis for socially or economically disadvantaged families.
Intended Subrecipients	Child Passenger Safety Technician Sites
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act 405b OP Low
Rationale	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed on a needs based system.
Funding	\$14,300
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SOP22MA
Planned Activity Name	Occupant Protection 405b Match
Activity Description	Activity match
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Communications and Outreach: Strategies for Low Belt Use Groups
Funding Source	FAST Act 405b OP Low
Rationale	Match is required on all 405b activities
Funding	\$0.00
Match	\$200,000.00
Local Benefit	\$0.00

Planned Activity	SOP22PM
Planned Activity Name	Occupant Protection Paid Media
Activity Description	Purchase paid media to support the high visibility seat belt enforcement mobilization efforts.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Communications and Outreach: Strategies for Low Belt Use Groups
Funding Source	FAST Act 405b OP Low
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" seat belt use increased when states used paid advertising in their seat belt use campaigns.
Funding	\$250,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SSB2201
Planned Activity Name	Child Passenger Safety Statewide Program
Activity Description	Provide occupant protection educational and outreach materials regarding the importance of CPS as well as fund the distribution of child passenger seats at child passenger check locations, on a need basis for socially or economically disadvantaged families.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act NHTSA 402
Rationale	Highway Safety Program Guideline No. 10 administer child safety seat programs.
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$40,000.00

Planned Activity	SSB2202
Planned Activity Name	Occupant Protection Statewide Services (402)
Activity Description	Provide occupant protection educational and outreach materials regarding the importance of occupant protection.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Communication Campaign
Funding Source	FAST Act NHTSA 402
Rationale	Highway safety Program Guideline No. 10 Provide material and develop messages appropriate for the desired audience.
Funding	\$10,000.00
Match	\$2,500.00
Local Benefit	\$4,000.00

Planned Activity	SSB2203
Planned Activity Name	Child Passenger Safety Liaison Program
Activity Description	Support one Child Passenger Safety Liaison (CPSL) for each of the 7 Idaho health districts. CPSL's provide outreach, education and assistance to support the program.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	FAST act NHTSA 402
Rationale	To adequately meet the demographic needs of the communities, the CPS program uses a liaison from the local area to direct and assess the programs.
Funding	\$32,200.00
Match	\$8,050.00
Local Benefit	\$12,880.00

Planned Activity	SOP22EA
Planned Activity Name	HVE - Occupant Protection CIOT Mobilization (405b)
Activity Description	Statewide seat belt high visibility enforcement mobilization reduce seat belt non-use related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Funding Source	FAST Act 405b OP Low
Rationale	NHTSA supports the annual Click it or Ticket High Visibility Enforcement seat belt campaign in late May each year.
Funding	\$150,000.00
Match	\$37,500.00
Local Benefit	\$150,000.00

Planning and Administration

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Idaho Transportation Department is responsible for Idaho’s Highway Safety Plan, Idaho Statute 40-408. Under Idaho statute, the Idaho Traffic Safety Commission (ITSC) was created and Idaho statute 40-409 stipulates the ITSC duties.

Problem Identification: See the following: pages 25-26

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 245 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management

Planned Activity	S0022PA
Planned Activity Name	Planning and Administration
Activity Description	Support program management to implement and manage all highway safety programs as well as travel, training, planning, coordination, and tools to support program management.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Management to establish procedures, conduct planning and ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$175,000.00
Match	\$65,747.50
Local Benefit	\$0.00

Police Traffic Services

The Office of Highway Safety (OHS) implements activities in support of national and state highway safety targets to reduce motor vehicle related fatalities and injuries. The activities include participation in national high-visibility law enforcement mobilizations, mini-grants, and sustained enforcement which, addresses impaired, aggressive, and distracted driving, and occupant protection. The sustained enforcement uses the Selective Traffic Enforcement Program (STEP) model which, combines intensive enforcement of specific traffic safety laws with extensive communication, education and outreach to inform the public about the enforcement efforts and activities.

Problem Identification: See page 27, Aggressive Driving and Statewide page 25-26

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 245 or fewer.
- Reduce the 5-year average number of speed fatalities to 63 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- High Visibility Enforcement
- Law Enforcement Training
- Sustained Enforcement

Planned Activities:

Planned Activity	S0022PT
Planned Activity Name	Police Traffic Services Program Area Management
Activity Description	Funding will provide development and support to implement and manage the police traffic services projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$60,200.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SPT2201
Planned Activity Name	Police Traffic Statewide Services - Mini Grants
Activity Description	Funding to support high visibility enforcement campaign during
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Funding	\$100,000.00
Match	\$37,500.00
Local Benefit	\$60,000.00

Planned Activity	SPT2202
Planned Activity Name	Meridian Police Department - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Meridian Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For a city over 40K Meridian has the highest fatal and injury crash rate at 7.12%
Funding	\$43,000.00
Match	\$10,750.00
Local Benefit	\$43,000.00

Planned Activity	SPT2203
Planned Activity Name	Moscow Police Department - Enforcement
Activity Description	Traffic enforcement program including continuing education for law enforcement conducting the enforcement.
Intended Subrecipients	Moscow Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Moscow has a large college population with a majority of the students under 21 years of age.
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$100,000.00

Planned Activity	SPT2204
Planned Activity Name	Boise Police Department - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Boise Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Funding	\$200,000.00
Match	\$50,000.00
Local Benefit	\$200,000.00

Planned Activity	SPT2205
Planned Activity Name	Nampa Police Department - Enforcement
Activity Description	Integrated HVE on a sustained basis. Continuing education for officers to support effective innovative enforcement measures.
Intended Subrecipients	Nampa Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For a city with a population over 40K, Nampa has the highest fatal and serious injury rate at .96%
Funding	\$100,000.00
Match	\$25,000.00
Local Benefit	\$100,000.00

Planned Activity	SPT2206
Planned Activity Name	Police Traffic Services, Training Support & Mini-Grants
Activity Description	Funding for education and training in the area of speed management, aggressive and distracted driving to reduce fatal and serious injury crashes. Support training and travel for education regarding innovation in community based traffic safety and enforcement.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Law Enforcement Training
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful speed and aggressive-driving enforcement.
Funding	\$20,000.00
Match	\$5,000.00
Local Benefit	\$20,000.00

Planned Activity	SPT2207
Planned Activity Name	Twin Falls County Sheriff's Office - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Twin Falls County Sheriffs Office
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Twin Falls Co. has a seat belt use rate of only 77.8%.and 61.6% of the fatal and injury crashes were a result of aggressive driving.
Funding	\$20,000.00
Match	\$5,000.00
Local Benefit	\$20,000.00

Planned Activity	SPT2208
Planned Activity Name	Jerome City Police Department
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Jerome City Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. When compared to other counties of similar population, Jerome County ranks second in fatal and serious injury crashes as a results of aggressive driving.
Funding	\$40,000.00
Match	\$10,000.00
Local Benefit	\$40,000.00

Planned Activity	SPT2209
Planned Activity Name	Idaho State Police - Year-long - Enforcement
Activity Description	Year-long sustained high visibility enforcement efforts in each of the 6 transportation district focusing on data driven areas of concern.
Intended Subrecipients	Idaho State Police
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Funding	\$400,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SPT2210
Planned Activity Name	Lewiston Police Department - Strategic Traffic Enforcement Program
Activity Description	STEP program - Integrated high visibility enforcement on a sustained basis which includes education and outreach.
Intended Subrecipients	Lewiston Police Department
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Compared to cities of 15K - 39,999K, Lewiston has the highest number of total crashes and injury crashes, and the second highest number of fatal crashes.
Funding	\$74,000.00
Match	\$18,500.00
Local Benefit	\$74,000.00

Planned Activity	SPT2211
Planned Activity Name	Bingham County Sheriff's Office - Strategic Traffic Enforcement Program
Activity Description	STEP program - Integrated high visibility enforcement on a sustained basis which includes education and outreach.
Intended Subrecipients	Bingham County Sheriff's Office
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For counties with a population between 20K-49,999K, their fatal and serious injury crash rate is .64%.
Funding	\$90,000.00
Match	\$22,500.00
Local Benefit	\$90,000.00

Planned Activity	SPT2212
Planned Activity Name	Blackfoot Police Department - Strategic Traffic Enforcement Program
Activity Description	STEP program - Integrated high visibility enforcement on a sustained basis which includes education and outreach.
Intended Subrecipients	Blackfoot Police Department
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For an Idaho city with a population between 5K-14,999K Blackfoot has the third highest fatal and serious injury crash rate of .47%
Funding	\$75,000.00
Match	\$18,750.00
Local Benefit	\$75,000.00

Planned Activity	SPT22EA
Planned Activity Name	HVE - Aggressive Driving Mobilization
Activity Description	Statewide aggressive driving HVE mobilization to reduce speed related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" High-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Funding	\$150,000.00
Match	\$37,500.00
Local Benefit	\$150,000.00

Traffic Records and Roadway Safety

A comprehensive traffic safety program for Toward Zero Deaths is based upon efficient and accurate record systems. The Office of Highway Safety process identifies highway safety problems, develops measures to address the problem, implements the measures, and evaluates the results.

Each stage of the process depends on the availability of accurate highway safety data and analysis tools.

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 245 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Improves accuracy of a core highway safety database
- Improves timeliness of a core highway safety database

Planned Activities:

Planned Activity	S0022TR
Planned Activity Name	Traffic Records Program Area Management
Activity Description	Funding will provide development and support to implement and manage traffic records projects.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Rationale	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Funding	\$40,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SKD2201
Planned Activity Name	TRCC Data Improvement
Activity Description	Implement projects within the traffic records system to address deficiencies. Implement changes and show improvement to traffic safety data within the system.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Improves accuracy of a core highway safety database
Funding Source	FAST Act 405c Data Program
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Funding	\$500,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SKD2202
Planned Activity Name	E-Citation (statewide)
Activity Description	Implement the e-citation software platform for the statewide electronic citation system. Provide help with costs to implement the software platform for law enforcement.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	FAST Act 405c Data Program
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Funding	\$1,000,000.00
Match	\$0.00
Local Benefit	\$0.00

Planned Activity	SKD22MA
Planned Activity Name	405c Match
Activity Description	405c Match - this activity tracks all 405c match.
Intended Subrecipients	
Countermeasure Strategy	
Funding Source	FAST Act 405c Data Program
Rationale	Match is required for all 405c activities.
Funding	\$0.00
Match	\$250,000.00
Local Benefit	\$0.00

Planned Activity	STR2201
Planned Activity Name	Traffic Records Statewide Services
Activity Description	Funding to provide development and support to implement, manage, coordinate and improve the traffic records and roadway safety data projects in the traffic record systems.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	FAST Act NHTSA 402
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Funding	\$180,000.00
Match	\$0.00
Local Benefit	\$0.00

FFY 2022 Funding Plan

Section	Unique Identifier	Planned Activity Name	Estimated Funding Amount	Match Amount	
402	S0022CP	Community Traffic Program Area Management	\$ 70,000.00	\$ -	
	SCP2201	Highway Safety Summit	\$ 75,000.00	\$ -	
	SCP2202	Law Enforcement Liaison Program	\$ 60,000.00	\$ 10,000.00	
	SPM2201	Paid Media	\$ 350,000.00	\$ -	
	SPM2202	Public Opinion Survey	\$ 30,000.00	\$ -	
	S0022DD	Distracted Driving Program Area Management	\$ 20,000.00	\$ -	
	SDD2201	Distracted Driving Statewide Services	\$ 20,000.00	\$ 5,000.00	
	SDD2202	Distracted Driving HVE Mini-Grants	\$ 25,000.00	\$ 6,250.00	
	SDD22EA	HVE - Distracted Driving , Nat'l DD Awareness Month	\$ 100,000.00	\$ 25,000.00	
	S0022AL	Impaired Driving Program Area Management (402)	\$ 27,000.00	\$ -	
	SAL2201	Impaired Driving Statewide Services (402)	\$ 100,000.00	\$ 25,000.00	
	S0022MC	Motorcycle Program Area Management	\$ 17,000.00	\$ -	
	SMC2201	Motorcycle Safety Statewide Services	\$ 16,000.00	\$ 4,000.00	
	SMC2202	Motorcycle Safety Training and Education	\$ 2,000.00	\$ 500.00	
	S0022PS	Bicycle and Pedestrian Safety Program Area Management	\$ 20,000.00	\$ -	
	SPS2201	Bicycle and Pedestrian Statewide Services	\$ 100,000.00	\$ 25,000.00	
	S0022OP	Occupant Protection Program Area Management	\$ 30,000.00	\$ -	
	SOP22EA	HVE - Occupant Protection CIOT Mobilization (405b)	\$ 150,000.00	\$ 37,500.00	
	SSB2201	Child Passenger Safety Statewide Program	\$ 100,000.00	\$ 25,000.00	
	SSB2202	Occupant Protection Statewide Services (402)	\$ 10,000.00	\$ 2,500.00	
	SSB2203	Child Passenger Safety Liaison Program	\$ 32,200.00	\$ 8,050.00	
	S0022PA	Planning and Administration	\$ 175,000.00	\$ 65,747.50	
	S0022PT	Police Traffic Services Program Area Management	\$ 60,200.00	\$ -	
	SPT2201	Police Traffic Statewide Services - Mini Grants	\$ 100,000.00	\$ 25,000.00	
	SPT2202	Meridian Police Department - Enforcement	\$ 43,000.00	\$ 10,750.00	
	SPT2203	Moscow Police Department - Enforcement	\$ 100,000.00	\$ 25,000.00	
	SPT2204	Boise Police Department - Enforcement	\$ 200,000.00	\$ 50,000.00	
	SPT2205	Nampa Police Department - Enforcement	\$ 100,000.00	\$ 25,000.00	
	SPT2206	Police Traffic Services, Training Support & Mini-Grants	\$ 20,000.00	\$ 5,000.00	
	SPT2207	Twin Falls County Sheriff's Office - Enforcement	\$ 20,000.00	\$ 5,000.00	
	SPT2208	Jerome City Police Department	\$ 40,000.00	\$ 10,000.00	
	SPT2209	Idaho State Police - Year-long - Enforcement	\$ 400,000.00	\$ -	
	SPT2210	Lewiston Police Department - STEP	\$ 74,000.00	\$ 18,500.00	
	SPT2211	Bingham County Sheriff's Office - STEP	\$ 90,000.00	\$ 22,500.00	
	SPT2212	Blackfoot Police Department - STEP	\$ 71,000.00	\$ 17,750.00	
	SPT22EA	HVE - Aggressive Driving Mobilization	\$ 150,000.00	\$ 37,500.00	
	S0022TR	Traffic Records Program Area Management	\$ 40,000.00	\$ -	
	405(d)	S2299ID	(405d) Impaired Driving Program Area Management	\$ 70,000.00	\$ -
		SID2201	Impaired Driving Statewide Services (405d)	\$ 200,000.00	\$ -
		SID2202	Traffic Safety Resource Prosecutor (TSRP)	\$ 315,000.00	\$ -
SID2203		State Impaired Driving Coordinating (SIDC)	\$ 280,000.00	\$ -	
SID2204		Mothers Against Drunk Driving (MADD) Court Monitoring	\$ 36,000.00	\$ -	
SID2205		Idaho State Police - DUI Task force District	\$ 25,000.00	\$ -	
SID22EA		HVE - Impaired Driving Dec/Jan Mobilization	\$ 200,000.00	\$ -	
SID22EB		HVE - Impaired Driving 4th of July Mobilization	\$ 150,000.00	\$ -	
SID22EC		HVE - Impaired Driving Labor Day Mobilization	\$ 150,000.00	\$ -	
SID22MA		Match 405d	\$ -	\$ 444,000.00	
SID22PM	Impaired Driving Paid Media	\$ 350,000.00	\$ -		
405(f)	SMA2201	Motorcycle Awareness Paid Media	\$ 60,000.00	\$ -	
	SMC22MA	405 c Match	\$ -	\$ 15,000.00	
405(b)	S2299OP	(405b) Occupant Protection Program Area Management	\$ 30,000.00	\$ -	
	SOP2201	Child Passenger Safety Coordination Program	\$ 90,000.00	\$ -	
	SOP2202	Occupant Protection Observational Survey (NOPUS)	\$ 40,000.00	\$ -	
	SOP2203	Child Passenger Safety Restraints	\$ 14,300.00	\$ -	
	SOP22MA	Occupant Protection 405b Match	\$ -	\$ 200,000.00	
	SOP22PM	Occupant Protection Paid Media	\$ 250,000.00	\$ -	
405 (c)	SKD2201	TRCC Data Improvement	\$ 500,000.00	\$ -	
	SKD2202	E-Citation (statewide)	\$ 1,000,000.00	\$ -	
	SKD22MA	405c Match	\$ -	\$ 250,000.00	
	STR2201	Traffic Records Statewide Services	\$ 180,000.00	\$ -	

SECTION 405 GRANT PROGRAM

For FFY 2022 Idaho is applying for the following 405-incentive grant programs:

- 405b - Occupant Protection – Attachment 1 (ID_FY22_405b)
- 405c - Traffic Safety Information System Improvements – Attachment 2 (ID_FY21_405c)
- 405d - Impaired Driving Countermeasures – Attachment 3 (ID_FY22_405d)
- 405f - Motorcyclist Safety – Attachment 4 (ID_FY22_405f)

The 405 applications and the accompanying documentation are in separate attached documents.