



**IDAHO OFFICE OF HIGHWAY SAFETY**  
Idaho Transportation Department

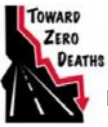
**FFY 2018**

# **Highway Safety Plan**



# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	1
Mission Statement .....	1
Vision .....	1
Primary Goal .....	1
Establishing Goals and Performance Measures .....	1
Primary Performance Measures, Benchmarks and Strategy .....	2
<b>ORGANIZATION and STAFFING</b> .....	3
Office of Highway Safety Program Team .....	4
Organizational Chart .....	4
<b>PLANNING PROCESS</b> .....	5
Process Descriptions .....	5
ITSC Funding Ranges .....	6
Project Selection and Development .....	6
Linking with the Strategic Highway Safety Plan .....	7
Timeline: Annual Highway Safety Planning Calendar .....	8
Evidence-Based Traffic Safety Enforcement Program .....	9
High Visibility Enforcement / Traffic Safety Enforcement Mobilizations .....	10
Law Enforcement / Adjudication Process .....	10
<b>STRATEGIC PARTNERS and STAKEHOLDERS</b> .....	11
Idaho Traffic Safety Commission Members .....	11
<b>PERFORMANCE PLAN</b> .....	12
Performance Measures: Goals and Values .....	12-14
Performance Report: Preliminary Estimates .....	15
<b>IDENTIFICATION REPORT</b> .....	16
State Demographics .....	16
Idaho Problem Identification Report .....	17-37
<b>HIGHWAY SAFETY COUNTERMEASURES and PROJECTS for FFY 2018</b> .....	38
Impaired Driving .....	39-51
Aggressive Driving .....	52-54
Police Traffic Services .....	55-63
Distracted Driving .....	64-65
Motorcycle Safety .....	66-69
Bicycle and Pedestrian Safety .....	70-71
Occupant Protection .....	72-83
Youthful Drivers .....	84-86
Community Traffic Safety Program .....	87-89
Communications and Media .....	90-91
Traffic Records and Roadway Safety .....	92-95
Planning and Administration .....	96
<b>FFY 2017 FUNDING PLAN</b> .....	97-99
<b>SECTION 405 GRANT PROGRAM</b> .....	100



---

# 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 reduce traffic accidents and deaths, injuries, property damage resulting therefrom.” 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 goals, 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) 2018 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 of the Fixing America’s Surface Transportation (FAST) Act.

## Mission Statement

We support the Idaho Transportation Department’s (ITD’s) mission of “Your Safety, Your Mobility, Your Economic Opportunity” by conducting programs to eliminate traffic deaths, serious injuries, and economic losses from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho’s transportation systems, and through collecting and maintaining crash data and utilizing reliable crash statistics.

## Vision

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

## Primary Goal

Reduce the 5-year average number of traffic deaths to 185 or fewer by 2020.

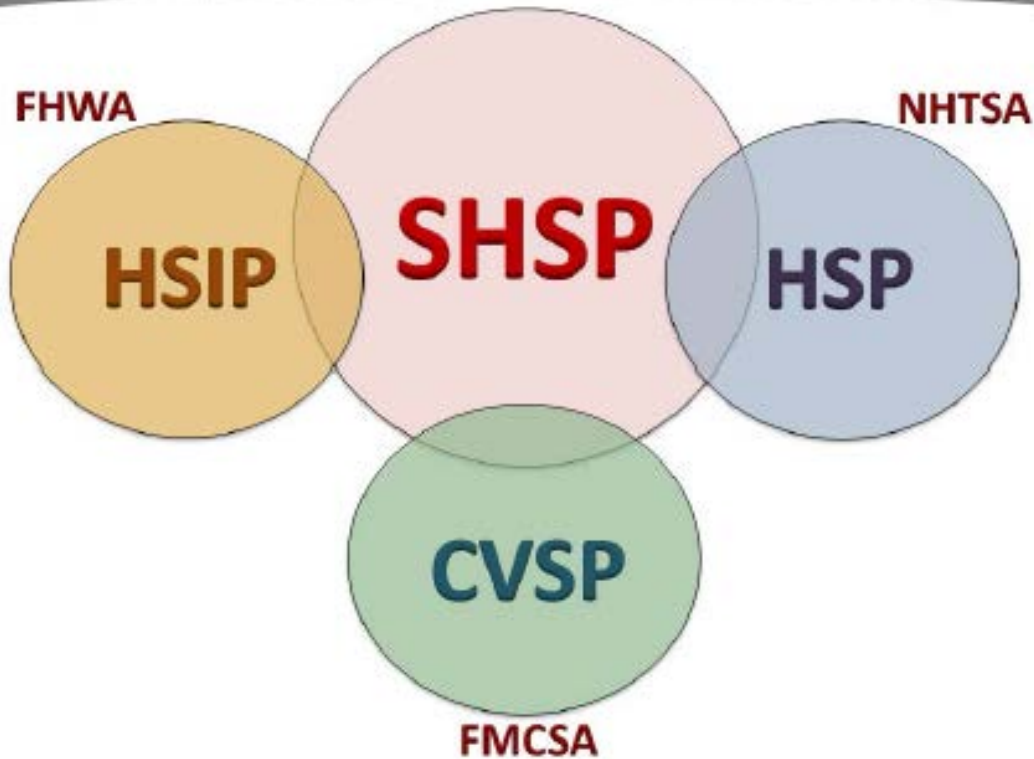
## Establishing Goals and Performance Measures

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

The SHSP helps coordinate goals 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 several 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 including this HSP, and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). Because the data is shared between the plans, the plans are able to have the same core goals/targets.

## Department of Transportation



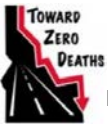
The goals are determined by examining the trend of past data to determine likely future performance. The OHS tries to set goals that are aggressive, but also reasonable. An updated set of goals with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2016 meeting.

### Primary Performance Measures, Benchmarks and Strategy

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2014 benchmark is comprised of five years of crash data and exposure data for the years 2010 through 2014. 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 goals 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 which 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 goals 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:

[http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/16\\_ID/2010/16\\_ID\\_2010.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/16_ID/2010/16_ID_2010.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 goals were presented to the



Idaho Traffic Safety Commission in the October Performance Planning meeting and are the same goals and performance measures presented in the Idaho Strategic Highway Safety Plan.

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 5-Year Average Number of Fatalities is comprised of the sum of the number of fatalities over 5 years divided by 5 (for the 2010-2014 Benchmark, that would be for the years 2010 through 2014). 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).

## **ORGANIZATION and STAFFING**

The Office of Highway Safety (OHS), which is in the Division of Engineering Products and Plans 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 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 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.



## Office of Highway Safety Program Team

<b>John Tomlinson</b>	Highway Safety Manager
<b>Ken Corder</b>	Grants Contract Officer for Impaired Driving, Ignition Interlock, 24/7 Program
<b>Josephine Middleton</b>	Grants Contract Officer for Aggressive Driving, Motorcycle Safety, Bicycle & Pedestrian Safety
<b>Lisa Losness</b>	Grants Contracts Officer for Distracted Driving, Strategic Highway Safety Plan Coordinator, Emergency Medical Services, Law Enforcement Liaisons, Community Projects
<b>Cecilia Awusie</b>	Grants Contracts Officer for Youthful Driver, Alive at 25, Traffic Records/Roadway Safety, Highway Safety Kids Calendar
<b>Sherry Jenkins</b>	Grants Contracts Officer for Occupant Protection, Child Passenger Safety
<b>Steve Rich</b>	Research Analyst Principal
<b>Kelly Campbell</b>	Research Analyst Principal
<b>Deborah Dorius</b>	FARS(Fatality Analysis Reporting System) Analyst and Technical Records Specialist 1
<b>Shirley Wentland</b>	Financial Specialist
<b>Carrie Akers</b>	Crash Data Records and Technical Records Specialist 1
<b>Carol Schubach</b>	Crash Data Records and Technical Records Specialist 1
<b>Kristin Weldin</b>	Law Enforcement Trainer and Transportation Records Specialist 1
<b>Patti Fanckboner</b>	Crash Data Records and Technical Records Specialist 1
<b>Eva Escalante</b>	Administrative Assistant and Crash Data Records

**Idaho Transportation Department  
Organizational Chart  
Division of Engineering Products and Plans – Office of Highway Safety**





# PLANNING PROCESS

The Office of Highway Safety (OHS) administers the Federal Highway Safety Grant Program, which will be 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.

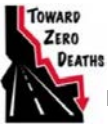
The process used to identify traffic safety problems began by evaluating Idaho’s experience in each of the NHTSA’s eight highway safety priority areas [Alcohol/Drugs and Impaired Driving; Occupant Protection (Seat Belts and Child Passenger Safety); Pedestrian and Bicycle Safety; Traffic Records; Emergency Medical Services; Aggressive Driving; Motorcycle Safety; Teen Drivers]. In addition to these priority program areas, Distracted Driving has become a major concern nationwide. These program areas were determined by NHTSA to be most effective in eliminating motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from analysis of the Idaho crash data and coordination with the Idaho Strategic Highway Safety Plan. The Strategic Highway Safety Plan (SHSP) is a statewide coordinated plan that provides a comprehensive framework for eliminating highway fatalities and serious injuries on all public roads.

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

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

In October, the problem identification analysis is presented to the Idaho Traffic Safety Commission (ITSC) to identify the recommended focus areas. The ITSC votes to accept the Idaho focus areas 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 December. The Grant Application notice invites applicants to submit grant applications by the end of February. Copies of the Grant Application notice and instructions are provided in the Appendix C.

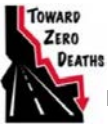
Analysis of the crash data for all counties and cities with a population of 2,000 people or greater is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations. This analysis is done for each focus area and includes the number of fatal and injury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

Once the application period has closed, potential projects are sorted according to the focus area that most closely fits the project. OHS evaluates each project's potential to eliminate death and injury from motor vehicle crashes. For a new application (i.e., those which are not continuation grants from prior years), one of the Program Managers take a lead in order to get the application reviewed and scored based on the relevance of the application narrative/funding request and the overall merit of the project (i.e., whether the project implementation is part of SHSP strategies and whether the problem presented is data driven or supported by research or other relevant documentation). Funding decisions are based on where the crash data indicates a traffic safety problem that grant funds may be able to reduce. Project Applications that fail to meet the selection criteria will not be recommended for the HSP.

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

- **Countermeasures That Work (CTW)**, A Highway Safety Countermeasure Guide for State Highway Safety Offices – USDOT
- **Written plan/reports** such as the SHSP, Impaired Driving Task Force published document, emphasis areas or program specific assessment reports
- **Uniform Guidelines** for State Highway Safety Programs (USDOT)
- **Highway Safety related research recommendations** from trusted sources such as the Transportation Research Board (TRB), and the NCHRP Report 500 series.
- **Funding recommendations** for the individual projects are incorporated into the HSP and are presented to the ITSC in the spring meeting, for acceptance. The HSP is then presented to the Idaho Transportation Board for approval and sent to NHTSA for final approval. A flow chart depicting the entire process is contained on page seven.
- **Strategic Highway Safety Plan (SHSP) team meetings:** Besides seeking guidance and approval from ITSC, OHS coordinates SHSP team meetings for guidance in implementing programs funded with NHTSA funds, Section 402 and 405, and with FHWA HSIP (behavioral safety portion) funds.
- **Grant Applicant prior performance evaluation**





## Linking with the Strategic Highway Safety Plan (SHSP)

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

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

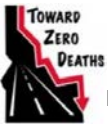
To support the overall safety goal, the SHSP is a fundamental guiding document for eleven Focus Area Groups. The SHSP and participants of the eleven Focus Area Groups integrate the four E’s (engineering, education, enforcement, and emergency response) to meet Idaho’s goal in eliminating highway fatalities and serious injuries on all public roads. The collaborative process of developing and implementing the SHSP brings together and draws on the strengths and resources of Idaho’s safety partners. This process also helps coordinate goals and highway safety programs across the state.

The SHSP is comprised of three Emphasis Areas and associated with eleven Focus Areas. Each Focus Area has 4-10 priority strategies.

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 Youthful Drivers

In the Highway Safety Plan, strategies are referred to in a code with a letter and number, i.e. D-2 or INT-1. The letters refer to the focus area and the number is the strategy of the particular focus area. The focus area alpha listing is as follows:

- |                                  |  |                                    |
|----------------------------------|--|------------------------------------|
| <b>A</b> = Aggressive            | <b>CMV</b> = Commercial Motor Vehicles | <b>BP</b> = Bicycle and Pedestrian |
| <b>D</b> = Distracted Driving    | <b>INT</b> = Intersections             | <b>MD</b> = Mature Drivers         |
| <b>I</b> = Impaired Drivers      | <b>LD</b> = Lane Departure             | <b>M</b> = Motorcycle              |
| <b>OP</b> = Occupant Protections |  | <b>YD</b> = Youthful Drivers       |



## Timeline: Annual Highway Safety Planning Calendar

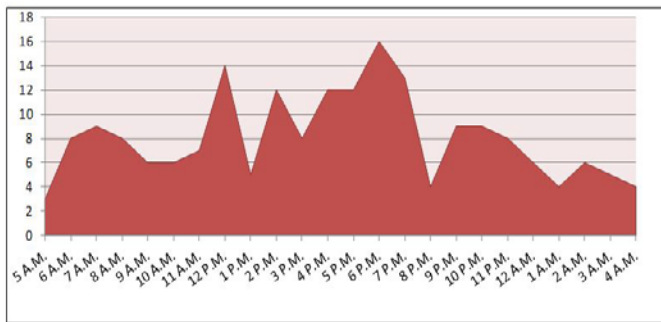
MONTH	ACTIVITIES
SEPTEMBER	Traffic safety problem identification
OCTOBER	OHS planning sessions and ITSC planning meeting and action
DECEMBER	Grant application notice is disseminated
JANUARY	Grant application period begins
MARCH	Grant application period ends Draft Highway Safety Plan to be completed in April
APRIL	Clarify project proposals Prioritize and develop draft language for the Highway Safety Plan
MAY	ITSC acceptance of Highway Safety Plan Initial presentation and submission of Highway Safety Plan to ITD Board
JUNE	ITD Board approval
JULY	July 3: Submission of Highway Safety Plan to National Highway Traffic Safety Administration
OCTOBER	Implementation of projects

## Evidence-Based Traffic Safety Enforcement Program

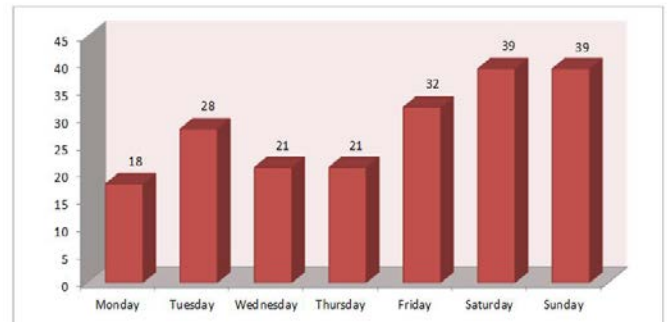
Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve the goal of zero deaths. Traffic enforcement mobilization is a format for the OHS to fund High Visibility Enforcement (HVE) during specified emphasis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

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

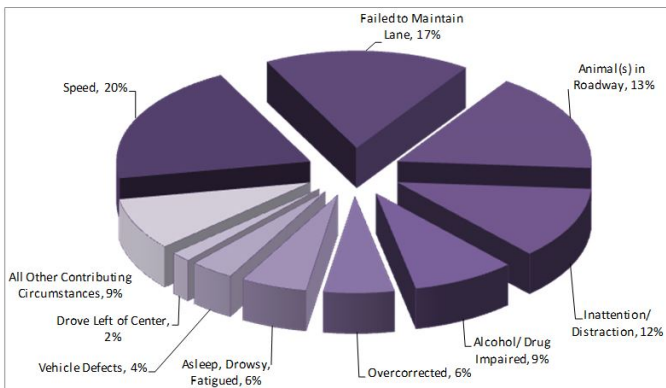
Fatal Crashes by Time of Day: 2015



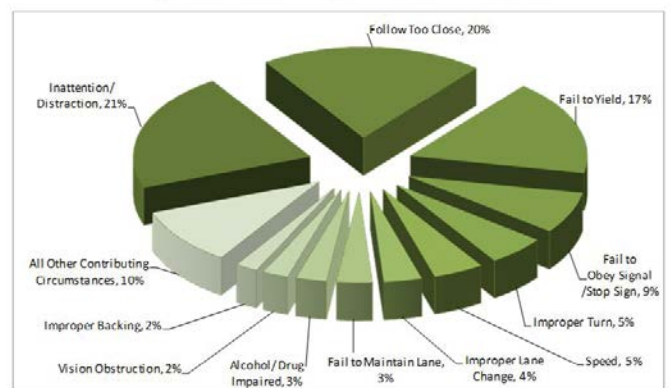
Fatal Crashes by Day of the Week: 2015



Single-Vehicle Crashes – Contributing Circumstances: 2015



Multiple-Vehicle Crashes – Contributing Circumstances: 2015



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 and crackdowns statewide. The primary objective of the LEL program is to increase participation and effectiveness of Idaho’s law enforcement agencies and officers in statewide mobilizations, serving also as oversight and purveyors of HVE best practices. The result is an evidence based traffic safety HVE project designed to address the areas and locations at highest risk and with the greatest potential for improvement. Data analysis is constantly updated and evaluated, providing for continuous and timely revisions to enforcement deployment and resource allocation.



## High Visibility Enforcement / Traffic Safety Enforcement Mobilizations

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

As part of the agreement, the law enforcement agencies publicize the enforcement effort with local media contacts to increase the awareness of enforcement and provide results before, during, and after mobilizations. Enforcement efforts are coupled with media and public education outreach designed to let the public know of the increased enforcement, thereby increasing the perception of stepped up enforcement. Idaho uses the same timeline model for media as NHTSA, closely mirroring their media calendar. Outreach efforts include using public service announcements (TV, radio, outdoor, and internet marketing), social media, variable message boards, and earned media events. Upon completion of each mobilization the agencies are responsible for reporting their performance. During the seat belt mobilization, pre- and post- surveys are conducted and submitted along with their performance report. Although formal seat belt usage surveys are done annually through the OHS, the recipient of highway safety funds is given the opportunity to gauge performance by doing the pre- and post- seat belt surveys. The OHS Program Managers use this information as an indicator in evaluating and monitoring performance.

The OHS conducts these specific HVE/Mobilizations:

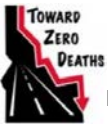
- **Impaired Driving Mobilizations:** December - January (to coincide with NHTSA Impaired Driving campaign), March (to coincide with St. Patrick’s Day), June-July (to coincide with July 4<sup>th</sup>), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).
- **Seat Belt Mobilization:** May Click It or Ticket (to coincide with NHTSA national campaign).

<b>FY2018 HVE Mobilization Schedule</b>	<b>Dates</b>
December/January (Holiday Season)	Dec 2017-Jan 2018
March (St. Patrick’s Day)	March 2018
4th of July	June-July 2018
Labor Day	Aug-Sept 2018
Seat Belt (Click it or Ticket)	May 21 - June 3, 2018
Aggressive Driving Mini Grant HVE	Summer 2018
Distracted Mini Grant HVE	Summer 2018

## Law Enforcement / Adjudication Process

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

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



---

# STRATEGIC PARTNERS and STAKEHOLDERS

## Idaho Traffic Safety Commission Members

The Idaho Traffic Safety Commission (ITSC) has input throughout the development process of our Highway Safety Plan. The OHS maintains contact primarily through regular email and our Highway Safety Quick Notes.

The following members represent the ITSC:

### **Idaho Transportation Department**

L. Scott Stokes, Deputy Director  
John Tomlinson, Highway Safety Manager

### **Law Enforcement**

Lt. Colonel Kedrick Wills, Idaho State Police  
Chief Jeff Wilson, Orofino Police Department  
Craig T Rowland, Bingham County Sheriff

### **Prosecutor/Legal**

Louis Marshall, Bonner County Prosecutor

### **Medical Services**

Stacey Carson, VP Operations, Idaho Hospital Association

### **Education**

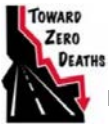
Audra Urie, Driver Education Coordinator, State Department of Education  
Sunshine Beer, Idaho STAR (Skills Training Advantage for Riders)

### **Mayor**

Mayor Connie Wills, City of Glenn's Ferry

### **Idaho Senate & House**

Senator Bert Brackett, Idaho Senate Representative  
Representative Joe Palmer, Idaho House Representative

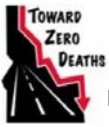


# PERFORMANCE PLAN

## Performance Measures: Goals and Actual Values

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

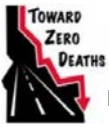
		Benchmark	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
<b>Primary Goal</b>									
C1	5-Year Ave Fatalities - Goals			192	191	190	188	187	185
	Actual Values		192	193					
<b>Secondary Goals</b>									
C2	5-Year Ave Serious Injuries - Goals			1,278	1,263	1,250	1,239	1,230	1,221
	Actual Values		1,303	1,294					
C3	5-Year Fatality Rate - Goals			1.19	1.17	1.17	1.14	1.12	1.10
	Actual Values		1.20	1.19					
<b>Aggressive Driving</b>									
C6	5-Year Ave Speeding Fatalities - Goals			53	52	51	51	50	49
	Actual Values		54	51					
<b>Distracted Driving</b>									
I1	5-Year Ave Distracted Fatalities - Goals			43	42	41	40	39	38
	Actual Values		45	43					
<b>Safety Restraint Use in Passenger Motor Vehicles (PMV)</b>									
C4	5-Year Ave Unrestrained PMV Fatalities - Goals			75	74	73	72	70	69
	Actual Values		76	81					
B1	Yearly Observed Seat Belt Use - Goals			81.6%	82.2%	82.5%	83.0%	83.3%	83.8%
	Actual Values		80.2%	81.1%	82.9%				
<b>Impaired Driving</b>									
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Goals			55	54	53	53	52	52
	Actual Values		57	56					
<b>Vulnerable Users (Bike, Pedestrian, Mature)</b>									
C11	5-Year Ave Bicyclist Fatalities - Goals			2	2	2	2	2	2
	Actual Values		2	1					
C10	5-Year Ave Pedestrian Fatalities - Goals			11	11	11	11	11	10
	Actual Values		12	11					
I2	5-Year Ave Drivers >=65 in Fatal Crashes - Goals			37	36	35	35	34	33
	Actual Values		38	39					
<b>Youthful Driver</b>									
C9	5-Year Ave Drivers <=20 in Fatal Crashes - Goals			28	27	27	26	25	24
	Actual Values		29	29					
<b>Motorcycle (MC)</b>									
C7	5-Year Ave Motorcycle Fatalities - Goals			22	22	21	21	21	20
	Actual Values		23	24					
C8	5-Year Ave Unhelmeted MC Fatalities - Goals			12	12	11	11	11	11
	Actual Values		12	13					
<b>Commercial Motor Vehicle (CMV)</b>									
I3	5-Year Ave CMV Fatalities - Goals			23	22	21	21	20	20
	Actual Values		23	26					
<b>Lane Departure</b>									
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Goals			100	99	98	97	95	94
	Actual Values		101	101					
I5	5-Year Ave Head-On/SS Opposite Fatalities - Goals			28	27	26	25	24	23
	Actual Values		30	27					
<b>Intersections</b>									
I6	5-Year Ave Intersection-Related Fatalities - Goals			36	36	35	35	33	32
	Actual Values		36	38					
<b>Items for Reporting</b>									
		2014	2015	2016	2017	2018	2019	2020	
	Yearly Total Fatality Rate	1.15	1.30						
	Yearly Urban Fatality Rate	0.52	1.70						
	Yearly Rural Fatality Rate	1.61	0.48						
A1	Seat Belt Citations Issued during Grant Funded Activities		FFY2015 11,780	FFY2016 12,067	FFY2017	FFY2018	FFY2019	FFY2020	
A2	DUI Arrests made during Grant Funded Activities		861	687					
A3	Speeding Citations Issued during Grant Funded Activities		7,853	6,908					



- 
- C1** – Reduce the five-year average number of fatalities from 193 (2011-2015) to 188 (2014-Dec. 31, 2018).
  - C2** – Reduce the five-year average number of serious injuries from 1,294 (2011-2015) to 1,239 (2014-Dec. 31, 2018).
  - C3** – Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.19 (2011-2015) to 1.14 (2014-Dec. 31, 2018).
  - C4** – Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 81 (2011-2015) to 72 (2014-Dec. 31, 2018).
  - C5** – Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 56 (2011-2015) to 53 (2014-Dec. 31, 2018).
  - C6** – Maintain the five-year average number of fatalities resulting from crashes involving speeding at or below 51.
  - C7** – Reduce the five-year average number of motorcyclists killed from 24 (2011-2015) to 21 (2014-Dec. 31, 2018).
  - C8** – Reduce the five-year average number of motorcyclists killed that were not wearing helmets from 13 (2011-2015) to 11 (2014-Dec. 31, 2018)
  - C9** – Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 29 (2011-2015) to 26 (2014-Dec. 31, 2018).
  - C10** – Maintain the five-year average number of pedestrians killed by motor vehicles at or below 11.
  - C11** – Keep the five-year average number of bicyclists killed by motor vehicles from increasing (2).
  - B1** – Increase the yearly observed seat belt use rate from 81.1% (2011-2015) to 83.0% (2014-Dec. 31, 2018).
  - I1** – Reduce the five-year average number of fatalities resulting from distracted driving from 43 (2011-2015) to 40 (2014-Dec. 31, 2018).
  - I2** – Reduce the five-year average number of drivers, 65 years old and older, involved in fatal crashes from 39 (2011-2015) to 35 (2014-Dec. 31, 2018).
  - I3** – Reduce the five-year average number of fatalities resulting from commercial motor vehicle crashes from 26 (2011-2015) to 21 (2014-Dec. 31, 2018).
  - I4** – Reduce the five-year average number of fatalities resulting from single-vehicle run off the road crashes from 101 (2011-2015) to 97 (2014-Dec. 31, 2018).
  - I5** – Reduce the five-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes from 27 (2011-2015) to 25 (2014-Dec. 31, 2018).
  - I6** – Reduce the five-year average number of fatalities resulting from intersection-related crashes from 38 (2011-2015) to 35 (2014-Dec. 31, 2018).

\*All goals are based on calendar years (ending December 31, 2018).



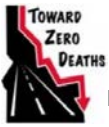


Idaho Performance Measures\* - 5 Year Moving Averages (FARS Data)

Core Outcome Measures		5 Year Moving Averages						
		2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Traffic Fatalities	Total (C-1)	250	237	217	204	200	192	193
	Rural	196	185	172	162	161	156	155
	Urban	55	53	45	42	39	36	34
	Unknown	0	0	0	0	0	0	4
Fatalities Per 100 Million VMT	Total (C-3)	1.63	1.53	1.39	1.29	1.26	1.20	1.19
	Rural	2.12	1.99	1.84	1.74	1.72	1.67	1.65
	Urban	0.90	0.85	0.72	0.65	0.60	0.54	0.50
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	192	179	162	150	148	141	143
	Restrained	76	73	65	62	61	59	57
	Unrestrained (C-4)	109	99	90	82	81	76	81
	Unknown	7	7	7	6	7	6	5
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)		75	73	66	62	58	57	56
Speeding-Related Fatalities (C-6)		82	76	69	65	61	54	51
Motorcyclist Fatalities	Total (C-7)	31	32	27	26	25	23	24
	Helmeted	14	14	13	13	12	11	10
	Unhelmeted (C-8)	17	17	15	13	13	12	13
	Unknown	0	0	0	0	0	0	0
Drivers Involved in Fatal Crashes	Total	309	293	269	260	254	243	248
	Aged Under 15	2	2	2	1	2	1	1
	Aged 15-20	43	41	37	33	30	28	29
	Aged Under 21 (C-9)	45	43	39	34	32	29	30
	Aged 21 and Over	263	248	228	225	222	214	219
	Unknown Age	1	1	1	1	1	0	0
Pedestrian Fatalities (C-10)		11	11	11	11	11	12	11
Bicyclist and Other Cyclist Fatalities*** (C-11)		3	3	3	3	3	2	1

\*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only



## Performance Report: Preliminary Estimates

Core Measure	Description	2015 Goal	*Met or Exceeded Goal	*Did Not Meet Goal
C-1	5-Year Ave Fatalities	192		193
C-2	5-Year Ave Serious Injuries	1,278		1,294
C-3	5-Year Ave Fatality Rate	1.19	1.19	
C-4	5-Year Ave Unrestrained PMV Fatalities	76		81
C-5	5-Year Ave Driver BAC $\geq$ .08 Fatalities	57	56	
C-6	5-Year Ave Speeding Fatalities	53	51	
C-7	5-Year Ave Motorcycle Fatalities	22		24
C-8	5-Year Ave Unhelmeted Motorcycle Fatalities	12		13
C-9	5-Year Ave Drivers $\leq$ 20 in Fatal Crashes	28		30
C-10	5-Year Ave Pedestrian Fatalities	11	11	
C-11	5-Year Ave Bicyclist Fatalities	2	1	
B-1	Yearly Observed Seatbelt Use	81.6%		81.1%
I-1	5-Year Ave Distracted Fatalities	43	43	
I-2	5-Year Ave Drivers $\geq$ 65 in Fatal Crashes	37		39
I-3	5-Year Ave CMV Fatalities	23		26
I-4	5-Year Ave Single Vehicle Run-Off Road Fatalities	100		101
I-5	5-Year Ave Head-On/Side Swipe Opposite Fatalities	28	27	
I-6	5-Year Ave Intersection-related Fatalities	36		38

\* The 2015 Core Performance measure goals are established using FARS data.

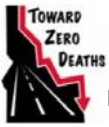
# IDENTIFICATION REPORT

## State Demographics

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

The United States Census Bureau estimates the population of Idaho on July 1, 2016 was 1,683,140. Idaho is a rural State, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (444,028), Canyon (211,698), Kootenai (154,311), Bonneville (112,232), Bannock (84,377), and Twin Falls (83,514).





# Idaho

# Problem

# Identification

# Report

# FY 2018

***Prepared by the Office of Highway Safety***

Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$1500.



## Statewide

### The Problem

- In 2015, 216 people were killed and 13,207 people were injured in traffic crashes.
- The fatality rate was 1.30 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2015. The US fatality rate was estimated to be 1.12 fatalities per 100 million AVMT in 2015.
- Motor vehicle crashes cost Idahoans more than \$3.81 billion in 2015. Fatal and serious injuries represented 70 percent of these costs.

### Idaho Crash Data and Measures of Exposure, 2011-2015

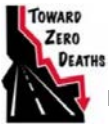
	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Crashes	20,833	21,402	22,347	22,134	24,018	3.7%
Fatal Crashes	152	169	200	175	198	7.5%
Total Deaths	167	184	214	186	216	7.4%
Injury Crashes	7,492	7,630	7,850	8,217	9,050	4.9%
Total Injured	10,866	10,988	11,344	11,768	13,207	5.1%
Property-Damage-Only Crashes (Severity >\$1,500)	13,189	13,603	14,298	13,742	14,770	3.0%
Idaho Population (thousands) <sup>1</sup>	1,585	1,596	1,612	1,634	1,655	1.1%
Licensed Drivers (thousands) <sup>2</sup>	1,084	1,093	1,111	1,128	1,144	1.4%
Vehicle Miles Of Travel (millions) <sup>2</sup>	15,416	15,838	15,877	16,145	16,662	2.0%
Registered Vehicles (thousands) <sup>3</sup>	1,417	1,555	1,445	1,480	1,489	1.4%

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, 2015

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	216	\$9,498,816	\$2,051,744,290
Serious Injuries	1,351	\$454,281	\$613,733,858
Visible Injuries	4,146	\$123,732	\$512,992,309
Possible Injuries	7,710	\$63,181	\$487,129,139
No Injuries	46,642	\$3,201	\$149,288,033
Total Estimate of Economic Cost			\$3,814,887,629

\*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency service travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on e released by the Federal Highway Administration and updated to reflect 2014 dollars.



## Statewide – (Continued)

### Fatal and Injury Crash Involvement by Age of Driver, 2015

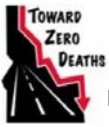
Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	2,213	14%	65,264	6%	2.4
20-24	2,284	14%	98,319	9%	1.6
25-34	3,252	20%	196,056	17%	1.2
35-44	2,620	16%	186,231	16%	1.0
45-54	2,216	14%	186,222	16%	0.8
55-64	1,859	11%	195,777	17%	0.7
65 & Older	1,711	10%	216,423	19%	0.6
Missing	224	1%			
Total	16,379		1,144,292		

\*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, 2011-2015

Roadway Information	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Local:						
AVMT (100 millions) <sup>1</sup>	71.1	74.0	73.5	74.5	75.8	1.6%
Fatal Crash Rate	1.0	1.0	1.1	1.0	1.1	1.7%
Injury Crash Rate	60.1	60.7	62.6	64.7	68.7	3.4%
Total Crash Rate	169.0	170.3	183.6	185.9	191.2	3.2%
State System (Non-Interstate):						
AVMT (100 millions) <sup>1</sup>	48.2	48.4	48.8	49.5	51.1	1.4%
Fatal Crash Rate	1.3	1.5	1.8	1.5	1.6	6.6%
Injury Crash Rate	53.7	52.1	51.9	50.4	56.5	1.4%
Total Crash Rate	143.0	142.2	139.5	133.4	149.2	1.3%
Interstate:						
AVMT (100 millions) <sup>1</sup>	34.8	36.0	36.5	37.4	39.7	3.4%
Fatal Crash Rate	0.5	0.7	0.8	0.7	0.9	16.7%
Injury Crash Rate	18.0	17.2	19.6	24.2	24.1	8.1%
Total Crash Rate	55.3	53.2	56.0	44.8	47.9	-2.9%
Statewide Totals:						
AVMT (100 millions) <sup>1</sup>	154.2	158.4	158.8	161.5	166.6	2.0%
Fatal Crash Rate	1.0	1.1	1.3	1.1	1.2	5.4%
Injury Crash Rate	48.6	48.2	49.4	50.9	54.3	2.9%
Total Crash Rate	135.1	135.1	140.8	137.1	144.1	1.7%

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

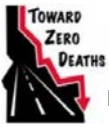
- Aggressive driving was a factor in 52 percent of all crashes and 36 percent of all fatalities in 2015.
- Drivers, ages 19 and younger, are 4.4 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans nearly \$1.7 billion in 2015. This represented 44 percent of the total economic cost of crashes.

## Aggressive Driving in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Aggressive Driving Crashes	10,266	11,442	12,522	12,366	12,383	4.9%
Fatalities	64	66	84	72	77	5.8%
Serious Injuries	573	629	635	649	637	2.8%
Visible Injuries	1,726	1,944	2,109	2,077	2,282	7.4%
Possible Injuries	3,546	3,964	4,255	4,356	4,652	7.1%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	238	233	244	229	276	4.2%
Fail to Yield Right of Way	174	215	219	205	171	0.6%
Exceeded Posted Speed	65	63	97	124	115	17.9%
Passed Stop Sign	79	93	95	102	92	4.4%
Disregarded Signal	59	63	50	60	50	-2.6%
Following Too Close	65	100	68	58	49	-2.1%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.13	4.39	4.53	4.47	4.29	1.0%

\* Three contributing circumstances possible per unit involved in each collision





# Distracted Driving

## The Definition

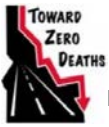
- Distracted driving crashes are those where an officer indicates that Inattention or Distracted – in/on Vehicle was a contributing circumstance in the crash.

## The Problem

- In 2015, 51 fatalities resulted from distracted driving crashes. This represents 24 percent of all fatalities. Of the 46 passenger vehicle occupants killed in distracted driving crashes, 17 (37 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2015 were 1 motorcyclist, 1 pedestrian, and 3 ATV riders.
- In 2015, drivers under the age of 25 comprised 38 percent of the drivers involved in all distracted driving crashes and 26 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 just over \$1.01 billion in 2015. This represents 27 percent of the total economic cost of crashes.

## Distracted Driving Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Distracted Driving Crashes	4,925	4,890	4,757	4,781	5,470	2.9%
Fatalities	41	41	43	39	51	6.6%
Serious Injuries	372	422	339	364	425	4.5%
Visible Injuries	1,064	1,005	996	1,033	1,285	5.4%
Possible Injuries	1,906	1,792	1,831	1,846	2,211	4.2%
Distracted Driving Crashes as a % of All Crashes	23.6%	22.8%	21.3%	21.6%	22.8%	-0.8%
Distracted Driving Fatalities as a % of All Fatalities	24.6%	22.3%	20.2%	21.0%	23.6%	-0.5%
Distracted Driving Injuries as a % of All Injuries	30.8%	29.3%	27.9%	27.6%	29.7%	-0.8%
All Fatal and Injury Crashes	7,644	7,799	8,049	8,392	9,248	4.9%
Distracted Fatal/Injury Crashes	2,248	2,153	2,096	2,182	-5,639	-90.3%
% Distracted Driving	29.4%	27.6%	26.0%	26.0%	-61.0%	-86.6%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.68	2.92	2.41	2.50	2.86	2.4%



## Safety Restraints

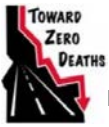
### The Problem

- In 2015, 81 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2015, seat belt usage varied by region around the state from a high of 90 percent in District 3 (Southwestern Idaho) to a low of 58 percent in District 4 (South-Central Idaho).
- Only 38 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2015. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 59 lives were saved in Idaho in 2015 because they were wearing a seat belt and an additional 46 lives could have been saved if everyone had worn their seat belt.
- There were 5 children under the age of 7 killed (3 were restrained) and 12 seriously injured (7 were restrained) while riding in passenger vehicles in 2015. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate we can deduce that child safety seats saved 7 lives in 2015. If all of the children under 7 had been properly restrained, an additional live may have been saved. Furthermore, 16 serious injuries were prevented and 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.
- Unrestrained passenger motor vehicle occupants cost Idahoans nearly \$1.1 billion in 2015. This represents 28 percent of the total economic cost of crashes.

### Occupant Protection in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
<b>Observational Seat Belt Survey</b>						
District 1	72%	72%	72%	76%	74%	1.0%
District 2	86%	86%	85%	80%	79%	-2.2%
District 3	93%	93%	86%	91%	89%	-0.9%
District 4	67%	66%	74%	67%	58%	-3.0%
District 5	61%	64%	81%	80%	87%	9.8%
District 6	68%	71%	77%	71%	66%	-0.5%
<b>Statewide Average</b>	<b>79%</b>	<b>79%</b>	<b>82%</b>	<b>80%</b>	<b>81%</b>	<b>0.6%</b>
<b>Seat Belt Use - Age 4 and Older*</b>						
<b>Cars, Pickups, Vans and SUV's</b>						
In Fatal Crashes	31.7%	43.0%	33.3%	44.3%	37.6%	7.7%
In Serious Injury Crashes	66.2%	65.8%	63.2%	64.2%	66.8%	0.3%
<b>Self Reported Child Restraint Use*</b>						
in Cars, Pickups, Vans and SUV's	80.8%	75.5%	79.3%	80.4%	80.3%	-0.1%

\*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.

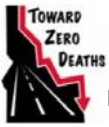
### The Problem

- In 2015, 87 fatalities resulted from impaired driving crashes. This represents 40 percent of all fatalities. Only 17 (or 25 percent) of the 67 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 16 motorcyclists, 2 pedestrians, and 2 ATV riders killed in impaired driving crashes.
- Of the 87 people killed in impaired driving crashes in 2015, 77 (or 89%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.
- Ten percent of the impaired drivers involved in crashes were under the age of 21 in 2015, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$1 billion in 2015. This represents 26 percent of the total economic cost of crashes.

### Impaired Driving in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Impaired Driving Crashes	1,456	1,454	1,425	1,378	1,367	-1.6%
Fatalities	66	73	96	72	87	9.5%
Serious Injuries	277	241	228	227	219	-5.6%
Visible Injuries	400	399	362	383	350	-3.1%
Possible Injuries	474	535	445	443	477	0.8%
Impaired Driving Crashes as a % of All Crashes	7.0%	6.8%	6.4%	6.2%	5.7%	-5.0%
Impaired Driving Fatalities as a % of All Fatalities	39.5%	39.7%	45.1%	38.7%	40.3%	1.0%
Impaired Driving Injuries as a % of All Injuries	10.6%	10.7%	9.1%	8.9%	7.9%	-6.8%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.22	1.98	2.04	1.85	1.84	-4.5%
Annual DUI Arrests by Agency*						
Idaho State Police	1,846	1,659	1,304	1,197	1,089	-12.2%
Local Agencies	7,840	7,482	6,825	6,248	6,298	-5.3%
Total Arrests	9,686	9,141	8,129	7,445	7,387	-6.5%
DUI Arrests per 100 Licensed Drivers	0.89	0.84	0.73	0.66	0.65	-7.7%

\*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 2015, yet they represented over 12 percent of the drivers involved in fatal and serious injury crashes.
- In 2015, drivers ages 15 to 19 constituted 7 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Of the 34 people killed in crashes with youthful drivers, 14 were the youthful drivers themselves. Of the 11 youthful drivers killed that were in passenger motor vehicles, 4 were wearing a seat belt. Of the other 3 drivers, 2 were on motorcycles and 1 was on an ATV.
- Crashes involving youthful drivers cost Idahoans nearly \$728 million in 2015. This represents 19 percent of the total economic cost of crashes.

### Crashes involving Youthful Drivers in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Crashes Involving Drivers 15-19	4,648	4,796	4,825	4,668	5,374	3.9%
Fatalities	34	14	26	20	34	18.5%
Serious Injuries	211	230	214	198	270	7.7%
Visible Injuries	784	782	785	812	997	6.6%
Possible Injuries	1,541	1,541	1,524	1,547	1,903	5.9%
Drivers 15-19 in Fatal & Serious Injury Crashes	201	211	197	182	232	4.5%
% of all Drivers involved in Fatal and Serious Injury Crashes	10.7%	11.2%	10.5%	9.4%	12.0%	3.9%
Licensed Drivers 15-19	62,674	62,094	62,398	62,895	65,264	1.0%
% of Total Licensed Drivers	5.8%	5.7%	5.6%	5.6%	5.7%	-0.3%
Fatal & Injury Crash Involvement*	1.85	1.98	1.87	1.69	2.11	4.1%
Drivers 15-19 - Fatal Crashes	28	12	22	19	32	20.2%
Impaired Drivers 15-19 - Fatal Crashes	8	3	5	4	7	14.8%
% of Youthful Drivers that were Impaired in Fatal Crashes	28.6%	25.0%	22.7%	21.1%	21.9%	-6.3%

\* 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

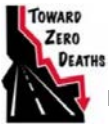
- Mature drivers, drivers age 65 and older, were involved in 3,992 crashes in 2015. This represents 17 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 19 percent of the total number of fatalities in 2015. Of the 42 people killed in crashes with mature drivers, 32 (76 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 19 percent of licensed drivers, but represent 10 percent of drivers involved in fatal and injury crashes.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans nearly \$728 million in 2015. This represents 19 percent of the total economic cost of crashes.

### Crashes Involving Mature Drivers in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Mature Driver Crashes	3,076	3,255	3,605	3,682	3,992	6.8%
Fatalities	36	38	35	46	42	5.1%
Serious Injuries	202	220	215	263	269	7.8%
Visible Injuries	541	566	598	642	719	7.4%
Possible Injuries	1,017	1,059	1,097	1,176	1,372	7.9%
Mature Drivers in Fatal & Injury Crashes	1,273	1,329	1,388	1,536	1,711	7.7%
% of All Drivers in Fatal & Injury Crashes	9.8%	10.2%	11.2%	11.1%	10.4%	1.8%
Licensed Drivers 65 & Older	179,065	187,274	197,457	207,824	216,423	4.9%
% of Total Licensed Drivers	16.5%	17.1%	17.8%	18.4%	18.9%	3.4%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.59	0.60	0.63	0.60	0.55	-1.6%
Mature Drivers-Fatal Crashes	33	37	35	43	41	6.2%
Mature Drivers-Impaired Fatal Crashes	4	1	4	2	3	56.3%
% Fatal Impaired Crashes	12.1%	2.7%	14.3%	6.7%	7.3%	76.8%

\* Representation (or Involvement) is percent of fatal and injury crashes divided by percent of licensed drivers.

Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.



## Motorcycles

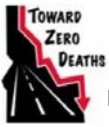
---

### The Problem

- In 2015, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 13 percent of the total number of fatalities and serious injuries.
- Almost half of all motorcycle crashes (45 percent) and almost two-thirds of fatal motorcycle crashes (64 percent) involved just the motorcycle (no other vehicles were involved) in 2015.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2015, 19 of the 23 (83 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 2015, only 36 percent of motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$381 million in 2015. This represents 10 percent of the total economic cost of crashes.

### Motorcycle Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Motorcycle Crashes	489	545	517	510	546	3.0%
Fatalities	17	22	26	25	28	13.9%
Serious Injuries	153	158	150	146	174	3.7%
Visible Injuries	192	253	221	207	225	5.4%
Possible Injuries	104	105	95	87	131	8.4%
Motorcyclists in Crashes	549	621	584	562	611	3.0%
Registered Motorcycles	56,643	62,964	54,813	60,160	51,219	-1.7%
Motorcyclists Wearing Helmets	299	351	306	328	347	4.4%
% Motorcyclists Wearing Helmets	54.5%	56.5%	52.4%	58.4%	56.8%	1.3%



## Pedestrians and Bicyclists

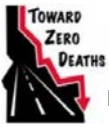
### The Problem

- In 2014, 8 pedestrians and no bicyclists were killed in traffic crashes. The 8 pedestrians killed represented 4 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 21 percent of the fatalities and injuries sustained in pedestrian crashes and 18 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$157 million in 2015. This represents 4 percent of the total economic cost of crashes.

### Pedestrians and Bicyclists Involved in Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Pedestrian Crashes	216	229	206	232	207	-0.5%
Fatalities	10	13	14	14	8	-1.3%
Serious Injuries	55	53	53	55	51	-1.8%
Visible Injuries	80	102	88	87	103	7.8%
Possible Injuries	66	69	53	78	66	3.3%
Pedestrians in Crashes	226	242	218	245	224	0.2%
Pedestrian Fatal and Serious Injuries	65	66	67	69	59	-2.1%
% of All Fatal and Serious Injuries	4.5%	4.5%	4.5%	4.7%	3.8%	-3.6%
Impaired Pedestrian F&SI	9	9	10	7	6	-8.3%
% of Pedestrian F&SI - Impaired	13.8%	13.6%	14.9%	10.1%	10.2%	-6.0%
Bicycle Crashes	346	389	334	296	286	-4.1%
Fatalities	0	2	3	2	0	-20.8%
Serious Injuries	45	51	51	41	36	-4.6%
Visible Injuries	174	206	167	152	149	-2.9%
Possible Injuries	117	117	104	100	101	-3.5%
Bicyclists in Crashes	349	399	341	305	353	1.2%
Bicycle Fatal and Serious Injuries	45	53	54	43	36	-4.2%
% of All Fatal and Serious Injuries	3.1%	3.6%	3.7%	2.9%	2.3%	-5.8%
Bicyclists Wearing Helmets in Collision	83	97	69	82	63	-4.1%
% of Bicyclists Wearing Helmets	23.8%	24.3%	20.2%	26.9%	17.8%	-3.8%
Impaired Bicyclist F&SI	2	2	1	2	0	37.5%
% of Bicycle F&SI - Impaired	4.4%	3.8%	1.9%	4.7%	0.0%	50.1%





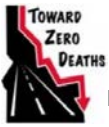
## Crash Response (Emergency Medical Services)

### 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, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Crashes	20,833	21,402	22,347	22,134	24,018	3.7%
EMS Response to Fatal & Injury Crashes	5,140	5,150	5,342	5,602	6,142	4.6%
% of Fatal & Injury Crashes	67.2%	66.0%	66.4%	66.8%	66.4%	-0.3%
Persons Injured in Crashes	11,033	11,172	11,557	11,954	13,423	5.1%
Injured Transported from Rural Areas	2,236	2,214	2,272	2,278	2,589	3.9%
Injured Transported from Urban Areas	2,258	2,288	2,189	2,288	2,321	0.7%
Total Injured Transported by EMS	4,494	4,502	4,461	4,566	4,910	2.3%
% of Injured Transported	40.7%	40.3%	38.6%	38.2%	36.6%	-2.6%
Trapped and Extricated	457	439	424	459	504	2.7%
Fatal and Serious Injuries Transported by Helicopter	149	147	142	110	173	7.5%



## Commercial Motor Vehicles

### Definition

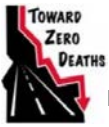
- Commercial motor vehicles are buses, truck tractors, truck-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight that are primarily used for the transportation of property.

### The Problem

- In 2015, 34 people died in crashes with commercial motor vehicles. This represents 7 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 79 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2015, 50 percent of all crashes and 80 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- Local roadways had the most commercial motor vehicle crashes at 46 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 60 percent.
- Commercial motor vehicles crashes cost Idahoans nearly \$455 million in 2015. This represents 12 percent of the total economic cost of crashes.

### Commercial Motor Vehicle Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total CMV Crashes	1,535	1,521	1,681	1,613	1,768	3.8%
Fatalities	26	15	36	25	34	25.8%
Serious Injuries	95	111	120	114	125	7.4%
Visible Injuries	196	207	217	248	249	6.3%
Possible Injuries	360	355	436	436	498	8.9%
Commercial AVMT (millions)	2,693	2,741	2,820	2,859	2,933	2.2%
% of Total AVMT	17.5%	17.3%	17.8%	17.7%	17.6%	0.2%
Fatalities per 100 Million CAVMT	0.97	0.55	1.28	0.87	1.16	22.7%
Injuries per 100 Million CAVMT	24.18	24.56	27.41	27.91	29.73	5.4%



## Drowsy Driving Crashes

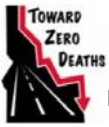
---

### The Problem

- In 2015, 17 fatalities resulted from drowsy driving crashes. This represents 8 percent of all fatalities. Of the 15 passenger vehicle occupants killed in drowsy driving crashes, 7 were properly restrained.
- In 2015, 78 percent of the drowsy driving crashes involved a single vehicle, while 79 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2015, only 8 percent of the drowsy driving crashes also involved impaired driving.
- In 2015, 35 percent of the drowsy driving crashes occurred between 3 AM and 9 AM, while 26 percent occurred between 1 PM and 7 PM.
- Drowsy driving crashes cost Idahoans nearly \$226 million in 2015. This represents 6 percent of the total economic cost of crashes.

### Drowsy Driving Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Drowsy Driving Crashes	500	537	534	569	650	6.9%
Fatalities	11	3	8	4	17	92.2%
Serious Injuries	63	55	52	52	64	1.2%
Visible Injuries	117	126	126	150	161	8.5%
Possible Injuries	161	166	169	189	209	6.8%



## Single-Vehicle Run-Off-Road Crashes

### The Problem

- In 2015, 18 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (73 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 51 percent of all fatalities in Idaho. Aggressive driving was a factor in 23 percent of the 101 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 49 percent of the 101 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 70 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 70 percent of the single-vehicle run-off road fatalities and more than one-third (36 percent) of all fatalities in 2015. Of the 62 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 43 (69 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans more than \$1.4 billion in 2015. This represents 38 percent of the total economic cost of crashes.

### Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Run-Off-Road Crashes	4,336	4,606	4,779	4,545	4,412	0.5%
Fatalities	96	92	104	102	110	3.7%
Serious Injuries	443	415	404	339	405	-1.4%
Visible Injuries	878	842	905	954	943	1.9%
Possible Injuries	1,120	1,156	1,148	1,220	1,214	2.1%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	223	227	248	223	270	5.5%
Ditch/Embankment	49	63	42	25	33	-3.3%
Tree	49	44	36	35	43	-2.1%
Poles/Posts	28	21	33	15	21	4.4%
Fence/Building/ Wall	23	13	11	19	12	-5.7%
Guardrail, Traffic Barrier	25	16	17	11	10	-18.5%
Other Fixed Object	6	7	11	8	6	5.4%
Immersion	9	6	4	5	4	-15.4%
Culvert	2	1	3	2	3	41.7%
Bridge Rail/Abutment/End	4	4	2	5	3	15.0%
All Other Most Harmful Events	23	17	22	28	27	6.8%



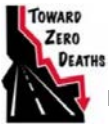
# Intersection Crashes

## The Problem

- In 2015, 41 percent of all crashes occurred at or were related to an intersection, while 20 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (82 percent) occurred on urban roadways in 2015, while 65 percent of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were fairly evenly split (40 percent) among intersections with signals (41 percent) and stop signs (40 percent), 70 percent of fatal intersection crashes occurred at intersections with stop signs, 10 percent at intersections with traffic signals, and 8 percent at intersections with no control.
- Of the 44 people killed in crashes at intersections, 36 were passenger motor vehicle occupants, 5 were motorcyclists, 2 were on ATVs, and 1 was a commercial motor vehicle. Of the 36 passenger motor vehicle occupants, 22 (61 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$1.2 billion in 2015. This represents 31 percent of the total economic cost of crashes.

## Intersection–Related Crashes on Idaho Highways, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Intersection Crashes	7,607	8,472	9,037	8,876	9,753	6.5%
Fatalities	31	39	43	31	44	12.5%
Serious Injuries	471	493	467	499	495	1.4%
Visible Injuries	1,379	1,517	1,552	1,484	1,830	7.8%
Possible Injuries	2,793	2,933	3,131	3,218	3,627	6.8%
Traffic Control Device at Intersection						
Signal	2,918	3,421	3,521	3,585	3,994	8.3%
%	38%	40%	39%	40%	41%	1.7%
Stop Sign	2,904	3,328	3,663	3,565	3,946	8.2%
%	38%	39%	41%	40%	40%	1.5%
None	1,507	1,445	1,544	1,458	1,516	0.3%
%	20%	17%	17%	16%	16%	-5.7%
Yield	163	158	190	166	183	3.7%
%	2%	2%	2%	2%	2%	-2.7%
All Other	115	120	119	102	114	0.2%
%	2%	1%	1%	1%	1%	-6.1%



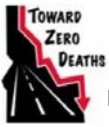
## Head-On and Side Swipe Opposite Direction Crashes

### The Problem

- In 2015, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 13 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 52 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2015, 83 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 (60 percent), while another 20 percent were negotiating a curve.
- Of the 28 people killed in head on or side swipe opposite crashes, 24 were passenger motor vehicle occupants, 3 were motorcyclists, and 1 was a commercial motor vehicle occupant. Of the 24 passenger motor vehicle occupants, 12 (50 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans more than \$369 million in 2015. This represents 10 percent of the total economic cost of crashes.

### Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Head-On/Side Swipe Opposite Crashes	539	536	627	689	661	5.6%
Fatalities	20	23	33	33	28	10.8%
Serious Injuries	87	92	147	133	125	12.5%
Visible Injuries	157	171	184	204	180	3.9%
Possible Injuries	229	259	263	292	304	7.4%



## 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 17 percent of the crashes in work zones in 2015. 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 \$60 million in 2015. This represents just 2 percent of the total economic cost of crashes.

### Work Zone Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Work Zone Crashes	441	342	332	407	444	1.6%
Fatalities	3	1	3	1	2	41.7%
Serious Injuries	35	23	12	34	27	20.2%
Visible Injuries	79	34	50	108	95	23.5%
Possible Injuries	128	104	109	204	222	20.5%
% All Crashes	2.1%	1.6%	1.5%	1.8%	1.8%	-1.8%
Workers Injured	2	1	1	0	1	-12.5%



## Crashes with Trains

---

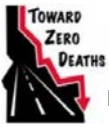
### The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 14 crashes in 2015, 6 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 2015, 79 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans nearly \$29 million in 2015. This represents less than 1 percent of the total economic cost of crashes.

### Vehicle Crashes with Trains in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total Train Crashes	9	8	13	16	14	15.5%
Fatalities	1	2	4	1	3	81.3%
Serious Injuries	0	2	1	2	0	12.5%
Visible Injuries	0	1	2	1	2	62.5%
Possible Injuries	1	2	4	3	1	27.1%
Location of Crashes						
Rural Roads	6	6	12	11	11	22.9%
Urban Roads	3	2	1	5	3	69.2%





## Cross Median Crashes

### Definition

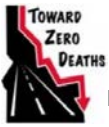
- Cross-median crashes are those where a vehicle crosses the raised or depressed median, separating the direction of travel, and results in a head-on or side swipe opposite crash. Cross-median crashes are a subset of head-on or sideswipe opposite crashes. Cross Median was added as an event in 2012 to better capture these types of crashes.

### The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 54 cross-median crashes in 2015, 36 (67 percent) resulted in an injury.
- Cross-median crashes cost Idahoans just nearly \$21 million in 2015. This represents less than 1 percent of the total economic cost of crashes.

### Cross-Median Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Cross Median Crashes	10	47	51	49	54	96.2%
Fatalities	0	2	5	5	1	#DIV/0!
Serious Injuries	0	4	16	8	17	#DIV/0!
Visible Injuries	8	14	20	28	18	30.5%
Possible Injuries	9	24	20	17	21	39.6%



## School Bus Crashes

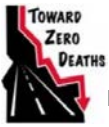
---

### The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2015, 26 percent of the injuries sustained by bus occupants resulted from one crash. Typically, however, occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2014, 93 percent of the school bus occupants on buses involved in crashes sustained no injuries.
- Crashes with school buses cost Idahoans over \$18 million in 2015. This represents less than 1 percent of the total economic cost of crashes.

### School Bus Crashes in Idaho, 2011-2015

	2011	2012	2013	2014	2015	Avg. Yearly Change 2011-2015
Total School Bus Crashes	79	66	87	81	89	4.6%
Fatalities	0	0	1	0	1	0.0%
Serious Injuries	1	5	10	1	6	227.5%
Visible Injuries	7	13	10	15	10	19.8%
Possible Injuries	22	16	24	25	35	16.7%



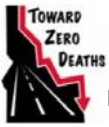
---

# HIGHWAY SAFETY COUNTERMEASURES and PROJECTS for FFY 2018 by Focus Area

The statewide safety partners work to achieve Idaho's safety goals 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 2018. The information is presented by safety focus area.

Each section contains the following information:

- **Focus Area Group:** The areas of highway safety that will be focused on in FFY 2017 are taken from the priorities set in the Strategic Highway Safety Plan (SHSP) and approved by the Executive Safety Committee.
- **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.
- **Goals:** Goals for total annual crashes; major injuries and fatalities by focus area groups are set in this plan based on 5-year averages.
- **Countermeasures:** Strategies that will be implemented in the next year by the Idaho Office of Highway Safety and Idaho's safety partners are proven effective nationally, have been successful in Idaho and are appropriate given the data in the problem identification report and resources available.
- **Programs and Projections:** Data-driven activities will be implemented in the next year to achieve the identified countermeasures for each focus area.



# IMPAIRED DRIVING PROGRAM

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.

*Goals:*

- Reduce the five-year average number of fatalities from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average number of serious injuries from 1,294 (2011-2015) to 1,239 (2014-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.19 (2011-2015) to 1.14 (2014-2018).
- Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 56 (2011-2015) to 53 (2014-2018).

### Multi Agency DUI Task Force & Special HVE

Project Number	164AL-2018-01 Federal (S641801 State)	
Benefit to Locals	\$150,000.00	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$150,000.00	164
Grant Start-up	October 1, 2017	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
SHSP Strategy I-8	Create new and continue to support existing multi-jurisdictional DUI task forces.	
Project Objective	<p>Develop, train, and implement a minimum of 2 new DUI Task Forces across the State of Idaho in areas with high DUI crash rates.</p> <p>Provide funding for overtime hours for new and existing DUI Task Force crackdowns across the State of Idaho.</p>	

Funding is for overtime hours of DUI Task Force Mobilizations across the State of Idaho and will also provide DUI enforcement for special events outside of our yearly scheduled Traffic Enforcement Mobilizations.

Idaho is a rural state but in the summer months, areas of the state can be impacted by an increase of tourist population due to concerts, rodeos, boat shows, festivals and other types of summer events.

The Idaho Office of Highway Safety has recognized the need for more impaired enforcement in areas around the State during these events which may include, but are not limited to the following: Raspberry Days, Lewiston Round-UP, Mountain Home Music Festival, Snake River Stampede, and the Idaho State Fair.



## DUI Courts

Project Number	164AL-2018-03 Federal (S641803 State)	
Benefit to Locals	\$100,000.00	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$100,000.00	164
Grant Start-up	October 1, 2017	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
Project Objectives	<p>Expand the number of DUI Courts in Idaho by one.</p> <p>Provide training to existing DUI Courts.</p> <p>Expand the capacity of existing DUI Courts.</p> <p>Provide treatment and distance learning curriculum development to reach rural areas.</p> <p>Provide treatment to offenders.</p>	

Problem-solving courts in Idaho, specifically DUI courts, are a research-driven and evidence based part of the solution designed to reach the highest risk drivers. These programs closely supervise, monitor, test and treat offenders with drug and/or alcohol addiction issues. Successful DUI courts are based on partnerships among the courts, law enforcement, corrections and social welfare agencies. Research conducted over the last decade indicates that problem solving courts reduce crime by lowering re-arrest and conviction rates, improving substance abuse treatment outcomes, and reuniting families, and also produce measurable cost benefits. An outcome evaluation of four Idaho DUI Courts determined that graduates of these courts are half as likely to recidivate as the comparison group, and also resulted in a 32 percent reduction in recidivism for all participants, not just graduates.

As of February 2013, Idaho had a total of 9 misdemeanor DUI courts and four felony DUI courts, serving approximately 200 offenders statewide. These courts operate under the 10 Key Components of Drug Courts and the Guiding Principles of DWI Courts, which are nationally recognized standards. Also, DUI courts fall under the Idaho Adult Drug Court Guidelines and Standards for Effectiveness and Evaluation (Idaho Supreme Court. n.d.



Web. 25 June 2013). Funding will be used to create and expand DUI Courts in Idaho, provide training to existing DUI Courts, expand the capacity of existing DUI Courts, and provide treatment and distance learning curriculum development to reach rural areas. Also, the funds will be used to develop statewide guidelines and standards for DUI Courts and peer fidelity review process to assure courts are operating according to guidelines and standards.

**Impaired Driving Task Force – Project Implementation**

Project Number	164AL-2018-04 Federal (S641804 State)	
Benefit to Locals	\$110,000.00	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$297,850.00	164
Grant Start-up	October 1, 2017	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
SHSP Strategy I-3	Evaluate the effectiveness of current DUI laws, provide relevant data to inform decision-making, and make recommendations for improvements.	
SHSP Strategy I-4	Continue to support effective impaired driving repeat offender treatment programs (for example, the ignition interlock and 24/7 Sobriety Program, etc.) for all repeat offenders.	
SHSP Strategy I-6	Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
SHSP Strategy I-8	Create new and continue to support existing multi-jurisdictional DUI task forces.	



Project Objective	<p>Conduct a minimum of 3 Impaired Driving Task Force Meetings which may include but are not limited to Task Force Subcommittee Meetings.</p> <p>Pay overtime for officers working OT on DUI Task Force crackdowns as set forth by the Task Force.</p> <p>Implement Idaho Impaired Driving Programs as identified by the Idaho Impaired Driving Task Force.</p>
-------------------	---

This funding will pay to continue to implement the Idaho Impaired Driving Programs through meetings, facilitation, research, and logistics as identified by the Idaho Impaired Driving Task Force.

**Alcohol Statewide Services**

Project Number	AL-2018-01 Federal (SAL1801 State)	
Benefit to Locals	\$8,000.00	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$20,000.00	402
Grant Start-up	October 1, 2017	
SHSP Strategy 1-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy 1-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
SHSP Strategy 1-3	Evaluate the effectiveness of current DUI laws, provide relevant data to inform decision-making, and make recommendations for improvements.	
SHSP Strategy 1-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy 1-9	Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations.	



Project Objective	<p>Fund training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment, education materials to help eliminate traffic crashes and fatalities,</p> <p>Send officers and judicial members to trainings as requested and identified as necessary</p> <p>Produce updated and new educational materials.</p>
-------------------	--

This grant will pay for training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment, education materials to educate on the dangers of impaired driving and to help eliminate traffic crashes and fatalities, serious injuries and economic losses.

**High Visibility Enforcement - Impaired Driving December/January Mobilization**

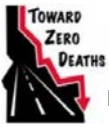
Project Numbers	M5HVE-2018-EB Federal (SID18EB State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$100,000.00	405d
Grant Start-up	October 1, 2017	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
Project Objective	Conduct a 2 week HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.	

This funding will be used for law enforcement agencies to participate in this scheduled impaired enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries, and economic losses. There are a total of four statewide impaired mobilizations.

**High Visibility Enforcement - Impaired Driving March (St. Patrick's Day) Mobilization**

Project Numbers	M5HVE-2018-EC Federal (SID18EC State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$100,000.00	405d
Grant Start-up	October 1, 2017	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	





Project Objective	Conduct a 10 day HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.
-------------------	--

**High Visibility Enforcement - Impaired Driving 4<sup>th</sup> of July Mobilization**

Project Numbers	M5HVE-2018-ED Federal (SID18ED State)
Benefit to Locals	N/A
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$100,000.00   405d
Grant Start-up	October 1, 2017
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.
Project Objective	Conduct a 10 day HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.

**High Visibility Enforcement - Impaired Driving Labor Day Mobilization**

Project Numbers	M5HVE-2018-EE Federal (SID18EE State)
Benefit to Locals	N/A
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$100,000.00   405d
Grant Start-up	October 1, 2017
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.
Project Objective	Conduct a 2 week HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.

**Idaho Toxicology LC-MS-MS**

Project Numbers	M5TR-2018-22-00-00 Federal (SID1822 State)
Benefit to Locals	N/A
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$400,000.00   405d
Grant Start-up	October 1, 2017
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.



Project Objective	Purchase one liquid chromatography-tandem mass spectrometry (Triple Quad-LC/MS/MS) instrument to be used in the analysis of driving under the influence drug cases, and testing for drugs not easily identified by gas chromatograph mass spectrometers.
-------------------	--

**Impaired Driving Paid Media**

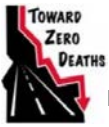
Project Number	M5PEM-2018-PM Federal (SID18PM State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$420,000	405d
Grant Start-up	October 1, 2017	
SHSP Strategy I-9	Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations.	
Project Objective	Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods in support of the scheduled Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months.	

Funding for development and placement of media for the general public or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the impaired driving focus areas as determined by the SHSP.

The purchases support the scheduled Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports. OHS will fund, at minimum, 4 HVE media campaigns during FFY '18 and 1 Underage Drinking Campaign in May.

**Traffic Safety Resource Prosecutor**

Project Number	(M5CS-2018-02 Federal) SID1802 State	
Benefit to Locals	N/A	
Indirect Cost	15%	
Grantee	Idaho Prosecuting Attorneys Association	
Grant Amount, Funding Source	\$265,000.00	405d
Grant Start-up	October 1, 2017	



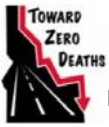
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (ITSRP) and the Idaho State Impaired Driving Coordinator (SIDC).
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.
Project Objective	Grantee to provide fully funded Traffic Safety Resource Prosecutor position.

The TSRP Program in Idaho will educate, train and assist Idaho prosecuting attorneys in the pursuit of justice; to foster and encourage communication and cooperation between Idaho's prosecuting attorneys and their partners in law enforcement related to the investigation and prosecution of impaired driving and other traffic safety violations.

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

**State Impaired Driving Coordinator**

Project Number	M5SID-2018-03 Federal (SID1803 State)	
Benefit to Locals	N/A	
Grantee	Idaho State Police	
Grant Amount, Funding Source	\$236,000.00	405d
Grant Start-up	October 1, 2017	



SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (ITSRP) and the Idaho State Impaired Driving Coordinator (SIDC).
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.
Project Objective	Grantee will fully fund the State Impaired Driving Coordinator Position

The State Impaired Driving Coordinator (SIDC) position is already part of Idaho’s Strategic Highway Safety Plan and is an integral part of ongoing strategies. The ultimate goal is to eliminate fatalities and serious injuries as a result of impaired drivers in Idaho who are Driving Under the Influence (DUI) of alcohol, drugs or other intoxicating substances. The creation of a the SIDC position has and will continue to directly impact this objective by having one individual who is responsible for coordination of the Drug Evaluation and Classification Program (DEC), Advanced Roadside Impaired Driving Enforcement (ARIDE), Standard Field Sobriety Test (SFST) and Law Enforcement Phlebotomy Program (LEPP). The SIDC actively provides training, disseminates information and resources, and manages the daily operation of each of the impaired driving programs mentioned above.

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

**Underage Drinking Enforcement**

Project Number	M5OT-2018-21 Federal (SID1821 State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$75,000.00	405d
Grant Start-up	October 1, 2017	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	



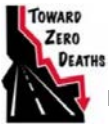
SHSP Strategy I-6	Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.
Project Objective	<p>Pay for overtime to law enforcement agencies for compliance checks, service checks and party patrols focusing on underage drinking. Underage drinking enforcement also consists of Party Patrols, “Shoulder Tap” efforts and underage purchasing. Party patrols are usually in city limits, especially on weekends during summer months, and at the start of college semesters.</p> <p>Provide training to hospitality providers in over-service.</p>

Funding for overtime to law enforcement agencies for compliance checks, service checks and party patrols. It will also be used for training hospitality providers in over service. Underage drinking enforcement consists of Party Patrols, “Shoulder Tap” efforts and underage purchasing. These patrols are performed by State Alcohol Beverage Control (ABC), local law enforcement and county sheriff’s offices --sometimes as individual department or as multi-agency patrols, and frequently in response to citizen complaints.

Educating retailers about over-service to patrons of any age is as important as educating them about serving to minors. To help with this effort, the Idaho State Police ABC frequently provides training to servers, retailers, and coalitions across Idaho. This free three-hour training provides information specific to Idaho’s alcohol laws.

**Statewide Impaired Driving Program**

Project Number	164AL-2018-05 (S641805)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$225,000.00	164
Grant Start-up	October 1, 2017	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
Project Objective	Purchase up to 20 Draeger Alcotest 9510 units, which has been approved by Idaho State Police Forensics Services for use in Idaho. This equipment will support the impaired driving crackdowns.	



ISP Bureau of Forensics Services (ISPFS) by Idaho Code serves as the statewide certifying, testing and calibrating agency for all alcohol and breath detection devices. ISPFS has determined that the Intoxilyzer will no longer be used in the State of Idaho. This is because the unit is outdated and hard to repair. Current working Intoxilyzer units will stay in place and be acknowledged by the ISPFS for the lifespan of the instrument. The Intoxilyzer will be replaced with the Draeger Alcotest 9510. In accordance to the OHS Grant Procedure Manual, equipment approval requests will be submitted to NHTSA Region 10 for prior approval.

The Office of Highway Safety will work with ISPFS to determine a priority list of agencies that will receive this instrument. A request for funding process has been developed by OHS and put into place before the beginning of FFY 2018. This process will allow agencies to apply for funding directly through OHS. We anticipate replacing 20 units this year. All instruments will need to go directly to ISPFS after purchase to be certified before use.

**24/7 Program**

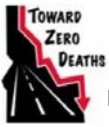
Project Number	M5SP-2018-01-00-00 (SSP1801)	
Benefit to Locals	N/A	
Grantee	Idaho Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$35,000	405(d)
Grant Start-up	October 1, 2017	
SHSP Strategy I-4	Continue to support effective impaired driving repeat offender treatment programs (for example, the ignition interlock and 24/7 Sobriety Program, etc.) for all repeat offenders.	
Project Objective	Continue to support the pilot and expansion of the 24/7 Sobriety Program.	

Funding to support the pilot and expansion of the 24/7 Sobriety Program.

**Impaired Driving Program Administration**

Project Number (Split 50%)	AL-2018-AL-00-00 (S0018AL) & M5HVE-2018-ID-00-00(\$1899ID)	
Benefit to Locals	\$10,800.00 (for 402)	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount & Funding Source	\$61,800 (405) & \$27,810.00 (402)	
Grant Start-up	October 1, 2017	
Project Objective	Support the cost of Program Management to implement and manage the highway safety programs.	

Funding support the cost of Program Management to implement and manage the Impaired Driving highway safety programs.



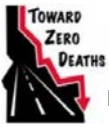
Project Number	Project Title	Section 402	Section 405d	Section 164	Total
164AL-2018-01	DUI Task Forces & Special Mobilizations			\$150,000.00	\$150,000.00
164AL-2018-03	DUI Courts			\$100,000.00	\$100,000.00
164AL-2018-04	Idaho Impaired Driving Task Force – Project Implementation			\$297,850.00	\$297,850.00
164AL-2018-05	Statewide Impaired Driving Program			\$225,000.00	\$225,000.00
AL-2018-01	Statewide Services	\$20,000.00			\$20,000.00
M5HVE-2018-EB	Dec/Jan Impaired HVE		\$100,000.00		\$100,000.00
M5HVE-2018-EC	March Impaired HVE		\$100,000.00		\$100,000.00
M5HVE-2018-ED	4 <sup>th</sup> of July Impaired HVE		\$100,000.00		\$100,000.00
M5HVE-2018-EE	Labor Day Impaired HVE		\$100,000.00		\$100,000.00
M5PEM-2018-PM	Impaired Driving Paid Media		\$420,000.00		\$420,000.00
M5CS-2018-02	TSRP		\$265,000.00		\$265,000.00
M5SID-2018-03	SIDC		\$236,000.00		\$236,000.00
M5OT-2018-21	Underage Drinking Enforcement		\$75,000.00		\$75,000.00
M5TR-2018-22	Idaho Toxicology LC-MS-MS		\$400,000.00		\$400,000.00
M5HVE-2018-ID	Program Area Mgmt.		\$61,800.00		\$61,800.00



---

AL-2018-AL	Program Area Mgmt.	\$27,810.00			\$27,810.00
M5SP-2018-01	24/7 Sobriety Program		\$35,000.00		\$35,000.00
Program	Total	\$47,810.00	\$1,892,800.00	\$772,850.00	\$2,713,460.00





# AGGRESSIVE DRIVING

In 2015, aggressive driving was a contributing factor in 52 percent of all crashes in Idaho. Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. While 74 percent of aggressive driving crashes occur in urban areas, 70 percent of the fatal aggressive driving crashes occur in rural areas.

Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20-24 are 2.2 times as likely as all other drivers to be involved in these types of crashes. The economic cost of crashes involving aggressive driving was 44 percent of the total cost of all crashes in Idaho, and nearly \$1.7 billion dollars in 2015.

### Goals:

- Reduce the five-year average of fatalities from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average of serious injuries from 1,294 (2011-2015) to 1,239 (2017-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1,019 (2011-2015) to 1014 (2014-2018).
- Maintain the five-year average number of fatalities resulting from crashes involving speeding at or below 51.

### Aggressive Driving Statewide Services

Project Number	PT-2018-01-00-00 (SPT1801 State)	
Benefit to Locals	\$4,000.00	
Grantee	OHS	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-3	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about aggressive driving and the associated dangers.	
Project Objective	Education and outreach efforts that support education and awareness efforts to address aggressive driving.	
Countermeasures That Work NHTSA 2015	3.Speeding and Speed Management (4.1)	

Aggressive driving continues to attribute to over half of Idaho’s crashes. Funding will be used to develop and disseminate aggressive driving that educates the public information materials and information to community partners and stakeholders about the risks of driving too fast for conditions; speeding, following too close, failing to yield, and failure to obey stop signs.



### Aggressive Driving Education and Training Support

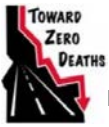
Project Number	PT-2018-10-00-00 (SPT1810 State)	
Benefit to Locals	\$2,000.00	
Grantee	OHS	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-3	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about aggressive driving and the associated dangers.	
Project Objective	Education and training in the area of speed management for OHS partners to further the goal of the aggressive driving program.	
Countermeasures That Work NHTSA 2015	3. Speeding and Speed Management (1.1)	

Funding will be used to support aggressive driving related travel and training to help further the goal of eliminating aggressive driving related fatal and serious crashes in Idaho.

### Aggressive Driving High Visibility Traffic Enforcement

Project Number	PT-2018-02-00-00 (SPT1802 State)	
Benefit to Locals	\$150,000.00	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$150,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-1	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy A-2	Undertake communication campaigns using media sources to educate the public about aggressive driving and the associated dangers.	
Project Objective	<p>Conduct up to 5,000 hours of aggressive driving HVE by September 1, 2018.</p> <p>Agencies participating in HVE for aggressive driving will generate a minimum of one local public outreach activity.</p>	
Countermeasures That Work NHTSA 2015	3.Speeding and Speed Management (2.2 & 4.1)	

While there are no proven countermeasures for aggressive driving (such as for impaired or occupant protection) there are studies that show that focusing enforcement on a small team assigned full-time to special enforcement patrols to target aggressive driving are likely to be more effective than sharing the responsibility among a large number of officers as occasional overtime duty. Funding will be used to will support overtime to target aggressive drivers through the mini-grant process. Public information supporting the enforcement is moderately effective as



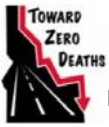
a tool for changing aggressive driving behaviors. The participating agencies will be required to conduct at a minimum one public outreach activity in addition to the enforcement to help inform the public about the enforcement efforts and educate the public about the risks of aggressive driving. Funding will cover overtime for the aggressive driving targeted enforcement during the months with the highest rate of crashes.

**Program Management**

Project Number	PT-2018-PT-00-00 (S0018PT State)	
Benefit to Locals	\$0	
Grantee	OHS	
Grant Amount, Funding Source	\$41,200.00	402

Funding support the cost of Program Management to implement and manage the Aggressive Driving highway safety programs.

Project Number	Project Title	Section 402	Section 405	Total
PT-2018-01	Aggressive Driving Statewide Services	\$5,000	\$0	\$5,000
PT-2018-10	Aggressive Driving Education and Training	\$5,000	\$0	\$5,000
PT-2018-02	Aggressive Driving HVE	\$150,000	\$0	\$150,000
PT-2018-PT	Aggressive Driving Program Area Mgmt.	\$41,200	\$0	\$41,200
	Total	\$201,200	\$0	\$201,200



# POLICE TRAFFIC SERVICES

The ITD Office of Highway Safety (OHS) implements activities in support of national and state highway safety goals to reduce motor vehicle related fatalities and injuries. The activities include participation in national law enforcement mobilizations and sustained enforcement addressing impaired, aggressive, and distracted driving, and occupant protection.

*Goals:*

- Reduce the five-year average number of fatalities from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average number of serious injuries from 1,294 (2011-2015) to 1,239 (2014-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.19 (2011-2015) to 1.14 (2014-2018).
- Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 56 (2011-2015) to 53 (2014-2018).
- Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 81 (2011-2015) to 72 (2014-2018).
- Maintain the five-year average number of fatalities resulting from crashes involving speeding at or below 51.
- Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 29 (2011-2015) to 26 (2014-2018).

**Nampa Police Department Special Enforcement Unit**

Project Number	PT-2018-11-00-00 (SPT1811 State)	
Benefit to Locals	\$15,000	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$15,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-1	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
SHSP Strategy D-3	Continue communication campaigns using all media sources to educate the public to promote attentive driving.	



SHSP Strategy OP-2	Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.
Project Objective	The SEU who will primarily focus on traffic enforcement for aggressive, distracted, impaired and occupant protection within the City of Nampa.
NHTSA Countermeasures That Work 2015	1.Impaired: (2.2, 7.1) 2.Seatbelts: (2.1,2.3,3.1) 3.Speeding and Speed Management: (2.2,4.1) 4.Distracted: (1.3,2.2).

The Nampa Police Department will use funding to assemble a Special Enforcement Unit (SEU) which will practice strategies for traffic enforcement patrol during peak crash times with the goal to reduce fatal and serious injury traffic crashes. The SEU will track performance and conduct traffic safety public education awareness which will be reported periodically to their City Council and OHS.

**Meridian Police Department STEP Motor Officer**

Project Number	PT-2018-03-00-00 (SPT1803 State)	
Benefit to Locals	\$31,500	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$31,500	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-1	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy Y-1	Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
SHSP Strategy D-3	Continue communication campaigns using all media sources to educate the public to promote attentive driving.	
SHSP Strategy OP-2	Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.	

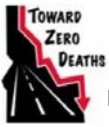


Project Objective	<p>Year three of STEP officer position will reduce total number of injury crashes compared to previous STEP grant year.</p> <p>In addition to regular traffic enforcement duties that focus on aggressive, distracted, impaired driving and occupant protection; the STEP officer attends outreach events and regularly engages in opportunities to educate the public; particularly young drivers, about traffic safety in the City of Meridian.</p>
NHTSA Countermeasures That Work 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts: (2.1,2.3,3.1)          3.Speeding and Speed Management: (2.2,4.1)          4.Distracted: (1.3,2.2).</p>

Through the funding provided by this grant, the MPD Motor Unit added a STEP officer to their Motor Unit to make it a four-person team. The STEP officer position has several priorities that includes traffic enforcement, public education, awareness and prevention about aggressive, distracted, impaired driving and occupant protection.

**Lewiston Police Department STEP Officer**

Project Number	PT-2018-04-00-00 (SPT1804 State)	
Benefit to Locals	Yes	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$43,500	402
Grant Start-up	October 1, 2017	
SHSP Strategy A-1	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy Y-1	Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
SHSP Strategy D-3	Continue communication campaigns using all media sources to educate the public to promote attentive driving.	



SHSP Strategy OP-2	Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.
Project Objective	<p>Year two of STEP officer position will reduce total number of injury crashes compared to previous STEP grant year.</p> <p>In addition to regular traffic enforcement duties that focus on aggressive, distracted, impaired driving and occupant protection, the STEP officer regularly engages in opportunities to educate the public about traffic safety in the City of Lewiston.</p>
NHTSA Countermeasures That Work 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts: (2.1,2.3,3.1)</p> <p>3.Speeding and Speed Management: (2.2,4.1)</p> <p>4.Distracted: (1.3,2.2).</p>

The Lewiston Police Department will use the funding to support Year 2 of this STEP Officer position. The LPD STEP project’s goal is to target aggressive, distracted, impaired driving and occupant protection issues through on-going public education, awareness and enforcement within the City of Lewiston. The department will maintain a data base of traffic citations/contacts and compare it with pre and post project crash data.

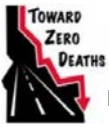
**Coeur d’Alene Police Department (CDAPD) STEP Officer Year 3**

Project Number	PT-2018-05 (SPT1805 State)	
Benefit to Locals	\$25,000	
Grantee	Coeur d’Alene Police Department	
Grant Amount, Funding Source	\$25,000	402
Grant Start-up	October 1, 2017	

SHSP Strategy(ies)	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>I-7:</b> Support impaired driving high-visibility enforcement campaigns.</p> <p><b>A-1:</b> Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.</p> <p><b>D-3:</b> Continue communication campaigns using all media sources to educate the public to promote attentive driving.</p> <p><b>OP-2:</b> Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.</p> <p><b>INT-2:</b> Conduct high visibility enforcement campaigns focusing on aggressive and/or distracted driving at intersections.</p>
Project Objective(s)	<p>This is year 3 of the STEP grant for Coeur d’Alene PD. The objective is to reduce total number of injury crashes compared to previous STEP grant year; crashes pertaining to impaired, distracted and aggressive driving, youthful drivers and occupant protection.</p> <p>Increase public awareness about traffic safety through various media outlets with special emphasis on occupant protection.</p> <p>Increase traffic safety education for the public.</p>
NHTSA Countermeasures 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 5.1) 3.Speeding and Speed Management: (2.2, 4.1) 4. Distracted: 1.3, 2.2).</p>

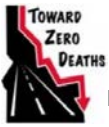
The Coeur d’Alene Police Department will use the funding to support Year 2 of the STEP Officer position. CDAPD’s STEP project’s goals are to target aggressive, distracted, impaired driving and occupant protection issues through on-going public education, awareness and enforcement within the City of Coeur d’Alene. OHS will secure a database of traffic citations/contacts, quarterly seat belt surveys, and use the data to analyze the effectiveness of the STEP project.





**Twin Falls County Sheriff (TFCSO) Traffic Enforcement**

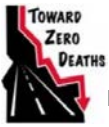
Project Number(s)	PT-2018-07 (SPT1807 State)	
Benefit to Locals	\$10,500	
Grantee	Twin Falls County Sheriff	
Grant Amount, Funding Source	\$10,500	402
Grant Start-up	October 1, 2017	
SHSP Strategy(ies)	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community- based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>I-7:</b> Support impaired driving high-visibility enforcement campaigns.</p> <p><b>A-1:</b> Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.</p> <p><b>D-3:</b> Continue communication campaigns using all media sources to educate the public to promote attentive driving.</p> <p><b>OP-2:</b> Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.</p> <p><b>INT-2:</b> Conduct high visibility enforcement campaigns focusing on aggressive and/or distracted driving at intersections.</p>	
Project Objective(s)	<p>Reduce county fatal and serious injury crashes by 5% in focus areas: Impaired, Distracted and Aggressive Driving, and Occupant Protection.</p> <p>Make seat belt enforcement and child passenger safety essential components of all patrol activities.</p> <p>Use each traffic stop as opportunity to educate the public by addressing safety restraint usage whether or not occupants are restrained.</p> <p>Distribute educational materials during traffic stops when appropriate.</p>	
NHTSA Countermeasures 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 5.1) 3.Speeding and Speed Management: (2.2, 4.1) 4. Distracted: 1.3, 2.2).</p>	



Twin Falls County Sheriff's Office will use the funding to target aggressive, distracted, impaired driving and occupant protection issues through on-going public education, awareness and enforcement within Twin Falls County. OHS will secure a database of traffic citations/contacts, quarterly seat belt surveys, and use the data to analyze the effectiveness of the traffic enforcement project.

**Idaho Falls Police Department (IFPD) Traffic Enforcement**

Project Number(s)	PT-2018-08 (SPT1808 State)	
Benefit to Locals	\$10,000	
Grantee	Idaho Falls Police Department	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy(ies)	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community- based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>I-7:</b> Support impaired driving high-visibility enforcement campaigns.</p> <p><b>A-1:</b> Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.</p> <p><b>D-3:</b> Continue communication campaigns using all media sources to educate the public promote attentive driving.</p> <p><b>OP-2:</b> Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.</p> <p><b>INT-2:</b> Conduct high visibility enforcement campaigns focusing on aggressive and/or distracted driving at intersections.</p>	

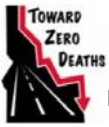


Project Objective(s)	<p>Reduce county fatal and serious injury crashes by 5-20% in focus areas: Impaired, Distracted and Aggressive Driving, and Occupant Protection.</p> <p>Increase motorist traffic law compliance through increased police agent presence on city streets and enforcement of traffic laws.</p> <p>Increase public education of good driving habits.</p> <p>Distribute educational materials during traffic stops when appropriate.</p> <p>Create social and traditional media PSAs to address specific driving habits.</p>
NHTSA Countermeasures 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 5.1) 3.Speeding and Speed Management: (2.2, 4.1) 4. Distracted: 1.3, 2.2).</p>

Idaho Falls Police Department will use the funding to target aggressive, distracted, impaired driving and occupant protection issues through on-going public education, awareness and enforcement within the city of Idaho Falls. OHS will secure a database of traffic citations/contacts, quarterly seat belt surveys, and use the data to analyze the effectiveness of the traffic enforcement project.

**Idaho State Police (ISP)**

Project Number	PT-2018-09-00 (SPT1809 State)	
Benefit to Locals	\$300,000	
Grantee	Idaho State Police	
Grant Amount, Funding Source	\$300,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<p>This program supports enforcement strategies for the following focus areas: aggressive driving (A-1), distracted driving (D-3), impaired driving (I-5), and occupant protection (OP-2),</p>	
Project Objective	<p>Participate in each of the High Visibility Enforcement (HVE) Campaigns.</p> <p>Sustained enforcement in each of the 6 Districts based on data driven efforts.</p>	
NHTSA Countermeasures That Work 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts: (2.1,2.3,3.1) 3.Speeding and Speed Management: (2.2,4.1) 4.Distracted: (1.3,2.2).</p>	



The Idaho State Police (ISP) will implement proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior during sustained enforcement efforts throughout the state of Idaho. Performance will be tracked during all grant funded enforcement activities.

Project Number	Project Title	Section 402	Section 405	Total
PT-2018-02	Nampa PD Traffic Unit	\$ 15,000	\$0	\$ 15,000
PT-2018-03	Meridian PD STEP Year 3	\$ 31,500	\$0	\$ 31,500
PT-2018-04	Lewiston PD STEP Year 2	\$ 43,500	\$0	\$ 43,500
PT-2018-05	CDAPD STEP Year 3	\$ 25,000	\$0	\$ 25,000
PT-2018-07	TFCSD Traffic Enforcement	\$ 10,500	\$0	\$ 10,500
PT-2018-08	Idaho Falls PD Traffic Enforcement	\$ 10,000	\$0	\$ 10,000
PT-2018-09	Idaho State Police	\$300,000	\$0	\$300,000
	Total	\$435,500	\$0	\$435,500



# DISTRACTED DRIVING

Distracted driving is inattention that occurs when drivers divert their attention away from the driving task to focus on other activity instead. The distracting tasks can affect drivers in different ways and can be categorized into one of the following types: visual, manual and cognitive distractions.

*Goals:*

- Decrease the 5-year average number of distracted driving fatalities from 43 in 2011-2015 to 40 or fewer by 2014-2018.
- Decrease the 5-year VMT fatality rate in 2011-2015 from 1.17 to 1.14 or less by 2014-2018.
- Decrease the 5-year average number of serious injuries from 1,294 in 2011-2015 to 1,239 or fewer by 2014-2018.

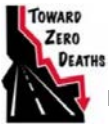
### Distracted Driving Statewide Services

Project Number	DD-2018-01-00-00 (SDD1801 State)	
Benefit to Locals	\$4,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy D-2	Continue communication campaigns using all media sources to educate the public to promote attentive driving.	
SHSP Strategy D-4	Continue to work with stakeholders to develop and implement statewide-community-based, grassroots and peer-to-peer outreach efforts to raise awareness about the dangers of distracted driving.	
Project Objective	<p>Develop, produce and disseminate public information materials to be used to educate the public regarding distracted driving.</p> <p>Support outreach efforts including the use of distracted driving materials for employers to use in the workplace.</p>	

Funding will support the development and dissemination of public information materials and awareness efforts to educate the public about the risks of distracted driving. Continue to support special projects and outreach efforts including the use of distracted driving materials for employers to use in the workplace.

### Distracted Driving High Visibility Enforcement

Project Number	DD-2018-02-00-00 (SDD1802 State)	
Benefit to Locals	\$70,000	
Grantee	HVE Mini-grant recipients	
Grant Amount, Funding Source	\$70,000	402
Grant Start-up	October 1, 2017	



SHSP Strategy D-3	Continue multi-agency statewide high visibility enforcement campaigns.
Project Objective	<p>During distracted driving awareness month conduct a high visibility enforcement campaign using best practices for distracted driving enforcement.</p> <p>Support no less than 5 HVE distracted driving mini-grants.</p>

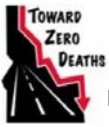
Funding supports distracted driving enforcement during distracted driving awareness month (April) and mini-grants in support of distracted driving enforcement when the data supports such activities.

**Program Area Management**

Project Number	DD-2018-DD-00-00 (S0018DD State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$19,570	402
Grant Start-up	October 1, 2017	

Support the cost of Program Management to implement and manage the Distracted Driving highway safety programs.

Project Number	Project Title	Section 402	Total
DD-2018-01	Statewide Services	\$10,000	\$ 10,000
DD-2018-02	Distracted Driving Enforcement	\$70,000	\$70,000
DD-2018-DD	Distracted Driving Program Area Management	\$19,570	\$19,570
	Total	\$99,570	\$99,570



# MOTORCYCLE SAFETY

The number of motorcycle crashes increased in 2015 by 7 percent, while the number of motorcycle fatalities increase 12 percent. Of all motorcyclists in crashes in 2015, 88 percent received some degree of injury. Of all fatal motorcycle crashes, 54 percent involved impaired motorcyclists. Roughly four out of every nine motorcycle crashes were single vehicle crashes and 64 percent of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2015, 64 percent were 40 years of age or older. Only 56 percent of riders 18 and older involved in motorcycle crashes were wearing a helmet. In 2015, the economic cost of crashes involving motorcyclists was \$381 million dollars, which represents 10 percent of the total cost of Idaho crashes.

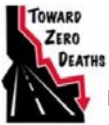
**Goals:**

- Reduce the five-year average number of motorcyclists killed from 24 (2011-2015) to 21 (2014-2018).
- Reduce the five-year average of number of motorcyclist killed that were not wearing helmets from 13 (2011-2015) to 11 (2014-2018).

**Motorcycle Safety Statewide Services**

Project Number	MC-2018-01-00-00 (SMC1801 State)	
Benefit to Locals	\$8,000	
Grantee	OHS	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.	
SHSP Strategy M-5	Partner with ITD’s Office of Highway Safety to target aggressive and impaired riders as part of statewide rider awareness and enforcement campaigns.	
SHSP Strategy M-7	Evaluate the effectiveness of current motorcycle laws, provide relevant data to inform decision-making, and make recommendations for improvements.	
Project Objective	Continue to work with motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.1, 2.1)	

The SHSP Motorcycle Committee members work closely with OHS to undertake a variety of projects and awareness efforts to promote motorcycle safety, and education across the State.



### Motorcycle Safety Training and Education Grant

Project Number	MC-2018-10-00-00 (SMC1810 State)	
Benefit to Locals	\$2,000	
Grantee	OHS	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.	
SHSP Strategy M-3	Continue to foster partnerships between the motorcycle community and multi-agency stakeholders (e.g., law enforcement, EMS, military, etc.).	
Project Objective	Continue to work with motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (2.1, 3.1,3.2)	

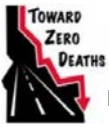
Funding will be used to support and implement motorcycle training and safety education awareness efforts among motorcyclists across the State.

### Motorcycle Awareness Paid Media

Project Number	M9MA-2018-02-00-00 (SMA1802 State)	
Benefit to Locals	\$14,000	
Grantee	OHS	
Grant Amount, Funding Source	\$35,000	405f
Grant Start-up	October 1, 2017	
SHSP Strategy M-6	Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.	
Project Objective	Education efforts and outreach that supports and promotes driver awareness of motorcycle awareness and motorcyclist conspicuity.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.2,4.1)	

Funding will be used to develop and implement a statewide motorcycle awareness paid media campaign to further the goals to eliminate motorcycle crashes that involve at least one other vehicle.





**Idaho Coalition for Motorcycle Safety (ICMS) Awareness Rally Grant**

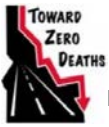
Project Number	MC-2018-03-00-00 (SMC1803 State)	
Benefit to Locals	\$2,000	
Grantee	OHS	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy M-6	Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.	
SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.	
Project Objective	Education efforts and outreach events that support and promote driver awareness of motorcycle awareness.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.2, 4.1)	

OHS values our partnerships in promoting motorcycle safety. Funding will be used to support motorcycle safety partner’s efforts to raise awareness about the presence of motorcycles on Idaho’s roads through the coordination of annual motorcycle awareness rallies. The rallies are promoted through outreach to media, press releases, social media, and rider groups. Funding supports fees associated with rally expenses.

**STAR Communication and Training Grant**

Project Number	MC-2018-02-00-00 (SMC1802 State)	
Benefit to Locals	\$4,800	
Grantee	OHS	
Grant Amount, Funding Source	\$12,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy M-4	Increase the percentage of riders who are properly licensed by encouraging motorcycle riders to successfully complete the State endorsement skills test and/or a motorcycle training course.	
Project Objective	The <b>STAR</b> program will implement a computer-based motorcycle rider training program, making training more accessible to all motorcyclists across Idaho.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (3.2)	

Funding will be used to support the Idaho **STAR** Program’s implementation of an on-line motorcycle rider training program. The **STAR** program will implement a computer-based motorcycle rider training program, making motorcycle rider training more accessible to all motorcyclists across Idaho. Training attendance will be tracked and reported to OHS.



**Impaired Motorcyclist Paid Media**

Project Number	M5PEM-2018-04-00-00 (SID1804)	
Benefit to Locals	\$20,000	
Grantee	OHS	
Grant Amount, Funding Source	\$50,000	405d
Grant Start-up	October 1, 2017	
SHSP Strategy M-5	Partner with ITD’s Office of Highway Safety to target aggressive and impaired riders as part of statewide rider awareness and enforcement campaigns.	
Project Objective	Paid media campaign targeting motorcycle riders through education and outreach efforts to promote safe and sober motorcycle riding.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (2.2)	

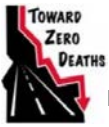
Funding will be used to develop and implement a statewide impaired motorcycle safety campaign.

**Motorcycle Program Management**

Project Number	MC-S018-MC-00-00 (S0018MC)	
Benefit to Locals	\$0	
Grantee	OHS	
Grant Amount, Funding Source	\$16,480	402

Support cost of Program Management to implement and manage motorcycle safety highway safety programs.

Project Number	Project Title	Section 402	Section 405f	Section 405d	Total
MC-2018-01	Motorcycle Safety Statewide Services	\$20,000	\$0	\$0	\$15,000
MC-2018-10	Motorcycle Safety Education and Training Grant	\$5,000	\$0	\$0	\$5,000
MA-2018-02	Motorcycle Awareness Paid Media Campaign	\$0	\$35,000	\$0	\$ 35,000
ID-2018-04	Impaired Motorcycle Paid Media	\$0	\$0	\$50,000	\$50,000
MC-2018-02	STAR Communication and Training Grant	\$12,000	\$0	\$0	\$12,000
MC-2018-03	ICMS Awareness Rally Grant	\$5,000	\$0	\$0	\$5,000
MC-2018-MC	Program Area Mgmt.	\$16,480	\$0	\$0	\$16,480
	Total	\$58,480	\$35,000	\$50,000	\$138,480



# BICYCLE and PEDESTRIAN SAFETY

Crashes involving pedestrians decreased by 11 percent in 2015, and the number of pedestrians killed in motor vehicle crashes decreased by 43 percent. Of all pedestrians involved in crashes in 2015, 96 percent received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2015, impaired pedestrians represented 25 percent of fatal pedestrian crashes. The economic cost of crashes involving pedestrians was \$381 million in 2015.

The number of bicycle crashes decreased by 3 percent in 2015, and there were no bicyclists killed. However, of the bicyclists involved in crashes, 96 percent received some degree of injury. Of all bicyclist involved in crashes in 2015, 18 percent were between the ages of 4 and 14. The percentage of bicyclists wearing helmets involved in crashes remains low at 22 percent. Only 17 percent of riders younger than 35 years of age were wearing helmets in reported crashes. The economic cost of crashes involving bicyclists was \$41 million in 2015.

### Goals:

- Maintain the five-year average number of pedestrians killed by motor vehicles at or below 11.
- Keep the five-year average number of bicyclists killed by motor vehicles from increasing (2).

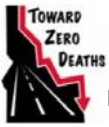
### Bicycle and Pedestrian Statewide Services

Project Number	PS-2018-01-00-00 (SPS1801)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy B-P4	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about bicycle and pedestrian behavior, safety and mobility.	
Project Objective	Education and outreach efforts that support and promote bicycle and pedestrian safety.	
NHTSA Countermeasures That Work 2015	Chapter 8. Pedestrians (3.1) Chapter 9. Bicyclists (2.2,3.2)	

Funding will be used to support statewide bicycle and pedestrian safety awareness efforts that includes development and dissemination of education and safety materials.

### Idaho Walk Bike Alliance Project

Project Number	PS-2018-02-00-00 (SPS1802)	
Benefit to Locals	\$4,000	
Grantee	OHS	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy BP-1	Undertake statewide public information campaigns to educate every road user about the importance of mobility and respect for safe travel by all road users (for example: bicycle, pedestrian, driver, etc.).	



Project Objective	Education and outreach efforts that support and promote bicycle and pedestrian safety.
NHTSA Countermeasures That Work 2015	8. Pedestrians (3.1); 9. Bicyclists (4.1,4.2)

Idaho Walk Bike Alliance will utilize bicycle and pedestrian data to conduct statewide education and awareness efforts that promotes the rules of the road and safety for all road users.

**Bicycle and Pedestrian Safety Program Management**

Project Number	PS-2018-PS-00-00 (S0018PS)	
Benefit to Locals	\$0	
Grantee	OHS	
Grant Amount, Funding Source	\$10,000	402

Support the cost of Program Management to implement and manage the bicycle and Pedestrian Safety highway safety programs.

Project Number	Project Title	Section 402	Total
PS-2018-01	Bicycle and Pedestrian Safety Education, Training and Statewide Services	\$10,000	\$10,000
PS-2018-02	IWBA Bicycle and Pedestrian Safety Paid Media Project	\$10,000	\$10,000
PS-2018-PS	Program Area Management	\$10,000	\$10,000
Program	Total	\$30,000	\$30,000



# OCCUPANT PROTECTION

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. Every occupant should utilize the proper restraints and safety devices. Idaho consistently experiences a percentage higher than the national percentage (50%) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year.

*Goals:*

- Increase the yearly observed seat belt use rate from 81.1% (2011-2015) to 83.0% (2014-2018).
- Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 81 (2011-2015) to 72 (2014-2018).
- Increase youthful driver participation in statewide activity to evaluate and promote increase of their local communities’ seat belt use rate by December 31, 2018.
- Increase seat belt and child passenger safety education and training activities in Hispanic communities by December 31, 2018.
- Increase child passenger safety education and training from two tribal nations to three tribal nations by December 31, 2018.

### Statewide Services Mobilization (High Visibility Enforcement) May 2018

Project Number(s)	OP-2018-EB (SSB18EB State)	
Benefit to Locals	\$125,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$125,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<p><b>OP-2:</b> Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement year round.</p> <p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community- based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p>	



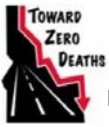
Project Objective(s)	<p>Increase law enforcement agency participation in enforcement campaign from 51 agencies (May 2016) to 56 agencies. See May 2016 CIOT participating agency list.</p> <p>Conduct at least 12,000 hours of safety belt enforcement statewide by June 3, 2018.</p> <p>Average 1.25 contacts per overtime claim hour presented by participating LEAs during HVE.</p> <p>Encourage LEAs in ITD Districts 3 and 4 to participate in mobilization and enforce Idaho OP laws; these are geographic and rural areas where at least 70% of unbelted fatalities occur.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 3.2, 5.1, 6.1)

Funding will be used to engage County and City law enforcement agencies and the Idaho State Police to participate in seat belt enforcement programs targeting roadway segments or local communities with occurrences of unrestrained crashes or evidence of low seat belt use rate. Activities will include saturation patrols, conducting press events, preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some emphasis aimed at the proper use of child passenger safety restraints.

**Paid and Earned Media**

Project Number(s)	M2PE-2018-PM (SOP182P State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$25,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-3:</b> Use a variety of media sources to educate the public about the importance of using occupant protection and child restraints.	
Project Objective(s)	<p>Conduct media campaign during May Mobilization period.</p> <p>Review, update demographics based on crash injuries and fatalities, and focus media campaign and venues in those communities primarily affected by crash data.</p>	
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1)	

Funds will be used for paid advertising during the May CIOT mobilization in the form of billboards, TV and radio messages, and social media. Media will target adults 18 to 34. A secondary target audience will be youths ages 12-17; statistics have shown these demographics are the least likely to buckle up. In addition, radio messages will



be added to target Idaho’s Hispanic communities. If funding is available, a year-long media plan will be implemented; primary form of year-long will be radio live reads.

**Occupant Protection Outreach**

Project Number(s)	M2TR-2018-TR (SOP182T State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$50,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	
Project Objective(s)	Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.  Expand program to include and educate Hispanic community.	
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1, 6.2)	

Funds will be used to promote Idaho’s occupant protection programs (Seat Belt and Child Passenger Safety). Grant funds will be used to develop and/or purchase educational outreach opportunities and materials for Child Passenger Safety technicians and instructors, youth, parents, caregivers, employers, and train law enforcement and public safety responders (Fire, EMS, etc.) about the proper use and importance of occupant protection. Additionally, educational materials may be developed or translated to involve Idaho’s Hispanic community.

**Seat Belt Statewide Services**

Project Number	OP-2018-01 (SSB1801 State)	
Benefit to Locals	\$4,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	



Project Objective(s)	<p>Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Develop and/or purchase educational outreach opportunities and materials for education parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Expand program to include and educate Hispanic community.</p> <p>Provide educational materials to general public at a minimum of two safety outreach events.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1)

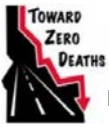
Grant funds will be used to develop and/or purchase educational outreach opportunities and materials for Child Passenger Safety technicians and instructors, employers, youth, parents, caregivers, employers, and train law enforcement and public safety responders (Fire, EMS, etc.) about the proper use and importance of occupant protection. Educational materials (e.g., pamphlets, palm cards) may be developed or translated to involve Idaho’s Hispanic community.

**Annual Occupant Protection Observational Survey**

Project Number	M2OP-2018-2S (SOP182S State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Indirect Cost	Variable	
Grant Amount, Funding Source	\$30,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	
Project Objective(s)	<p>Conduct quality control monitoring at a minimum of nine survey sites in an effort to ensure survey accuracy.</p> <p>Increase the yearly observed seat belt use rate from 81.1% (2011-2015) to 83.0% (2014-2018).</p>	

Develop and initiate occupant protection surveys to gather and evaluate safety restraint use statewide. Conduct quality control monitoring of survey counters at predetermined observation sites; based on 180 observation sites in Idaho’s annual seat belt survey (FFY 2016), five percent equals nine sites.

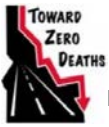




### Program Management – Seat Belt

Project Number(s)	OP-2018-SB (S0018SB State)	
	M2HVE-2018-SB (S1899OP State)	
Benefit to Locals	\$0	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$29,870	402
Grant Amount, Funding Source	\$46,350	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	
Project Objective(s)	Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's occupant protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.	

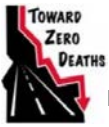
Support the cost of Program Management to implement and manage the Occupant Protection programs.



Project Number	Project Title	Section 402	Section 405b	Total
OP-2018-EB	May CIOT HVE	\$125,000	\$0	\$125,000
M2PE-2018-PM	Paid/Earned Media		\$ 25,000	\$ 25,000
M2TR-2018-TR	Educational Training, Travel		\$ 50,000	\$ 50,000
OP-2018-01	Statewide Services	\$ 10,000		\$ 10,000
M2OP-2018-2S	Observational Survey		\$ 30,000	\$ 30,000
OP-2018-SB	Seat Belt Program Area Mgmt.	\$ 29,870		\$ 29,870
M2HVE-2018-SB	Seat Belt Program Area Mgmt.		\$ 46,350	\$ 46,350
	Total	\$164,870	\$151,350	\$316,220

**Child Passenger Safety Educational Opportunities and Materials**

Project Number(s)	CR-2018-01 (SCR1801 State)	
Benefit to Locals	\$16,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$40,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	

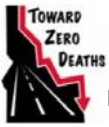


Project Objective(s)	<p>Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Develop and/or purchase educational outreach opportunities and materials for education parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Expand program to include and educate Hispanic community.</p> <p>Distribute educational materials to general public at multiple safety outreach events; primary focus during National Child Passenger Safety Week.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)

This program will make grant funds available to law enforcement agencies and organizations to promote child passenger safety in their local communities. Each sub/grantee will educate parents/caregivers, safety professionals, law enforcement, first responders, child care organizations, etc.; furnish car seat check events year-long and during the National Child Passenger Safety Week; and promote technician certification, recertification and renewal courses. Educational activities may include providing grant-funded child restraints to financially-disadvantaged parents and caregivers.

**Child Passenger Safety Statewide Program**

Project Number(s)	CR-2018-0L (SCR180L State)	
Benefit to Locals	\$20,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>OP-6:</b> Coordinate a statewide child passenger safety program.</p>	

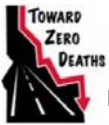


Project Objective(s)	<p>Distribute funding to sub/grantees proportionate to local community child population and demographics.</p> <p>Increase distribution of funding to ensure multiple communities are capable of educating parents and caregivers regarding the importance of properly restraining children.</p> <p>Increase local community participation in National Child Passenger Safety Week.</p> <p>Increase number of CPST training courses from 9 in FFY2016 to 11 in FFY2018.</p> <p>Review counties for technician and instructor numbers, and address those communities with zero or insignificant numbers.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)

This program will make grant funds available to promote and provide technical training, travel, and funding assistance to Idaho’s network of certified Child Passenger Safety Technicians and Instructors. Grant funds will also be used to develop and/or purchase educational outreach opportunities and materials for Child Passenger Safety technicians and instructors, youth, parents, caregivers, employers, and train law enforcement and public safety responders (Fire, EMS, etc.) about the proper use and importance of occupant protection. Educational activities and materials may include purchasing and providing grant-funded child restraints to financially-disadvantaged parents and caregivers. Educational materials (e.g., pamphlets, child restraint cards, WHALE kits) may be developed or translated to involve Idaho’s Hispanic community.

**Paid and Earned Media**

Project Number(s)	M2PE-2018-PM (SOP182P State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$25,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<b>OP-3:</b> Use a variety of media sources to educate the public about the importance of using occupant protection and child restraints.	
Project Objective(s)	<p>Conduct media campaign during National Child Passenger Safety Week.</p> <p>Review, update demographics based on crash injuries and fatalities, and focus media campaign and venues in those communities primarily affected by crash data.</p>	
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.2)	



Funding will be used for paid advertising during the National Child Passenger Week in the form of billboards, radio messages, and social media. Media will target females 18 to 34; statistics have shown these demographics have the highest birthrate in Idaho. In addition, radio messages will be added to target Idaho’s Hispanic communities.

**Child Passenger Safety Restraints**

Project Number(s)	M2CSS-2018-CR (SOP182R State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$15,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>OP-6:</b> Coordinate a statewide child passenger safety program.</p>	
Project Objective(s)	<p>Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Ensure funds are expended for economical child restraints used to educate and distribute to financially-disadvantaged parents and caregivers.</p>	

This program will make grant funds available to the Statewide Child Passenger Safety program sub/grantees to purchase child restraints. Restraints will be used to educate parents and caregivers about the proper use and importance of children being properly restrained.

**Program Management – Child Restraint**

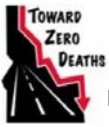
Project Number(s)	CR-2018-CR (S0018CR State)	
Benefit to Locals	\$0	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$18,540	402
Grant Start-up	October 1, 2017	
SHSP Strategy	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p>	
Project Objective(s)	<p>Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho’s occupant protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.</p>	

Support the cost of Program Management to implement and manage the Occupant Protection programs.



### Child Passenger Safety Statewide Coordinator Program

Project Number	M2CPS-2018-2L (SOP182L State)	
Benefit to Locals	N/A	
Grantee	Lemhi County Sheriff's Office	
Indirect Cost	10%	
Grant Amount, Funding Source	\$75,000	405b
Grant Start-up	October 1, 2017	
SHSP Strategy	<p><b>OP-4:</b> Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p><b>OP-6:</b> Coordinate a statewide child passenger safety program.</p>	



Project Objective(s)	<p>Host statewide coordinator position.</p> <p>Coordinator:</p> <ol style="list-style-type: none"> <li>1. Implement and oversee administration, continuity and consistency of CPST courses.</li> <li>2. Oversee educational and training programs to raise awareness of occupant protection, specifically child passenger safety.</li> <li>3. Administer sub/grantee participation in program; secure and compile monthly reports and data.</li> <li>4. Expand program to include and educate Hispanic community.</li> <li>5. Maintain and increase active network of child restraint inspection stations. See Inspection Station spreadsheet.</li> <li>6. Increase number of CPST training courses from 9 in FFY2016 to 11 in FFY2018.</li> <li>7. Increase number of CPS technicians and instructors statewide; focus on those communities with zero or insignificant numbers. See City-County Technician Need spreadsheet.</li> <li>8. Increase seat belt and child passenger safety education and training activities in Hispanic communities.</li> <li>9. Increase child passenger safety education and training from two tribal nations to three tribal nations.</li> </ol>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)

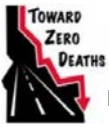
Funds provided Lemhi County (Sheriff's Office) to host the statewide coordinator for Idaho's child passenger safety program. The project also provides for some specific deliverables in the broad categories of education, Child Passenger Safety technician and instructor education and re/certification, the state's educational child restraint program, and activities during Child Passenger Safety Week.



---

Project Number	Project Title	Section 402	Section 405b	Total
CR-2018-01	Educational Opportunities and Materials	\$ 40,000	\$0	\$ 40,000
CR-2018-0L	CPS Statewide Program	\$ 50,000	\$0	\$ 50,000
M2PE-2018-PM	Paid/Earned Media		\$ 25,000	\$ 25,000
M2CSS-2018-CR	Safety Restraints		\$ 15,000	\$ 15,000
CR-2018-CRB	Child Restraint Program Area Mgmt.	\$ 18,540		\$ 18,540
M2CPS-2018-2L	Statewide Coordinator Program		\$ 75,000	\$ 75,000





# YOUTHFUL DRIVERS

Youthful drivers, ages 15 to 19, are overrepresented in Idaho motor vehicle crashes with more than one out of every 5 crashes involving a youthful driver in 2015. This age group was involved in 2.5 times as many crashes as expected. Of the fatal crashes involving youthful drivers, 67% occurred in rural areas, while 71% of all crashes were in urban areas. Drivers in this age group are inexperienced and more likely to feel invincible. In 2015, the economic cost of youthful driver crashes was nearly \$728 million dollars and represented 19% of the total cost of crashes.

*Goals:*

- Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 29 (2011-2015) to 26 (2014-2018).

**Alive at 25**

*Goal:*

Increase young adult defensive driving class completions by 10 percent. Students completing the class in 2016 totaled 3,626. Increase the completions to 4,000 by September 30, 2018.

Project Number	TSP-2018-02	SYD1802
Benefit to Locals	\$30,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$ 75,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy Y-2	Evaluate Alive at 25 or similar defensive driver awareness training courses. Based on results, recommend expansion of the program, or implementation of another program, to increase participation across Idaho.	
Project Objective	Through a combination of education and enforcement-based programs, the focus will be on reducing youth-involved traffic crash fatalities, serious injuries and economic losses in Idaho.	
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 6: Young Drivers, 2 Driver Education, 2.2 Post-licensure driver education	

Funding will support the research and evaluation of youthful driver post-driver training defensive driver instruction, and provide training and law enforcement instructors to conduct the presentations. Positive class evaluations from participating young adults and parental feedback will be part of demonstrating and measuring value.



**Teen Website**

*Goal:*

Increase the number of visits to the teen driver website by 10 percent. In FFY 2016 there were 8,041 visits to [www.idahoteendriving.org](http://www.idahoteendriving.org). Increase the visits to 8,845 in FFY 2018

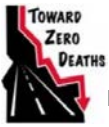
Project Number	TSP-2018-04	SYD1804
Benefit to Locals	\$8,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy Y-1	Develop and implement statewide, community-based grassroots and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.	
Project Objective	Reinforce traffic safety messages through the teen website with current written media articles, research, statistics, and links to opportunities for youthful drivers to participate in creating videos and media for their peers.	
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 6: Young Drivers, 2 Driver Education, 2.2 Post-licensure driver education	

Funding will support web-hosting and contractor updates to the website.

**Program Management**

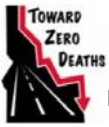
Project Number	TSP-2018-YD	S0018YD
Benefit to Locals	\$0	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$40,170	402
Grant Start-up	October 1, 2017	
SHSP Strategy Y-1	Develop and implement statewide, community-based grassroots and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.	
Project Objective	Provide funding to effectively develop and coordinate programs directed at reducing youth-involved traffic crash fatalities, serious injuries and economic losses in Idaho.	

Funding will provide development and support to implement and manage youthful driver projects.



---

Project Number	Project Title	Section 402	Total
TSP-2018-02	Alive at 25	\$ 75,000	\$ 75,000
TSP-2018-04	Teen Website	\$ 20,000	\$ 20,000
TSP-2018-YD	Youth Program Area Mgmt.	\$ 40,170	\$ 40,170
	Total	\$135,170	\$135,170



# COMMUNITY TRAFFIC SAFETY PROGRAM

Distracted driving is inattention that occurs when drivers divert their attention away from the driving task to focus on other activity instead. The distracting tasks can affect drivers in different ways and can be categorized into one of the following types: visual, manual and cognitive distractions.

*Goals:*

- Decrease the 5-year average number of distracted driving fatalities from 43 in 2011-2015 to 40 or fewer by 2014-2018.
- Decrease the 5-year VMT fatality rate in 2011-2015 from 1.17 to 1.14 or less by 2014-2018.
- Decrease the 5-year average number of serious injuries from 1,294 in 2011-2015 to 1,239 or fewer by 2014-2018.

### Highway Safety Summit

Project Number	CP-2018-01-00-00 (SCP1801 State)	
Benefit to Locals	\$19,995	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$49,550	402
Grant Start-up	October 1, 2017	
SHSP Strategy	The following strategies include education elements: A-2, D-2, I-6, OP-3, MD-3, M-6, Y-2, Y-4, CMV-1, INT-4, L-3	
Project Objective	Conduct the Annual Highway Safety Summit on April 10-11, 2018, in Twin Falls, Idaho. Summit will include training and education opportunities for highway safety 4E partners and stakeholder.	

Offer a statewide Highway Safety Summit designed to foster discussion and interaction between presenters and participants and provide an educational opportunity for law enforcement, advocates, prosecutors and other partners in highway safety.

### Law Enforcement Liaison Program

Project Number	CP-2018-02-00-00 (SCP1802 State)	
Benefit to Locals	\$24,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$60,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy		

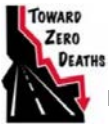
Project Objective	<p>One Law Enforcement Liaison for each of the 6 Transportation Districts to promote NHTSA priority programs and provide ongoing technical assistance at the community level.</p> <p>Increase law enforcement agency HVE participation for each district.</p> <p>Conduct a “One Team” event for each district in coordination with the July 4<sup>th</sup> HVE impaired driving campaign.</p>
-------------------	---

Provide funding to one law enforcement agency from each of the six Idaho Transportation District for a Law Enforcement Liaison (LEL) representative to create a network for LEL’s to promote NHTSA priority programs and provide ongoing technical assistance to the community level. The LEL program also promotes the number of law enforcement agencies that participate in the statewide traffic enforcement mobilizations as well as maintain law enforcement agency relationships and facilitates the development and promotion of highway safety programs and officers in Idaho.

**Idaho Highway Safety Coalition**

Project Number	CP-2018-03-00-00 (SCP1803 State)	
Benefit to Locals	\$2,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy	The following strategies include work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about highway safety issues: A-3, D-4, I-6, OP-4, BP-4, M-2, Y-1, CMV-3, & L-3.	
Project Objective	<p>Coordinate no less than 10 educational programs with the stakeholders regarding priority safety focus areas.</p> <p>Sustain a statewide highway safety youth coalition.</p>	

Sustain a coalition to organize and generate support for the behavioral focus areas as established by the Strategic Highway Safety Plan. Include agencies and organizations that are representative of the state’s demographic composition. Provide educational programs to schools and local employers; partnering with local organizations to address identified safety focus areas; assisting enforcement agencies to target local problems based on crash data; provide outreach and education on a variety of traffic safety issues to local counties, cities and jurisdictions.

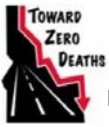


**Program Area Management**

Project Number	DD-2018-CP-00-00 (S0018CP State)	
Benefit to Locals	\$0	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$48,410	402
Grant Start-up	October 1, 2017	

Support the cost of Program Management to implement and manage the highway safety programs.

Project Number	Project Title	Section 402	Total
CP-2018-01	Highway Safety Summit	\$49,550	\$49,550
CP-2018-02	Law Enforcement Liaison Program	\$60,000	\$60,000
CP-2018-03	Idaho Highway Safety Coalition	\$5,000	\$5,000
CP-2018-CP	Community Program Area Management	\$48,410	\$48,410
	Total	\$99,570	\$99,570



# COMMUNICATIONS and MEDIA

Communications are initiated by the Office of Highway Safety 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 go through the Idaho Transportation Department (ITD) communications department. The OHS also initiates and coordinates PSA recordings, interview opportunities, and press conferences. The OHS maintains a Twitter, Facebook, and Instagram account. The ITD maintains a YouTube channel that includes numerous traffic safety videos and our media buy videos.

*Goals:*

- Decrease the 5-year average number of distracted driving fatalities from 43 in 2011-2015 to 40 or fewer by 2014-2018.
- Decrease the 5-year VMT fatality rate in 2011-2015 from 1.17 to 1.14 or less by 2014-2018.
- Decrease the 5-year average number of serious injuries from 1,294 in 2011-2015 to 1,239 or fewer by 2014-2018.

### Paid Media

Project Number	PM-2018-01-00-00 (SPM1801 State)	
Benefit to Locals	\$100,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$250,000	402
Grant Start-up	October 1, 2017	
SHSP Strategy D-2, A1, I-9, OP-3	Continue communication campaigns using all media sources to educate the public to promote attentive driving	
Project Objective	Develop, produce and disseminate public information materials to be used to educate the public regarding distracted driving.  Support outreach efforts including the use of educational materials.	

Funding for development and placement of media for the general public or focused audiences and demographics to raise awareness and change behavior in an effort to reduce fatalities, injuries and economic losses in traffic crashes in all focus areas as determined by OHS’s SHSP.

### Media Survey/Public Opinion Poll

Project Number	PM-2018-02-00-00 (SPM1802 State)	
Benefit to Locals	\$10,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$25,000	402

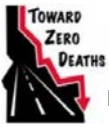


Grant Start-up	October 1, 2017
SHSP Strategy D-3	Continue multi-agency statewide high visibility enforcement campaigns.
Project Objective	Contract with the University of Idaho to conduct a public opinion poll using sound scientific polling strategies.

Funding provides contractor technical fees and services to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations regarding valuable information about driving behavior in the State of Idaho. The information gathered is utilized in raising awareness and effecting behavioral changes to eliminate death and serious injuries in traffic crashes.

<b>402 Paid Media</b>	<b>Budget</b>
Occupant Protection	\$ 80,000
Aggressive Driving	\$ 80,000
Impaired Driving	\$ 80,000
Distracted Driving	\$ 4,000
Motorcycle	\$ 3,000
Bicycle and Pedestrian Safety	\$ 3,000





# 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 by: 1) Maintaining and enhancing the crash collection from law enforcement through IMPACT (eIMPACT); 2) Maintaining and enhancing the WebCARS analysis software; 3) Responding to user requests for changes within the eIMPACT and WebCARS software; 4) Maintaining and enhancing high crash locations, crash causation and roadway characteristics; 5) Identifying safety corridors with data-driven support for infrastructure safety improvements on Idaho roadways; and 6) Addressing recommendations noted in the latest Traffic Records Assessment, and the TRCC created Idaho Traffic Record Systems Strategic Plan (ITRSSP), to improve data in the traffic record systems for timeliness, completeness, accuracy, accessibility, uniformity and integration.

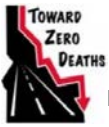
*Goals:*

- Reduce the five-year average number of fatalities by 3 percent from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average number of serious injuries by 4 percent from 1,294 (2011-2015) to 1,239 (2014-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.19 (2011-2015) to 1.14 (2014-2018).

**Traffic Records Data and Roadway Safety Analysis for eCitation**

	TS-2018-01	STR1801
	RS-2018-01	SRS1801
Benefit to Locals	\$28,000	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$ 35,000	402 (STR1801)
	\$ 35,000	402 (SRS1801)
Grant Start-up	October 1, 2017	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Provide funding to enhance the linkage and timely analysis for citation data use and information reporting.	

These funds will go toward the improvement of eImpact and for WebCARS.



**Traffic Records Coordinating Committee (TRCC) Data Improvement Projects:**

*Goal:*

*Develop and implement three projects within the six traffic records system for deficiencies noted in the 2016 Traffic Records System, to implement changes and show improvement of traffic safety data within the system(s).*

Project Number	K9-2018-01	SK91801
	M3DA-2018-01	SKD1801
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$250,000	408 (SK91801)
	\$531,000	405c (SKD1801)
Grant Start-up	October 1, 2017	
SHSP Strategy	Provide timeliness and accuracy of data collection, analysis processes and accessibility for traffic record systems data distribution.	
Project Objective	Improve timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record systems of Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance.	

**Statewide Citation Electronic Record System (SCERS)**

*Goal:*

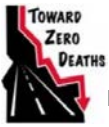
*Improve timeliness for the reducing the average number of days from a citation issuance to the date the citation is available in the database by implementing a statewide electronic citation system.*

C/A-T-1: Calculate the baseline mean number of days from (a) the date a citation is issued by the lead agency to (b) the date the citation is entered into the statewide citation repository database to determine the average number of days from citation issuance to the date it is available in the database..

After implementation of the statewide electronic citation system, the lead agency will calculate the mean number of days from (a) the date a citation is issued by the lead agency to (b) the date the citation is entered into the statewide citation repository database.

Divide the baseline calculated by the after-implementation calculated to determine the percentage of decrease or increase on the average number of days from citation issuance to when the citation is available in the database.

Project Number	K9-2018-02	SK91802
	M3DA-2018-02	SKD1802
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS) and Idaho State Police	
Grant Amount, Funding Source	\$1,000,000	408
	\$1,200,000	405c
Grant Start-up	October 1, 2017	



SHSP Strategy	Implement a uniform statewide electronic citation system to improve the timeliness of citation availability and accessibility for law enforcement agencies. Priority will be provided to agencies without an electronic citation system.
Project Objective	Implement the Meridian software platform for the statewide electronic citation system in agencies that have not yet installed a system to improve citation data timeliness and accuracy.

Funding will be provided for equipment and installation costs to implement the Meridian software platform electronic citation system.

**Mobile Automated Traffic Recorders (Mobile ATR)**

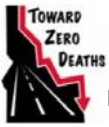
*Goal:*

*Collect seven-day data on roads where there are no permanent automatic traffic recorder (ATR) sites.*

R-C-3: Calculate the total road miles with no seven-day repetitive counts to determine the monthly average daily traffic (MADT)

With the mobile ATR, collect the seven-day repetitive counts for MADT. Divide the number of federal aid, non-state highway locations of MADT collection with mobile ATR by the number of locations of all ATRs over the last five years.

Project Number	M3DA-2018-04 SKD1804	
Benefit to Locals	No	
Grantee	ITD Roadway Data	
Grant Amount, Funding Source	\$105,000	405(c)
Grant Start-up	October 1, 2017	
Strategy	Utilize mobile ATR to improve the completeness of accurate volumes on lower level and non-state highway system routes for determining growth and seasonal factors, etc.	
Project Objective	Provide funding for mobile Automated Traffic Recorder (ATR) equipment for gathering data to be used for a more complete view of Idaho’s traffic data, particularly on non-state highway routes and some rural state highways. The mobile nature will allow ITD to gather different location data in the future.	



Project Number	Project Title	Section 402	Section 408	Section 405c	Total
TS-2018-01	Traffic Records Data Collection	\$ 35,000			\$ 35,000
RS-2018-01	Roadway Safety Analysis	\$ 35,000			\$ 35,000
K9-2018-01 M3DA-2018-01	TRCC Data Improvement		\$ 250,000	\$ 531,000	\$ 781,000
K9-2018-02 M3DA-2018-02	Statewide eCitation		\$1,000,000	\$1,200,000	\$2,200,000
M3DA-2018-04	Mobile Vehicle Traffic Recorders	\$105,000			\$ 105,000
TR-2018-TR	Traffic Records Program Area Mgmt.	\$ 30,900			\$ 30,900
	Total	\$205,900	\$1,250,000	\$1,731,000	\$3,186,900



# 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 40-408, the Idaho Traffic Safety Commission (ITSC) was created; and Idaho Statute 40-409 stipulates ITSC duties.

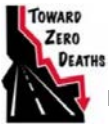
*Goals:*

- Reduce the five-year average number of fatalities by 3 percent from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average number of serious injuries by 4 percent from 1,294 (2011-2015) to 1,239 (2014-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.19 (2011-2015) to 1.14 (2014-2018).

### Planning and Administration

Project Number(s)	PA-2018-PA (S0018PA State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$145,000	402
Grant Start-up	October 1, 2017	
Project Objective(s)	<p>Provide planning, coordination, financial aspects, and general administration of the entire HSP and other areas related to the highway safety process.</p> <p>Provide policy and procedures, program administration, and personnel guidance for the Office of Highway Safety.</p>	

Funding supports the cost of Program Management to implement and manage the highway safety programs.

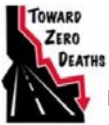


# FFY 2018 FUNDING PLAN

Federal Aid Proj #	Program	Program Name	HSP Budget	Match	MOE
PA-2018-PA-00-00	S0018PA	PLANNING & ADMINISTRATION	\$ 145,000.00	\$ 36,250.00	\$0
AL-2018-AL-00-00	S0018AL	AL PROGRAM AREA MGMT	\$ 27,810.00	\$ 6,750.00	\$0
CP-2018-CP-00-00	S0018CP	CP PROGRAM AREA MGMT	\$ 48,410.00	\$ 11,850.00	\$0
CR-2018-CR-00-00	S0018CR	CR PROGRAM AREA MGMT	\$ 18,540.00	\$ 4,500.00	\$0
DD-2018-DD-00-00	S0018DD	DISTRACTED DRIVING PROGRAM AREA MGMT	\$ 19,570.00	\$ 4,750.00	\$0
MC-2018-MC-00-00	S0018MC	MC PROGRAM AREA MGMT	\$ 16,480.00	\$ 4,000.00	\$0
PS-2018-PS-00-00	S0018PS	BIKE/PED PROG AREA MGMT	\$ 10,000.00	\$ 3,500.00	\$0
PT-2018-PT-00-00	S0018PT	PT PROGRAM AREA MGMT	\$ 41,200.00	\$ 10,000.00	\$0
OP-2018-SB-00-00	S0018SB	OP PROGRAM AREA MGMT	\$ 29,870.00	\$ 7,250.00	\$0
TS-2018-TR-00-00	S0018TR	TR PROG AREA MGMT	\$ 30,900.00	\$ 7,500.00	\$0
TSP-2018-YD-00-00	S0018YD	YD PROGRAM AREA MGMT	\$ 40,170.00	\$ 9,750.00	\$0
AL-2018-01-00-00	SAL1801	ALCOHOL STATEWIDE SVC	\$ 20,000.00	\$ 8,250.00	\$0
CP-2018-01-00-00	SCP1801	HIGHWAY SAFETY SUMMIT	\$ 49,550.00	\$ 12,500.00	\$0
CP-2018-02-00-00	SCP1802	LAW ENFORCEMENT LIAISONS	\$ 60,000.00	\$ 10,000.00	\$0
CP-2018-03-00-00	SCP1803	HIGHWAY SAFETY COALITION / SHSP	\$ 5,000.00	\$ 2,500.00	\$0
CR-2018-01-00-00	SCR1801	CHILD RESTRAINT STATEWIDE SVC	\$ 40,000.00	\$ 10,000.00	\$0
CR-2018-0L-00-00	SCR180L	CPS STATEWIDE PROGRAM SUB/GRANTEES	\$ 50,000.00	\$ 12,500.00	\$0
DD-2018-01-00-00	SDD1801	DISTRACTED DRIVING STATEWIDE SVC	\$ 10,000.00	\$ 5,750.00	\$0
DD-2018-02-00-00	SDD1802	DISTRACTED DRIVING HVE	\$ 70,000.00	\$ 19,250.00	\$0
PT-2018-11-00-00	SPT1811	NAMPA PD	\$ 15,000.00	\$ 3,000.00	\$0
PT-2018-08-00-00	SPT1808	IDAHO FALLS PD	\$ 10,000.00	\$ 2,000.00	\$0
PS-2018-02-00-00	SPS1802	IDAHO WALK/BIKE ALLIANCE	\$ 10,000.00	\$ 2,000.00	\$0
MC-2018-01-00-00	SMC1801	MOTORCYCLE SAFETY STATEWIDE SVC	\$ 20,000.00	\$ 12,500.00	\$0

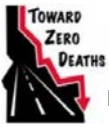


MC-2018-02-00-00	SMC1802	STAR COMMUNICATION & TRAINING PROJECT	\$ 12,000.00	\$ 4,000.00	\$0
MC-2018-10-00-00	SMC1810	MOTORCYCLE SAFETY TRAINING & EDUCATION	\$ 5,000.00	\$ 1,250.00	\$0
PM-2018-01-00-00	SPM1801	402 PAID MEDIA	\$ 250,000.00	\$ 62,500.00	\$0
PM-2018-02-00-00	SPM1802	MEDIA SURVEY/ PUBLIC OPINION POLL	\$ 25,000.00	\$ -	\$0
PS-2018-01-00-00	SPS1801	BICYCLE AND PEDESTRIAN SAFETY STATEWIDE SVC	\$ 10,000.00	\$ 2,200.00	\$0
PT-2018-01-00-00	SPT1801	AGGRESSIVE DRIVING STATEWIDE SVC	\$ 10,000.00	\$ 2,500.00	\$0
PT-2018-02-00-00	SPT1802	AGGRESSIVE DRIVING HVE	\$ 150,000.00	\$ 50,000.00	\$0
PT-2018-03-00-00	SPT1803	MERIDIAN PD MC STEP GRANT YR3	\$ 31,500.00	\$ 25,800.00	\$0
PT-2018-04-00-00	SPT1804	LEWISTON PD STEP YR2	\$ 43,500.00	\$ 37,500.00	\$0
PT-2018-05-00-00	SPT1805	COEUR D'ALENE PD STEP GRANT YR3	\$ 25,000.00	\$ 48,000.00	\$0
PT-2018-06-00-00	SPT1806	MINI GRANT PROGRAM	\$ 150,000.00	\$ 25,000.00	\$0
PT-2018-07-00-00	SPT1807	TWIN FALLS CSO ENFORCEMENT GRANT	\$ 10,500.00	\$ 2,625.00	\$0
PT-2018-09-00-00	SPT1809	IDAHO STATE POLICE	\$ 300,000.00	\$ 75,000.00	\$0
PT-2018-10-00-00	SPT1810	AGGRESSIVE DRIVING EDUCATION & TRAINING SUPPORT	\$ 5,000.00	\$ 1,250.00	\$0
RS-2018-01-00-00	SRS1801	ROADWAY SAFETY SWS - WEBCARS	\$ 35,000.00	\$ 8,000.00	\$0
OP-2018-01-00-00	SSB1801	OCCUPANT PROTECTION STATEWIDE SVC	\$ 10,000.00	\$ 500.00	\$0
OP-2018-EB-00-00	SSB18EB	SEAT BELT MAY HVE (CIOT)	\$ 125,000.00	\$ 27,500.00	\$0
TS-2018-01-00-00	STR1801	TRAFFIC RECORDS SWS - E-IMPACT	\$ 35,000.00	\$ 10,000.00	\$0
TSP-2018-02-00-00	SYD1802	ALIVE AT 25	\$ 75,000.00	\$ 15,000.00	\$0
TSP-2018-04-00-00	SYD1804	TEEN WEBSITE	\$ 20,000.00	\$ -	\$0
164AL-2018-01-00-00	S641801	Multi Agency DUI TASK FORCE /Special HVE	\$ 150,000.00		\$0
164AL-2018-00-00-00	S641802	164 INTERLOCK PROGRAM	\$10,000.00		\$0
164AL-2018-03-00-00	S641803	DUI COURTS	\$100,000.00		\$0
164AL-2018-04-00-00	S641804	Impaired Driving Task Force	\$297,850.00		\$0
164AL-2018-05-00-00	S641805	Statewide Impaired Driving Program	\$225,000.00	\$62,500.00	\$0
M2HVE-2018-SB-00-00	S1899OP	PAM 405(b) OCCUPANT PROTECTION	\$46,350.00	\$11,250.00	\$0
M5HVE-2018-ID-00-00	S1899ID	PAM 405(d) Impaired Driving	\$61,800.00	\$6,250.00	\$0



M5CS-2018-02-00-000	SID1802	<b>TSRP - Traffic Safety Resource Prosecutor</b>	\$265,000.00	\$51,500.00	\$0
M5SID-2018-03-00-00	SID1803	<b>State Impaired Driving Coordinator (SIDC)</b>	\$236,000.00	\$56,500.00	\$0
M5PEM-2018-04-00-00	SID1804	<b>Impaired Motorcycle Driver Paid Media</b>	\$50,000.00	-	\$0
M5OT-2018-21-00-00	SID1821	<b>Underage Drinking Enforcement/ABC Training</b>	\$75,000.00		\$0
M5TR-2018-22-00-00	SID1822	<b>Idaho Toxicology LC-MS-MS</b>	\$400,000.00	\$39,000.00	\$0
M5HVE-2018-EB-00-00	SID18EB	<b>Dec/Jan High Visibility Enforcement</b>	\$100,000.00	\$25,000.00	
M5HVE-2018-EC-00-00	SID18EC	<b>Mar High Visibility Enforcement</b>	\$100,000.00	\$25,000.00	
M5HVE-2018-ED-00-00	SID18ED	<b>July High Visibility Enforcement</b>	\$100,000.00	\$25,000.00	
M5HVE-2018-EE-00-00	SID18EE	<b>Labor Day High Visibility Enforcement</b>	\$100,000.00	\$25,000.00	
M5PEM-2018-PM-00-00	SID18PM	<b>405(d) Paid Media</b>	\$420,000.00	\$0.00	
M3DA-2018-01-00-00	SKD1801	<b>TRCC</b>	\$531,000.00	\$76,250.00	
M3DA-2018-02-00-00	SKD1802	<b>eCitation</b>	\$1,200,000.00	\$110,000.00	
M3DA-2018-04-00-00	SKD1804	<b>Mobile Vehicle Traffic Counters</b>	\$105,000.00	\$26,250.00	
M9MA-2018-02-00-00	SMA1802	<b>Motorcycle Safety Paid Media</b>	\$35,000.00	\$18,400.00	
M2CPS-2018-2L-00-00	SOP182L	<b>LEMHI CSO CPS STATEWIDE COORDINATOR</b>	\$ 75,000.00	\$ 36,000.00	
M2PE-2018-PM-00-00	SOP182P	<b>405(b) OCCUPANT PROTECTION PAID MEDIA</b>	\$50,000.00	\$50,000.00	
M2CSS-2018-CR-00-00	SOP182R	<b>CHILD RESTRAINT PURCHASES</b>	\$ 15,000.00	\$3,500.00	
M2OP-2018-2S-00-00	SOP182S	<b>SEAT BELT SURVEY</b>	\$30,000.00	\$0.00	
M2TR-2018-TR-00-00	SOP182T	<b>OCCUPANT PROTECTION OUTREACH</b>	\$50,000.00	\$31,000.00	
M5SP-2018-01-00-00	SSP1801	<b>24/7 Sobriety Program</b>	\$35,000.00	\$0.00	
K9-2018-01-00-00	SK91801	<b>408 TRCC</b>	\$250,000.00		
K9-2018-02-00-00	SK91802	<b>408 STATEWIDE E-CITATION</b>	\$1,000,000.00	\$262,500.00	





## **SECTION 405 GRANT PROGRAM**

For FFY 2018, Idaho is applying for the following 405 incentive grant programs:

- Occupant Protection
- Traffic Safety Information System Improvements
- Impaired Driving Countermeasures
- Motorcyclist Safety
- 24/7 Sobriety Program

The 405 applications and the accompanying documentation will be sent separately to NHTSA.