



IDAHO OFFICE OF HIGHWAY SAFETY
Idaho Transportation Department

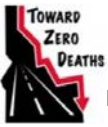
FFY 2017

Idaho Highway Safety Plan



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EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, “each State shall have a highway safety program approved by the Secretary, designed to 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) 2017 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.

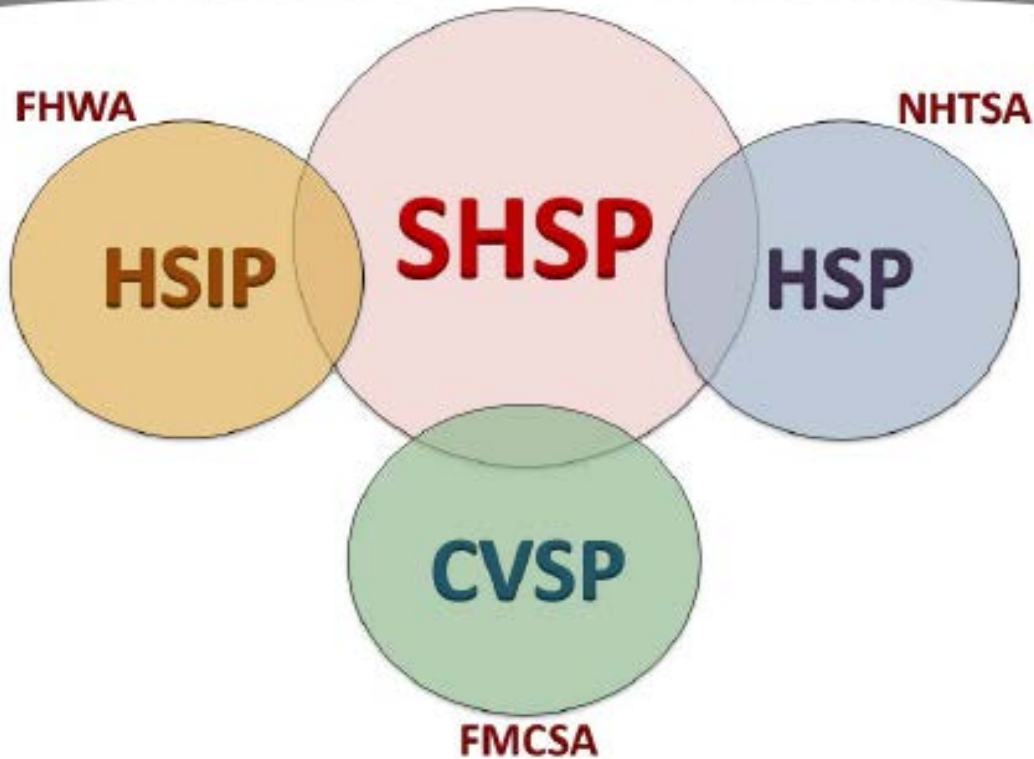
Establishing Goals and Performance Measures

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

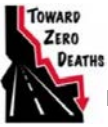


The goals are determined by examining the trend of past data to determine likely future performance. The OHS tries to set goals that are aggressive, but also reasonable. An updated set of goals with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2015 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 Intersection (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. 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

John Tomlinson	Highway Safety Manager
Mary Burke	Grants Contract Officer for Impaired Driving, Ignition Interlock
Josephine Middleton	Grants Contract Officer for Aggressive Driving, Motorcycle Safety, Bicycle & Pedestrian Safety, Distracted Driving
Lisa Losness	Grants Contracts Officer for Strategic Highway Safety Plan Coordinator, Emergency Medical Services, Law Enforcement Liaisons, Community Projects
Margaret Goertz	Grants Contracts Officer for Youthful Driver, Alive at 25, Traffic Records/Roadway Safety, Highway Safety Kids Calendar
Sherry Jenkins	Grants Contracts Officer for Occupant Protection, Child Passenger Safety
Steve Rich	Research Analyst Principal
Kelly Campbell	Research Analyst Principal
Deborah Dorius	FARS(Fatality Analysis Reporting System) Analyst and Office Specialist 2
Matthew Leppell	Financial Specialist
Judy Helm	Crash Data Records and Office Specialist 2
Carol Schubach	Crash Data Records and Office Specialist 2
Kristin Weldin	Law Enforcement Trainer and Transportation Records Specialist 1
Eva Escalante	Administrative Assistant

**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 and funding ranges. The ITSC votes to accept the Idaho focus areas and approve the targeted funding ranges anticipated to be programmed for the next year.



ITSC Funding Ranges Approved October 2015

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

The approved funding ranges serves as the guidance on the Section 402 planning. The funding for each focus area should fall between the funding ranges. ‘Other’ category is for grants that would be funded but does not fit in one of the specified focus areas or to fund community projects such as the Law Enforcement Liaisons program and the annual Highway Safety Summit. Police Traffic Services and Paid Media now include multi-focus traffic safety programs. Although the new strategy appears to skew the percentage of target ranges, the overall effect is still within those target funding ranges approved by the ITSC.

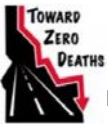
To continuously progress to be the best transportation department in the nation, ITD recently experienced an organizational realignment; as a result, both the Safe Routes to School (SRTS) and Statewide Bicycle and Pedestrian programs are currently managed by ITD Office of Public Transportation, which manages public transportation programs. In addition, Transportation Alternatives Program which includes Safe Routes to School and is a current program which provides funding to a community encouraging transportation alternatives. These three programs put great emphasis on planning and building bicycle and pedestrian facilities, and providing bicycle and pedestrian education and safety information, training, and materials for dissemination to the public.

To justify the amount of funds OHS dedicates to bicycle and pedestrian safety, we determine the size of the problem by analyzing the rate of pedestrian and bicyclist fatalities and serious injuries. Idaho has a relatively low rate of bicycle and pedestrian fatal and serious injuries; therefore, OHS funds the Bicycle and Pedestrian program at a minimum using NHTSA Section 402 funds. OHS will continue working in partnership with the other ITD bicycle and pedestrian programs, and with the SHSP Bicycle/Pedestrian emphasis team, to support pedestrian and bicycle safety in Idaho.

Project Selection and Development

The annual project selection process begins by notifying state and local public agencies involved in traffic- related activities of the availability of grant funds. A Grant Application notice, reflecting the focus areas considered for funding, is released in December. The Grant Application notice invites applicants to submit grant applications by the end of January. Copies of the Grant Application notice and instructions are provided in the Appendix 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.

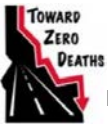
In Idaho, the project selection process for NHTSA-funded grants is guided by data analysis supporting the effective countermeasures for specific emphasis areas. In the case of a few established proven effective countermeasures, innovative countermeasures are utilized on those areas that demonstrate evidence 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)

As required by MAP-21, the states must submit a HSP with programs that are supported by data driven strategies. Idaho has adopted this concept through the implementation of its 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.

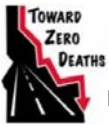
To support the overall safety goal, the SHSP is a fundamental guiding document for eleven Focus Area Groups. The SHSP and participants of the eleven Focus Area Groups integrate the four E’s (engineering, education, enforcement, and emergency response) to meet Idaho’s goal in eliminating highway fatalities 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:

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



Timeline: Annual Highway Safety Planning Calendar

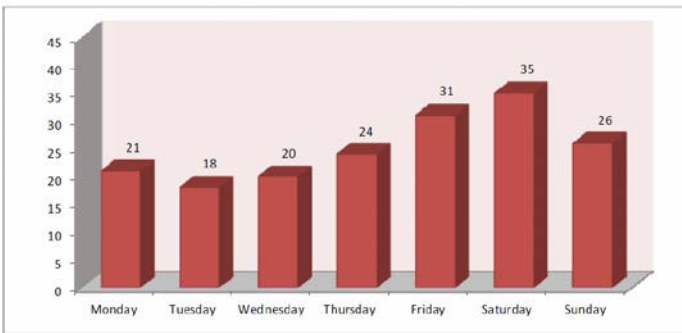
MONTH	ACTIVITIES
SEPTEMBER	Traffic safety problem identification
OCTOBER	OHS planning sessions and ITSC planning meeting and action
DECEMBER	Grant application notice is disseminated
JANUARY	Grant application period begins
MARCH	Grant application period ends Draft Highway Safety Plan to be completed in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

Evidence-Based Traffic Safety Enforcement Program

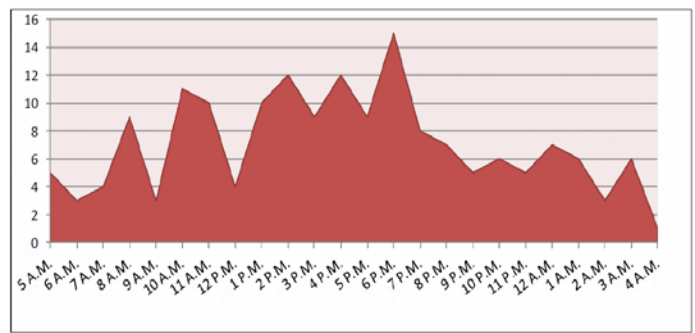
Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve the goal of zero deaths. Traffic enforcement mobilization is a format for the OHS to fund High Visibility Enforcement (HVE) during specified emphasis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

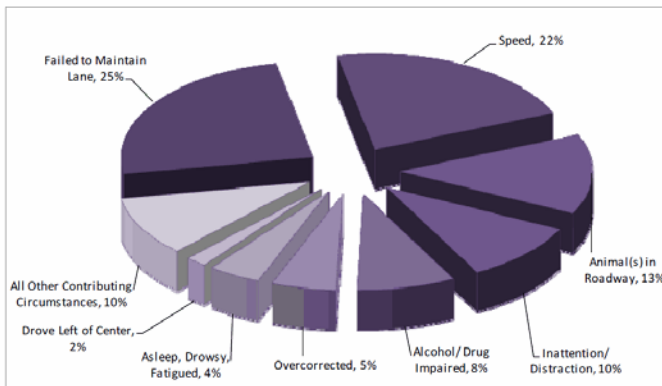
Fatal Crashes by Day of the Week: 2014



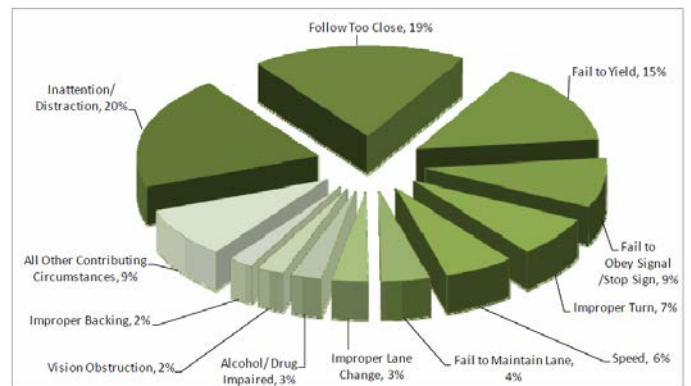
Fatal Crashes by Time of Day: 2014



Single-Vehicle Crashes - Contributing Circumstances: 2014



Multiple-Vehicle Crashes - Contributing Circumstances: 2014



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



High Visibility Enforcement / Traffic Safety Enforcement Mobilizations

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

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

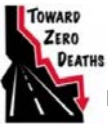
The OHS conducts these specific HVE/Mobilizations:

- **Impaired Driving Mobilizations:** November, December - January (to coincide with NHTSA Impaired Driving campaign, December 23 – January 1st), March (to coincide with St. Patrick’s Day), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).
- **100 to Zero:** During the summer months, traffic crash fatality frequency is over-represented. The primary focus of the *100 to Zero* mobilization is Aggressive Driving, with a secondary focus on Distracted Driving, which are two of the top contributing circumstances in all fatal and injury crashes.
- **Seat Belt Mobilizations:** November Buckle Up America over the Thanksgiving holiday and May Click It or Ticket (to coincide with NHTSA national campaign).

FY2017 HVE Mobilization Schedule	Dates
December/January (<i>Holiday Season</i>)	Dec 15, 2016 - Jan. 3, 2017
March (<i>St. Patrick’s Day</i>)	March 12 - 20, 2017
4th of July	June 24 – July 6, 2017
Labor Day	Aug. 26 – Sept. 5, 2017
Seat Belt (<i>Buckle up America</i>)	Nov 17 - 27, 2016
Seat Belt (<i>Click it or Ticket</i>)	May 22 - June 4, 2017
100 to Zero (<i>Aggressive/Distracted</i>)	June 15 – 25, 2017
100 to Zero (<i>Aggressive/Distracted</i>)	July 14 - 24, 2017
100 to Zero (<i>Aggressive/Distracted</i>)	Aug. 11 - 21, 2017

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
Mark Zandhuisen, Clinical Operations Captain, Bonner County EMS

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



-
- C1** – Reduce the five-year average number of fatalities from 192 (2010-2014) to 191 (2012-2016).
 - C2** – Reduce the five-year average number of serious injuries from 1,303 (2010-2014) to 1,263 (2012-2016).
 - C3** – Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.20 (2010-2014) to 1.17 (2012-2016).
 - C4** – Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 76 (2010-2014) to 74 (2012-2016).
 - C5** – Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 57 (2010-2014) to 55 (2012-2016).
 - C6** – Reduce the five-year average number of fatalities resulting from crashes involving speeding from 54 (2010-2014) to 52 (2012-2016).
 - C7** – Reduce the five-year average number of motorcyclists killed from 23 (2010-2014) to 22 (2012-2016).
 - C8** – Maintain the five-year average number of motorcyclists killed that were not wearing helmets at 12.
 - C9** – Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 29 (2010-2014) to 27 (2012-2016).
 - C10** – Reduce the five-year average number of pedestrians killed by motor vehicles from 12 (2010-2014) to 11 (2012-2016).
 - 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 80.2% (2010-2014) to 82.2% (2012-2016).
 - I1** – Reduce the five-year average number of fatalities resulting from distracted driving from 45 (2010-2014) to 42 (2012-2016).
 - I2** – Reduce the five-year average number of drivers, 65 years old and older, involved in fatal crashes from 38 (2010-2014) to 36 (2012-2016).
 - I3** – Reduce the five-year average number of fatalities resulting from commercial motor vehicle crashes from 23 (2010-2014) to 22 (2012-2016).
 - I4** – Reduce the five-year average number of fatalities resulting from single-vehicle run off the road crashes from 101 (2010-2014) to 99 (2012-2016).
 - I5** – Reduce the five-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes from 30 (2010-2014) to 27 (2012-2016).
 - I6** – Maintain the five-year average number of fatalities resulting from intersection-related crashes of 36.

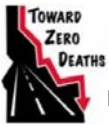
Idaho Performance Measures* - 5 Year Moving

Core Outcome Measures	5 Year Moving Averages																
	1996-2000	1997-2001	1998-2002	1999-2003	2000-2004	2001-2005	2002-2006	2003-2007	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014		
Traffic Fatalities																	
Total (C-1)	267	267	268	274	270	270	272	269	257	250	237	217	204	200	192		
Rural	233	233	230	231	226	222	218	216	203	196	185	172	162	161	156		
Urban	34	34	38	43	45	48	53	54	54	55	53	45	42	39	36		
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Serious Injuries																	
Total (C-2)	1,826	1,778	1,749	1,706	1,674	1,690	1,705	1,716	1,695	1,642	1,559	1,480	1,377	1,329	1,303		
Fatalities Per 100 Million VMT																	
Total (C-3)	2.00	1.97	1.94	1.96	1.91	1.87	1.86	1.80	1.70	1.63	1.53	1.39	1.29	1.26	1.20		
Rural	2.70	2.69	2.62	2.62	2.56	2.49	2.44	2.37	2.22	2.12	1.99	1.84	1.74	1.72	1.67		
Urban	0.72	0.70	0.75	0.82	0.84	0.87	0.94	0.91	0.90	0.90	0.85	0.72	0.65	0.60	0.54		
Passenger Vehicle Occupant Fatalities (All Seat Positions)																	
Total	229	229	231	231	224	222	221	215	201	192	179	162	150	148	141		
Restrainted	60	60	67	73	80	85	89	87	81	76	73	65	62	61	59		
Unrestrained (C-4)	157	158	155	150	137	130	124	121	113	109	99	90	82	81	76		
Unknown	12	11	9	8	8	7	7	7	7	7	7	7	6	7	6		
Alcohol-Impaired Driving Fatalities (BAC=0.08+)** (C-5)																	
Total	83	81	78	79	78	76	79	80	79	75	73	66	62	58	57		
Speeding-Related Fatalities (C-6)	87	84	82	87	83	84	84	82	80	82	76	69	65	61	54		
Total (C-7)	13	15	14	16	18	20	24	27	29	31	32	27	26	25	23		
Helmeted	4	4	4	4	5	6	8	10	13	14	14	13	13	12	11		
Unhelmeted (C-8)	10	11	10	12	13	14	15	17	16	17	17	15	13	13	12		
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Motorcyclist Fatalities																	
Total	330	326	335	342	340	339	342	330	320	309	293	269	260	254	243		
Aged Under 15	2	1	2	2	2	2	2	2	1	2	2	2	1	2	1		
Aged 15-20 (C-9)	67	67	66	62	55	51	49	46	45	43	41	37	33	30	28		
Aged Under 21	68	68	67	64	56	52	51	48	47	45	43	39	34	32	29		
Aged 21 and Over	261	257	268	277	283	287	292	282	272	263	248	228	225	222	214		
Unknown Age	1	1	0	0	0	0	0	1	1	1	1	1	1	1	0		
Pedestrian Fatalities (C-10)																	
Total	12	12	11	12	13	13	12	13	12	11	11	11	11	11	12		
Bicyclist and Other Cyclist Fatalities*** (C-11)																	
Total	3	2	3	3	2	2	2	2	2	3	3	3	3	3	2		

*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

***On March 11th, 2014 GHSA and NHTSA agreed on bike fatalities as a newly required performance core measure



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	**	**
C-3	5-Year Ave Fatality Rate	1.19	**	**
C-4	5-Year Ave Unrestrained PMV Fatalities	76		81
C-5	5-Year Ave Driver BAC \geq .08 Fatalities	57	55	
C-6	5-Year Ave Speeding Fatalities	53	49	
C-7	5-Year Ave Motorcycle Fatalities	22		23
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		27
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. As of this report the 2015 FARS data has not been released, therefore the data for meeting, exceeding or not meeting the goals was derived from Idaho state data and is a preliminary estimate.

**Fars and state data not yet available to validate the performance of this measure.

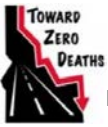
IDENTIFICATION REPORT

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, 2015 was 1,654,930. Idaho is a rural State, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (434,211), Canyon (207,478), Kootenai (150,346), Bonneville (110,089), Bannock (83,744), and Twin Falls (82,375).





Idaho

Problem

Identification

Report

FY 2017

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 2014, 186 people were killed and 11,768 people were injured in traffic crashes.
- The fatality rate was 1.15 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2014. The US fatality rate was estimated to be 1.08 fatalities per 100 million AVMT in 2014.
- Motor vehicle crashes cost Idahoans nearly \$2.46 billion in 2014. Fatal and serious injuries represented 66 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Crashes	22,555	20,833	21,402	22,347	22,134	-0.4%
Fatal Crashes	185	152	169	200	175	-0.2%
Total Deaths	209	167	184	214	186	-1.7%
Injury Crashes	7,939	7,492	7,630	7,850	8,217	0.9%
Total Injured	11,725	10,866	10,988	11,344	11,768	0.2%
Property-Damage-Only Crashes (Severity >\$1,500)	14,431	13,189	13,603	14,298	13,742	-1.1%
Idaho Population (thousands) ¹	1,560	1,585	1,596	1,612	1,634	1.2%
Licensed Drivers (thousands) ²	1,070	1,084	1,093	1,111	1,128	1.4%
Vehicle Miles Of Travel (millions) ²	15,555	15,416	15,838	15,877	16,145	0.9%
Registered Vehicles (thousands) ³	1,413	1,417	1,555	1,445	1,480	1.3%

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, 2014

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	186	\$6,493,502	\$1,207,791,342
Serious Injuries	1,273	\$323,382	\$411,665,088
Visible Injuries	3,689	\$90,577	\$334,140,238
Possible Injuries	6,806	\$60,040	\$408,633,680
Property Damage Only	13,742	\$6,951	\$95,520,433
Total Estimate of Economic Cost			\$2,457,750,780

*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 released by the Federal Highway Administration and updated to reflect 2014 dollars.



Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2014

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	1,867	13%	62,895	6%	2.3
20-24	2,051	14%	98,641	9%	1.6
25-34	2,929	20%	195,129	17%	1.2
35-44	2,242	15%	184,753	16%	0.9
45-54	2,016	14%	187,169	17%	0.8
55-64	1,664	11%	192,086	17%	0.7
65 & Older	1,536	11%	207,824	18%	0.6
Missing	227	2%			
Total	14,532		1,128,497		

*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, 2010-2014

Roadway Information	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Local:						
AVMT (100 millions) ¹	72.1	71.1	74.0	73.5	74.5	0.9%
Fatal Crash Rate	1.1	1.0	1.0	1.1	1.0	-1.7%
Injury Crash Rate	69.1	60.1	60.7	62.6	64.7	-1.4%
Total Crash Rate	197.6	169.0	170.3	183.6	185.9	-1.2%
State System (Non-Interstate):						
AVMT (100 millions) ¹	48.7	48.2	48.4	48.8	49.5	0.4%
Fatal Crash Rate	1.6	1.3	1.5	1.8	1.5	0.0%
Injury Crash Rate	46.9	53.7	52.1	51.9	50.4	2.0%
Total Crash Rate	127.0	143.0	142.2	139.5	133.4	1.4%
Interstate:						
AVMT (100 millions) ¹	34.8	34.8	36.0	36.5	37.4	1.9%
Fatal Crash Rate	0.8	0.5	0.7	0.8	0.7	0.4%
Injury Crash Rate	19.4	18.0	17.2	19.6	24.2	6.4%
Total Crash Rate	61.2	55.3	53.2	56.0	44.8	-7.0%
Statewide Totals:						
AVMT (100 millions) ¹	155.6	154.2	158.4	158.8	161.5	0.9%
Fatal Crash Rate	1.2	1.0	1.1	1.3	1.1	-1.2%
Injury Crash Rate	51.0	48.6	48.2	49.4	50.9	0.0%
Total Crash Rate	145.0	135.1	135.1	140.8	137.1	-1.3%

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 56 percent of all crashes and 39 percent of all fatalities in 2014.
- Drivers, ages 19 and younger, are 4.1 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans nearly \$1.2 billion in 2014. This represented 48 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Aggressive Driving Crashes	11,815	10,266	11,442	12,522	12,366	1.6%
Fatalities	88	64	66	84	72	-2.8%
Serious Injuries	637	573	629	635	649	0.7%
Visible Injuries	1,929	1,726	1,944	2,109	2,077	2.3%
Possible Injuries	3,986	3,546	3,964	4,255	4,356	2.6%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	292	238	233	244	229	-5.5%
Fail to Yield Right of Way	218	174	215	219	205	-0.3%
Exceeded Posted Speed	94	65	63	97	124	12.0%
Passed Stop Sign	88	79	93	95	102	4.3%
Disregarded Signal	47	59	63	50	60	7.9%
Following Too Close	29	65	100	68	58	32.8%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.66	4.13	4.39	4.53	4.47	-0.8%

* 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 2014, 39 fatalities resulted from distracted driving crashes. This represents 21 percent of all fatalities. Of the 25 passenger vehicle occupants killed in distracted driving crashes, 13 (52 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2014 were 6 motorcyclists, 5 pedestrians, 1 commercial motor vehicle occupants, 1 ATV operator, and 1 bicyclist.
- In 2014, drivers under the age of 25 comprised 38 percent of the drivers involved in all distracted driving crashes and 16 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 \$593 million in 2014. This represents 24 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Distracted Driving Crashes	5,882	4,925	4,890	4,757	4,781	-4.8%
Fatalities	60	41	41	43	39	-9.0%
Serious Injuries	517	372	422	339	364	-6.7%
Visible Injuries	1,256	1,064	1,005	996	1,033	-4.5%
Possible Injuries	2,316	1,906	1,792	1,831	1,846	-5.2%
Distracted Driving Crashes as a % of All Crashes	26.1%	23.6%	22.8%	21.3%	21.6%	-4.5%
Distracted Driving Fatalities as a % of All Fatalities	28.7%	24.6%	22.3%	20.2%	21.0%	-7.3%
Distracted Driving Injuries as a % of All Injuries	34.9%	30.8%	29.3%	27.9%	27.6%	-5.6%
All Fatal and Injury Crashes	8,124	7,644	7,799	8,049	8,392	0.9%
Distracted Fatal/Injury Crashes	2,673	2,248	2,153	2,096	2,182	-4.7%
% Distracted Driving	32.9%	29.4%	27.6%	26.0%	26.0%	-5.6%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.71	2.68	2.92	2.41	2.50	-8.2%



Safety Restraints

The Problem

- In 2014, 80 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2014, seat belt usage varied by region around the state from a high of 91 percent in District 3 (Southwestern Idaho) to a low of 71 percent in District 6 (Eastern Idaho).
- Only 44 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2014. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 54 lives were saved in Idaho in 2014 because they were wearing a seat belt and an additional 34 lives could have been saved if everyone had worn their seat belt.
- There were 8 children under the age of 7 killed (3 were restrained) and 20 seriously injured (9 were restrained) while riding in passenger vehicles in 2014. 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 2014. If all of the children under 7 had been properly restrained, 3 additional lives may have been saved. Furthermore, 20 serious injuries were prevented and 8 of the 11 unrestrained serious injuries may have been prevented if they had all been properly restrained
- Unrestrained passenger motor vehicle occupants cost Idahoans nearly \$589 million in 2014. This represents 24 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Observational Seat Belt Survey						
District 1	71%	72%	72%	72%	76%	1.7%
District 2	87%	86%	86%	85%	80%	-2.1%
District 3	93%	93%	93%	86%	91%	-0.3%
District 4	71%	67%	66%	74%	67%	-1.2%
District 5	63%	61%	64%	81%	80%	7.0%
District 6	64%	68%	71%	77%	71%	2.6%
Statewide Average	78%	79%	79%	82%	80%	0.7%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	46.7%	31.7%	43.0%	33.3%	44.3%	3.4%
In Serious Injury Crashes	65.4%	66.2%	65.8%	63.2%	64.2%	-0.4%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	78.0%	80.8%	75.5%	79.3%	80.4%	0.9%

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



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 2014, 72 fatalities resulted from impaired driving crashes. This represents 39 percent of all fatalities. Only 22 (or 41 percent) of the 54 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 8 motorcyclists, 6 pedestrians, 2 ATV riders, 1 snowmobile rider, and 1 bicyclist killed in impaired driving crashes.
- Of the 72 people killed in impaired driving crashes in 2014, 65 (or 90%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.
- Over 8 percent of the impaired drivers involved in crashes were under the age of 21 in 2014, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$606 million in 2014. This represents 25 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Impaired Driving Crashes	1,593	1,456	1,454	1,425	1,378	-3.5%
Fatalities	96	66	73	96	72	-3.5%
Serious Injuries	273	277	241	228	227	-4.3%
Visible Injuries	447	400	399	362	383	-3.6%
Possible Injuries	475	474	535	445	443	-1.2%
Impaired Driving Crashes as a % of All Crashes	7.1%	7.0%	6.8%	6.4%	6.2%	-3.1%
Impaired Driving Fatalities as a % of All Fatalities	45.9%	39.5%	39.7%	45.1%	38.7%	-3.5%
Impaired Driving Injuries as a % of All Injuries	10.2%	10.6%	10.7%	9.1%	8.9%	-2.9%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.37	2.22	1.98	2.04	1.85	-5.9%
Annual DUI Arrests by Agency*						
Idaho State Police	2,003	1,846	1,659	1,304	1,197	-11.9%
Local Agencies	8,723	7,840	7,482	6,825	6,248	-8.0%
Total Arrests	10,726	9,686	9,141	8,129	7,445	-8.7%
DUI Arrests per 100 Licensed Drivers	1.00	0.89	0.84	0.73	0.66	-9.9%

*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 2014, yet they represented over 9 percent of the drivers involved in fatal and serious injury crashes.
- In 2014, drivers ages 15 to 19 constituted 6 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Of the 20 people killed in crashes with youthful drivers, 8 were the youthful drivers themselves. Of the 8 youthful drivers killed, 2 were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans nearly \$381 million in 2014. This represents 16 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Crashes Involving Drivers 15-19	5,177	4,648	4,796	4,825	4,668	-2.4%
Fatalities	31	34	14	26	20	3.4%
Serious Injuries	274	211	230	214	198	-7.1%
Visible Injuries	927	784	782	785	812	-3.0%
Possible Injuries	1,719	1,541	1,541	1,524	1,547	-2.5%
Drivers 15-19 in Fatal & Serious Injury Crashes	225	201	211	197	182	-5.0%
% of all Drivers involved in Fatal and Serious Injury Crashes	11.4%	10.7%	11.2%	10.5%	9.4%	-4.4%
Licensed Drivers 15-19	62,467	62,674	62,094	62,398	62,895	0.2%
% of Total Licensed Drivers	5.8%	5.8%	5.7%	5.6%	5.6%	-1.2%
Fatal & Injury Crash Involvement*	1.94	1.85	1.98	1.87	1.69	-3.2%
Drivers 15-19 - Fatal Crashes	27	28	12	22	19	4.1%
Impaired Drivers 15-19 - Fatal Crashes	6	8	3	5	4	4.4%
% of Youthful Drivers that were Impaired in Fatal Crashes	22.2%	28.6%	25.0%	22.7%	21.1%	-0.1%

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

Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 4,390 crashes in 2014. This represents 20 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 26 percent of the total number of fatalities in 2014. Of the 48 people killed in crashes with mature drivers, 29 (60 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 18 percent of licensed drivers, but represent 11 percent of drivers involved in fatal and injury crashes.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans over \$563 million in 2014. This represents 23 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Mature Driver Crashes	3,187	3,076	3,255	4,357	4,390	9.2%
Fatalities	38	36	38	35	48	7.4%
Serious Injuries	220	202	220	240	281	6.7%
Visible Injuries	508	541	566	678	704	8.7%
Possible Injuries	1,042	1,017	1,059	1,190	1,290	5.6%
Mature Drivers in Fatal & Injury Crashes	1,276	1,273	1,329	1,558	1,608	6.2%
% of All Drivers in Fatal & Injury Crashes	9.3%	9.8%	10.2%	11.2%	11.1%	4.6%
Licensed Drivers 65 & Older	171,288	179,065	187,274	197,457	207,824	5.0%
% of Total Licensed Drivers	16.0%	16.5%	17.1%	17.8%	18.4%	3.6%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.58	0.59	0.60	0.63	0.60	1.0%
Mature Drivers-Fatal Crashes	38	33	37	35	45	5.5%
Mature Drivers-Impaired Fatal Crashes	3	4	1	5	3	79.6%
% Fatal Impaired Crashes	7.9%	12.1%	2.7%	14.3%	6.7%	87.8%

* 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.



Motorcyclists

The Problem

- In 2014, 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 (44 percent) and over half of fatal motorcycle crashes (52 percent) involved just the motorcycle (no other vehicles were involved) in 2014.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2014, 11 of the 16 (69 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 2014, only 36 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$234 million in 2014. This represents 10 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Motorcycle Crashes	528	489	545	517	510	-0.6%
Fatalities	28	17	22	26	25	1.1%
Serious Injuries	185	153	158	150	146	-5.4%
Visible Injuries	209	192	253	221	207	1.2%
Possible Injuries	101	104	105	95	87	-3.5%
Motorcyclists in Crashes	615	549	621	584	562	-1.8%
Registered Motorcycles	54,283	56,643	62,964	54,813	60,160	3.1%
Motorcyclists Wearing Helmets	332	299	351	306	328	0.5%
% Motorcyclists Wearing Helmets	54.0%	54.5%	56.5%	52.4%	58.4%	2.2%



Pedestrians and Bicyclists

The Problem

- In 2014, 14 pedestrians and 2 bicyclists were killed in traffic crashes. The 14 pedestrians killed represented 8 percent of all fatalities in Idaho and the 3 bicyclists represent 1 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 15 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 \$167 million in 2014. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Pedestrian Crashes	195	216	229	206	232	4.8%
Fatalities	10	10	13	14	14	9.4%
Serious Injuries	41	55	53	53	55	8.6%
Visible Injuries	86	80	102	88	87	1.4%
Possible Injuries	73	66	69	53	78	4.7%
Pedestrians in Crashes	212	226	242	218	245	4.0%
Pedestrian Fatal and Serious Injuries	51	65	66	67	69	8.4%
% of All Fatal and Serious Injuries	3.2%	4.5%	4.5%	4.5%	4.7%	11.6%
Impaired Pedestrian F&SI	7	9	9	10	7	2.4%
% of Pedestrian F&SI - Impaired	13.7%	13.8%	13.6%	14.9%	10.1%	-5.8%
Bicycle Crashes	345	346	389	334	296	-3.2%
Fatalities	4	0	2	3	2	91.7%
Serious Injuries	43	45	51	51	41	-0.4%
Visible Injuries	167	174	206	167	152	-1.3%
Possible Injuries	121	117	117	104	100	-4.6%
Bicyclists in Crashes	349	349	399	341	305	-2.7%
Bicycle Fatal and Serious Injuries	47	45	53	54	43	-1.2%
% of All Fatal and Serious Injuries	2.9%	3.1%	3.6%	3.7%	2.9%	1.1%
Bicyclists Wearing Helmets in Collision	63	83	97	69	82	9.6%
% of Bicyclists Wearing Helmets	18.1%	23.8%	24.3%	20.2%	26.9%	12.5%
Impaired Bicyclist F&SI	4	2	2	1	2	62.5%
% of Bicycle F&SI - Impaired	8.5%	4.4%	3.8%	1.9%	4.7%	71.3%



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, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Crashes	22,555	20,833	21,402	22,347	22,134	-0.4%
EMS Response to Fatal & Injury Crashes	5,613	5,140	5,150	5,342	5,602	0.1%
% of Fatal & Injury Crashes	69.1%	67.2%	66.0%	66.4%	66.8%	-0.8%
Persons Injured in Crashes	11,934	11,033	11,172	11,557	11,954	0.1%
Injured Transported from Rural Areas	2,649	2,236	2,214	2,272	2,278	-3.4%
Injured Transported from Urban Areas	2,397	2,258	2,288	2,189	2,288	-1.1%
Total Injured Transported by EMS	5,046	4,494	4,502	4,461	4,566	-2.3%
% of Injured Transported	42.3%	40.7%	40.3%	38.6%	38.2%	-2.5%
Trapped and Extricated	518	457	439	424	459	-2.7%
Fatal and Serious Injuries Transported by Helicopter	177	149	147	142	110	-10.8%

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 2014, 25 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, 64 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2014, 49 percent of all crashes and 86 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- Local roadways had the most commercial motor vehicle crashes at 50 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 68 percent.
- Commercial motor vehicles crashes cost Idahoans more than \$255 million in 2014. This represents 10 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total CMV Crashes	1,433	1,535	1,521	1,681	1,613	3.2%
Fatalities	14	26	15	36	25	38.2%
Serious Injuries	77	95	111	120	114	10.8%
Visible Injuries	213	196	207	217	248	4.2%
Possible Injuries	305	360	355	436	436	9.9%
Commercial AVMT (millions)	2,723	2,693	2,741	2,820	2,859	1.2%
% of Total AVMT	17.5%	17.5%	17.3%	17.8%	17.7%	0.3%
Fatalities per 100 Million CAVMT	0.51	0.97	0.55	1.28	0.87	36.6%
Injuries per 100 Million CAVMT	21.85	24.18	24.56	27.41	27.91	6.4%

Drowsy Driving Crashes

The Problem

- In 2014, 4 fatalities resulted from drowsy driving crashes. This represents 3 percent of all fatalities. Of the 4 passenger vehicle occupants killed in drowsy driving crashes, 3 were properly restrained.
- In 2014, 77 percent of the drowsy driving crashes involved a single vehicle, while all of the fatal drowsy driving crashes involved a single vehicle.
- In 2014, only 8 percent of the drowsy driving crashes also involved impaired driving.
- In 2014, 35 percent of the drowsy driving crashes occurred between 3 AM and 9 AM, while 33 percent occurred between Noon and 6 PM.
- Drowsy driving crashes cost Idahoans nearly \$70 million in 2014. This represents 3 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Drowsy Driving Crashes	566	500	537	534	569	0.4%
Fatalities	14	11	3	8	4	5.6%
Serious Injuries	68	63	55	52	52	-6.4%
Visible Injuries	158	117	126	126	150	0.2%
Possible Injuries	195	161	166	169	189	-0.2%



Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2014, 21 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (68 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 55 percent of all fatalities in Idaho. Aggressive driving was a factor in 31 percent of the 99 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 41 percent of the 99 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 67 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 68 percent of the single-vehicle run-off road fatalities and more than one-third (37 percent) of all fatalities in 2014. Of the 60 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 46 (77 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans more than \$949 million in 2014. This represents 39 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Ran-Off-Road Crashes	4,955	4,336	4,606	4,779	4,545	-1.9%
Fatalities	108	96	92	104	102	-1.0%
Serious Injuries	424	443	415	404	339	-5.1%
Visible Injuries	1,053	878	842	905	954	-2.0%
Possible Injuries	1,201	1,120	1,156	1,148	1,220	0.5%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	256	223	227	248	223	-3.0%
Ditch/Embankment	35	49	63	42	25	-1.3%
Tree	43	49	44	36	35	-4.3%
Poles/Posts	28	28	21	33	15	-5.6%
Fence/Building/ Wall	12	23	13	11	19	26.4%
Guardrail, Traffic Barrier	11	25	16	17	11	15.6%
Other Fixed Object	11	6	7	11	8	0.3%
Immersion	5	9	6	4	5	9.6%
Culvert	3	2	1	3	2	20.8%
Bridge Rail/Abutment/End	1	4	4	2	5	100.0%
All Other Most Harmful Events	16	23	17	22	28	18.6%



Intersection Crashes

The Problem

- In 2014, 40 percent of all crashes occurred at or were related to an intersection, while 17 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (84 percent) occurred on urban roadways in 2014, while 48 percent of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were fairly evenly split (40 percent) among intersections with stop signs and signals, 59 percent of fatal intersection crashes occurred at intersections with stop signs, 17 percent at intersections with traffic signals, and 14 percent at intersections with no control.
- Of the 31 people killed in crashes at intersections, 16 were passenger motor vehicle occupants, 8 were motorcyclists, 6 were pedestrians, and 1 was a bicyclist. Of the 16 passenger motor vehicle occupants, 4 (25 percent) were not restrained.
- Intersection related crashes cost Idahoans more than \$727 million in 2014. This represents 30 percent of the total economic cost of crashes.

Intersection-Related Crashes on Idaho Highways, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Intersection Crashes	8,977	7,607	8,472	9,037	8,876	0.2%
Fatalities	37	31	39	43	31	-2.0%
Serious Injuries	538	471	493	467	499	-1.6%
Visible Injuries	1,455	1,379	1,517	1,552	1,484	0.7%
Possible Injuries	3,363	2,793	2,933	3,131	3,218	-0.6%
Traffic Control Device at Intersection						
Signal	3,359	2,918	3,421	3,521	3,585	2.2%
%	37%	38%	40%	39%	40%	2.0%
Stop Sign	3,001	2,904	3,328	3,663	3,565	4.7%
%	33%	38%	39%	41%	40%	4.8%
None	2,254	1,507	1,445	1,544	1,458	-9.0%
%	25%	20%	17%	17%	16%	-9.7%
Yield	192	163	158	190	166	-2.6%
%	2%	2%	2%	2%	2%	-2.8%
All Other	171	115	120	119	102	-10.9%
%	2%	2%	1%	1%	1%	-11.7%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2014, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 18 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 47 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2014, 85 percent of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.
- Drivers involved in a head-on or side swipe opposite crash were primarily just driving straight (62 percent), while another 20 percent were negotiating a curve.
- Of the 33 people killed in head on or side swipe opposite crashes, 29 were passenger motor vehicle occupants, 3 were motorcyclists, and 1 was a commercial motor vehicle occupant. Of the 29 passenger motor vehicle occupants, 8 (28 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans nearly \$296 million in 2014. This represents 12 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Head-On/Side Swipe Opposite Crashes	659	539	536	627	689	2.0%
Fatalities	39	20	23	33	33	2.4%
Serious Injuries	117	87	92	147	133	7.6%
Visible Injuries	187	157	171	184	204	2.8%
Possible Injuries	270	229	259	263	292	2.6%

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 2014. 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 \$41 million in 2014. This represents just 2 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Work Zone Crashes	517	441	342	332	407	-4.4%
Fatalities	1	3	1	3	1	66.7%
Serious Injuries	43	35	23	12	34	20.7%
Visible Injuries	64	79	34	50	108	32.4%
Possible Injuries	162	128	104	109	204	13.1%
% All Crashes	2.3%	2.1%	1.6%	1.5%	1.8%	-3.9%
Workers Injured	0	2	1	1	0	-12.5%



Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 16 crashes in 2014, 7 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 2014, 69 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans over \$7 million in 2014. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total Train Crashes	12	9	8	13	16	12.4%
Fatalities	0	1	2	4	1	56.3%
Serious Injuries	1	0	2	1	2	12.5%
Visible Injuries	1	0	1	2	1	12.5%
Possible Injuries	4	1	2	4	3	25.0%
Location of Crashes						
Rural Roads	7	6	6	12	11	19.3%
Urban Roads	5	3	2	1	5	69.2%

Cross-Median Crashes

Definition

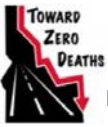
- Cross-median crashes are those where a vehicle crosses the raised or depressed median, separating the direction of travel, and results in a head-on or side swipe opposite crash. Cross-median crashes are a subset of head-on or sideswipe opposite crashes. Cross Median was added as an event in 2012 to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

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 49 cross-median crashes in 2014, 37 (76 percent) resulted in an injury.
- Cross-median crashes cost Idahoans just nearly \$39 million in 2014. This represents less than 2 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Cross Median Crashes	9	10	47	51	49	96.4%
Fatalities	3	0	2	5	5	37.5%
Serious Injuries	5	0	4	16	8	62.5%
Visible Injuries	4	8	14	20	28	64.5%
Possible Injuries	8	9	24	20	17	36.9%



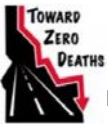
School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2014, two of the bus crashes occurred resulted in 63% of the injuries sustained. Typically, however, occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2014, 96 percent of the school bus occupants on buses involved in crashes sustained no injuries. However, 30 of the 41 injuries sustained in crashes with school buses were the school bus occupants: There were zero fatalities, 1 serious injury, 15 visible injuries and 25 possible injuries.
- Crashes with school buses cost Idahoans less than \$4 million in 2014. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2010-2014

	2010	2011	2012	2013	2014	Avg. Yearly Change 2010-2014
Total School Bus Crashes	78	79	66	87	81	2.4%
Fatalities	0	0	0	1	0	0.0%
Serious Injuries	6	1	5	10	1	81.7%
Visible Injuries	23	7	13	10	15	10.8%
Possible Injuries	64	22	16	24	25	-9.7%

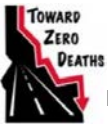


HIGHWAY SAFETY COUNTERMEASURES and PROJECTS for FFY 2017 by Focus Area

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 2017. 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.
- **Annual Targets:** Targets 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

Problem Identification and Analysis

Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on Idaho's highways is a top safety focus area. Impaired driving-related crashes accounted for approximately 9% of all fatal and injury crashes in 2014 were the result of an impaired Driver.

In 2014, 72 fatalities resulted from impaired driving crashes. This represents 39 percent of all fatalities. There were 8 motorcyclists, 6 pedestrians, 2 ATV riders, and 1 bicyclist killed in impaired driving crashes. Of the 72 people killed in impaired driving crashes in 2014, 53 (or 74%) were impaired drivers, persons riding with an impaired driver, or impaired pedestrians. Over 8 percent of the impaired drivers involved in crashes were under the age of 21 in 2014, even though they are too young to legally purchase alcohol. Impaired driving crashes cost Idahoans over \$606 million in 2014. This represents 25 percent of the total economic cost of crashes.

Countermeasures

Idaho will continue to reduce impaired driving through enforcement, communication and education. We will support 4 impaired driving high visibility enforcement campaigns each year. We will also support enforcement during events outside of our regular campaigns that impact rural Idaho. All enforcement mobilizations will include and require campaigns to publicize efforts throughout Idaho. We will also implement DUI Task Forces across the state and support them with overtime funding and training.

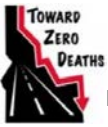
DUI Courts will be supported through treatment and training. Idaho will work with judges, prosecutors, probation, law enforcement and treatment providers to keep current DUI Courts in place and establish new ones. We also recognize the importance of a Statewide Interlock Program and will work in the following years to put a program in place.

Our partnership with the Idaho State Alcohol Beverage Control will continue as we will work closely to establish training for service providers and officers, schedule party patrols, and work underage sting operations.

The Drug Recognition Expert program will continue to help prosecute, identify and educate the public and courts on the danger of impaired driving.

2016-2020 SHSP Strategies for Impaired Driving

- **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).
- **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.
- **I-3:** Evaluate the effectiveness of current DUI laws, provide relevant data to inform decision-making, and make recommendations for improvements.
- **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.
- **I-5:** Support enforcement measures that effectively address drug impaired driving.



- **I-6:** Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.
- **I-7:** Support impaired driving high-visibility enforcement campaigns.
- **I-8:** Create new and continue to support existing multi-jurisdictional DUI task forces.
- **I-9:** Fund and support Highway Safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations.

List of Countermeasures (Programs/Projects)

Project Number: AL-2017-00 Federal (SAL1701 State)

Project Title: Statewide Services

Project Description: 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, support Statewide Impaired Driving Task Force.

Metric: Send officers and Judicial members to trainings as requested and identified as necessary; purchase equipment under application guidelines; produce updated and new educational materials.

Project Budget: \$33,000.00

SHSP Strategies: I-1, I-2, I-3, I-5, I-9

Performance Measure: C5

List of Countermeasures (Programs/Projects)

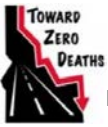
Project Number: 164AL-2017-01 Federal (S641701 Sate)

Project Title: DUI Task Force and Special Mobilizations

Project Description: This grant helps assists the Idaho Impaired Driving Task Force to implement one of the strategies identified which is to help develop, train and implement DUI Task Forces across the State of Idaho in areas with high DUI crash rates. The grant will provide funding for overtime hours for 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.

Metric: Pay overtime for law enforcement to work on DUI Task Forces. Pay overtime for officers to work impaired enforcement at Raspberry Days, Lewiston Round-UP, Mountain Home Music Festival, Snake River Stampede, Idaho State Fair.

Project Budget: \$60,000.00



SHSP Strategies: I-2

Performance Measure: C5

Project Number: 164AL-2017-02 Federal (\$641702 State)

Project Title: Interlock Program

Project Description: This grant will provide funding for creating a position to make recommended changes and update Idaho Interlock outdated administrative rules. The purpose is to facilitate consistent, accurate information about Idaho's ignition interlock laws and support enforcement of existing laws. This effort involves a substantial amount of communication with offenders, interlock providers, courts, probation, prosecutors, and vendors, enforcing agencies/officers and other impacted stakeholders. It also involves standardizing basic processes for interlock installation and subsequent enforcement.

Metric: Implement a Statewide Interlock Coordinator to re-write ADAPA Rules and manage Idaho's Interlock Program

Project Budget: \$150,000.00

SHSP Strategies: I-2

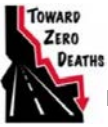
Performance Measure: C5

Project Number: 164AL-2017-03 Federal (\$641703 State)

Project Title: DUI Courts

Project Description: 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 nine 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 both nationally recognized standards. Additionally, 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. Develop statewide guidelines and standards for DUI Courts and peer fidelity review process to assure courts are operating according to guidelines and standards.



Metric: Provide treatment to offenders, statewide training for existing DUI Courts and a DUI Court Coordinator position in Elmore County

Project Budget: \$100,000.00

SHSP Strategies: I-1, I-2

Performance Measure: C5

Project Number: 164AL-2017-04 Federal (\$641704 State)

Project Title: Project Implementation – Idaho Impaired Driving Task Force

Project Description: This funding will pay to continue to implement the Idaho Impaired Driving Programs through meetings, facilitation, research, logistics as identified by the Idaho Impaired Driving Task Force. The Task Force has found that sometimes the biggest obstacle to getting a project off the ground is funding it. The State of Idaho Impaired Driving Task Force is in its 3rd year since inception and has been able to do great things due to this funding. In the next year, we will be looking at the 24/7 program, education, media and training.

Metric: Conduct 2 Task Force meetings to review strategies and create MOU's with participating agencies. Pay overtime for officers working DUI Task Forces

Project Budget: \$377,515.58

SHSP Strategies: I-1, I-2

Performance Measure: C5

List of Countermeasures (Programs/Projects)

Project Number: M5PEM-2017-PM Federal (SID17PM State)

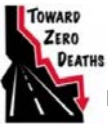
Project Title: 405d Paid Media

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

Metric: 4 HVE media campaigns during FFY2017, 1 Underage Drinking Campaign in May.

Project Budget: \$400,000.00

SHSP Strategies: I-1, I-2



Performance Measure: C5

Project Number: Refer to chart below

Project Title: 405d High Visibility Enforcement Mobilizations

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

ITD Office of Highway Safety funds and supports 4 impaired driving mobilizations a year. These mobilizations allow officers to take part in a statewide effort to reduce impaired drivers on Idaho’s Highways. The increased DUI patrols are worked in strategic areas by city, county and state law enforcement agencies. During mobilizations, officers look for drivers that may be impaired by alcohol, drugs or other intoxicating substances. Each mobilization is supported by a media campaign that includes media coverage, commercials, radio and billboards.

These media campaigns are created to educate the public and create an awareness of the dangers of impaired driving and the consequences as a result of making bad choices.

HVE Mobilization Budgets			
Federal	State	Mobilization	Budget
M5HVE-2017-EB	SID17EB	December/January (Holiday Season)	\$100,000.00
M5HVE-2017-EC	SID17EC	March (St. Patrick’s Day)	\$100,000.00
M5HVE-2017-ED	SID17ED	4th of July	\$100,000.00
M5HVE-2017-EE	SID17EE	Labor Day	\$100,000.00

Project Budget: \$400,000.00

SHSP Strategies: I-2

Performance Measure: C5

Project Number: M5OT-2017-21 Federal (SID1721 State)

Project Title: Underage Drinking Enforcement

Project Description: This grant will pay for overtime to law enforcement agencies for compliance checks, service checks and party patrols. It will also be used for training to hospitality providers in over service. Underage drinking enforcement 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. These patrols are performed by State Alcohol Beverage Control (ABC), local law enforcement and county sheriff’s departments -- sometimes as individual department or as multi-agency patrols, and frequently in response to citizen complaints. In an effort to stop underage alcohol purchase and consumption, special “Shoulder Tap” efforts are set up outside convenience and grocery stores.



Law enforcement uses underage youth to ask store customers to purchase alcohol for them. If the customer makes the purchase, they are issued a citation for providing alcohol to a minor. Underage youth, directed by law enforcement, also help in the effort by attempting to purchase alcohol, using their real identification. If they succeed, the seller is issued a citation. If they are denied the alcohol purchase the licensee receives a recognition letter from ABC for passing the compliance check.

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 three-hour training is offered at no cost and provides information specific to Idaho's alcohol laws to include: recognizing signs of intoxication to help prevent over-serving patrons; what safe guards to have in place to help keep alcohol out of the hands of under-age customers (e.g. vertical driver's licenses issued to persons under the age of 21); and how to recognize fake identifications.

Project Budget: \$30,000.00

Metric: Pay overtime for officers to work 3 Party Patrols, Bar Patrols as requested and funding is available with Idaho's Alcohol Beverage Control. Over service training.

SHSP Strategies: I-1, I-2

Performance Measure: C5

Project Number: M5TR-2017-22 Federal (SID1722 State)

Project Title: Draeger Equipment Grant

Project Description: 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 machine. The Intoxilzer will be replaced with the Draeger Alcotest 9510. Since each unit costs approximately \$10,000.00, the replacement of the Intoxilyzer across the State of Idaho will be extremely difficult for some law enforcement agencies due to size and budget restraints. In accordance to the *OHS Grant Procedure Manual*, equipment approval requests will be submitted to NHTSA Region for prior approval.

The Office of Highway Safety will work with ISPFS to determine a priority list of agencies that will receive this machine and in what order due to need. A request for funding process will be developed by OHS and put into place before the beginning of FFY2017. This process will allow agencies to apply for funding directly through OHS. We anticipate replacing 15 units this year. All machines will need to go directly to ISPFS after purchase to be certified before use.

Metric: Purchase 15 Draeger Alcotest 9510 units for county/city agencies.

Project Budget: \$150,000.00

SHSP Strategies: I-5

Performance Measure: C5



Project Number: M5CS-2017-02 Federal (SID1702 State)

Project Title: Traffic Safety Resource Prosecutor

Project Description: Removing an impaired driver from our streets does not end with an arrest. To make a positive impact in preventing and eliminating death and serious injury from our roadways, the hard work and informed efforts of local prosecutors are as important as those of law enforcement officers. In jurisdictions across the country, prosecutors are in need of continuous training and technical assistance to effectively prosecute impaired driving crimes. Unfortunately, prosecutors' offices – typically small, understaffed, underfunded, and overlooked – often lack the resources to successfully prosecute impaired driving cases. With 50 percent of prosecutors' offices in the United States serving populations of 36,000 or less, and 75 percent serving populations of 100,000 or less, there is little room for specialization. So it is not unusual for a prosecutor inexperienced in impaired driving cases to be pitted against a highly experienced defense attorney. The Traffic Safety Resource Prosecutor (TSRP) Program was implemented to address these issues.

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

Project Budget: \$265,000.00

SHSP Strategies: I-1, I-2

Performance Measure: C5

Project Number: M5SID-2017-03 Federal (SID1703 State)

Project Title: State Impaired Driving Coordinator

Project Description: 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.



In 2011, a partnership between NHTSA, Idaho OHS and the Idaho State Police created the SIDC position. In this position, the SIDC is responsible for 97 DREs spread throughout the state. The SIDC also works closely with Idaho POST Patrol Academy, providing basic DUI training for new officers. The SIDC provides and/or facilitates ARIDE training throughout the state and manages 25 law enforcement phlebotomists. He also provides support to prosecutors on impaired driving issues and has presented at prosecutorial training classes. Since 2011, the SDIC has actively worked with Chiefs of Police and Sheriffs to provide training in local jurisdictions, making the training more affordable to those agencies.

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.

Project Budget: \$236,000.00

SHSP Strategies: I-1, I-2

Performance Measure: C5

Project Number: M5OT-2017-05 Federal (SID1705 State)

Project Title: Mothers Against Drunk Driving

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

Metric: MADD personnel will work 6 public events to supply information about driving impaired.

Project Budget: \$21,900.00

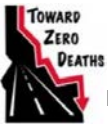
SHSP Strategies: I-1

Performance Measure: C5

Project Number: M5OT-2017-06 Federal (SID1706 State)

Project Title: Meridian Police Department DUI Task Force

Project Description: During FFY2016, the Meridian Police Department was given a grant to develop a two officer team dedicated to the enforcement, education, and prevention of impaired driving. This grant application is part of



a 3-year grant project. The Meridian Police Department has felt a tremendous effect of the work done by the DUI Team.

By dedicating officers to impaired driving, they have increased the number of arrests for Impaired Driving. Future efforts will continue to decrease the number of Impaired drivers.

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

Metric: Continue to work DUI enforcement and reduce impaired crashes, injuries and fatalities in Meridian Idaho by 5%.

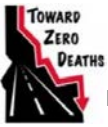
Project Budget: \$41,000.00

SHSP Strategies: I-1, I-2

Performance Measure: C5

RESOURCES:

Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices. 7th edition. (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration. <http://www.qhsa.org/html/publications/countermeasures.html> Office of Highway Safety (2013, April). Strategic Highway Safety Plan 2013. Idaho Transportation Department. Traffic Safety Performance Measures for States and Federal Agencies. U.S. Department of Transportation. (Ronan, Collins, and Rosky 159-161)



AGGRESSIVE DRIVING

Police Traffic Services - Aggressive Driving

Problem Identification and Analysis

Aggressive driving is behaviors that include: failure to yield right of way, fail to obey stop signs, exceeded posted speed, driving too fast for conditions, following too close (tailgating), and fail to obey signal (red light running). Many of us witness aggressive driving behavior on the roadways or may participate in it without realizing our actions are aggressive. In 2014, aggressive driving was a contributing factor in 56 percent of all crashes in Idaho. While 76 percent of all aggressive driving crashes occur in urban areas, 80 percent of the fatal aggressive driving crashes occur in rural areas. Only 18 percent of all aggressive driving crashes involved a single vehicle, while 51 percent of fatal aggressive driving crashes involved only one vehicle. Of the 33 fatal aggressive driving crashes the involved a single vehicle, 85 percent occurred in rural areas.

During the years 2010-2014, the top ten counties for the rate of aggressive driving crashes per licensed drivers are: Ada, Canyon, Kootenai, Twin Falls, Bonneville, Bannock, Bingham, Nez Perce, Cassia and Bonner. Males represent 50 percent of all licensed drivers but make up 61 percent of drivers involved in fatal and serious injury aggressive driving crashes.

In 2014, the top contributing circumstances for single-vehicle crashes that were under the drivers control were failure to maintain lane, speed, and inattention. The top three contributing circumstances for multiple-vehicle crashes were inattention, following too close, and failure to yield. A police officer may indicate up to three contributing circumstances for each vehicle in a crash. During the years 2010-2014, aggressive driving fatal and serious injury crashes also involved distracted and impaired driving behaviors, and 56 percent of the fatalities were unrestrained.

Annual Targets

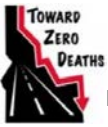
There has not been a significant trend regarding the increase or decrease in the number of crashes that involve aggressive driving. From 2013-2014 there was a 2.6 percent increase in all aggressive driving crashes, however there was a -14.3 percent decrease in fatal aggressive driving crashes from 2013-2014. Preliminary estimates for the fatality trend based on a 5-year average targets speed related fatalities (C-6) goal of 53 by 2015, the actual number in 2015 was 49.

Countermeasures

NHTSA's publication *Countermeasures That Work*, states that High Visibility Enforcement (HVE) when used on a short-term basis is somewhat effective as a tool to combat aggressive driving. The same publication also states that public information supporting enforcement during HVE is likely to be an effective strategy.

2016-2020 SHSP Strategies for Aggressive Driving

- **A-1:** Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.
- **A-2:** Undertake communication campaigns using media sources to educate the public about aggressive driving and the associated dangers.
- **A-3:** Evaluate the effectiveness of current aggressive driving laws, provide relevant data to inform decision-making, and make recommendations for improvements.
- **A-4:** Include enforcement and emergency response considerations when planning and implementing highway construction projects.



- **A-5:** 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.

List of Countermeasures (Programs/Projects)

Project Number: PT-2017-01-00-00 Federal (SPT1701 State)

Project Title: Police Traffic Services- Aggressive Driving Statewide Service Project

Project Description: This project will utilize dedicated funding to develop, produce and disseminate public information materials to be used by highways safety program partners to help educate the public about the dangers of aggressive driving, and to explain the difference between aggressive driving and road rage- which is a deliberate act of assault, and on how both behaviors contribute to crashes. OHS aggressive driving public education materials also inform drivers about how to report acts of aggression and/or road rage. Funds will also be used to support aggressive driving focused training and travel for program partners.

Metric: OHS will provide educational materials about the risks of aggressive driving to our project partners.

Metric: Officers will attend training with an aggressive driving focus.

Project Budget: \$35,000

SHSP Strategies: A-1, A-5

Performance Measure: C-6

Project Number: PT-2017-02-00-00 Federal (SPT1702 State)

Project Title: Police Traffic Services- High Visibility Enforcement “100 to Zero” Mobilizations

Description: Coordination and support of three statewide high visibility traffic enforcement mobilizations with primary emphasis on aggressive driving behavior combined with a secondary emphasis on distracted driving during the summer months which traditionally has the highest number of traffic fatalities. Law enforcement agencies will conduct public education about the high visibility enforcement taking place through various methods that include issuing press releases, social media and other types of public outreach.

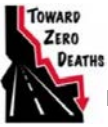
SPT170A- June *100 to Zero* HVE
SPT170B- July *100 to Zero* HVE
SPT170C-August *100 to Zero* HVE

Metric: Funds will be dedicated to conduct HVE for aggressive driving as the primary focus, and citations will also be issued for aggressive driving and inattentive driving.

Project Budget: \$260,000

SHSP Strategies: A-1, A-5

Performance Measure: C-6



Project Number: PT-2017-03-00-00 Federal (SPT1703 State)

Project Title: Meridian Police Department STEP Motor Officer Year 2

Project Description: Funds will be used to fund the STEP motor officer for the Year 2 with the Meridian PD Motor Traffic Team, to target aggressive driving, distracted driving and occupant protection enforcement. There will be special emphasis on five high crash locations in Meridian which include the intersections of Eagle Rd and Ustick Rd, Fairview Ave, River Valley Rd, Franklin Rd, and the intersection of Locust Grove Rd and Fairview. In addition, the officer will work with local area Meridian Advocates for Youth Safety at a variety of events including driver's education, school events, Alive at 25 program events to promote defensive driving practices. Additionally, the officer also engages in several other educational opportunities like the Youth Safety Summit, Spring Safety Fling, drivers' education classes, community safety events, etc.

During FY 2016, the STEP officer will continue to traffic enforcement activities with an emphasis in high crash locations with the purpose to reduce the overall rate of all fatal and injury crashes.

Crash Reduction Projections: Aggressive Driving – 5%; Distracted Driving-5%; Unrestrained Occupants-1%(maintain due to large increase from 2013 to 2014); All other crashes -3%

Metric: Obtain a 5% decrease in all crashes during the second year of the project. STEP officer to attend up to five youth based community outreach events during year two.

Project Budget: \$56,000

SHSP Strategies: A-1, A-5

Performance Measures: C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5



Project Number: PT-2017-09 Federal (SPT1709 State)

Project Title: Idaho State Police

Allocation Methodology: The Idaho State Police (ISP) addresses highway safety and provides quality traffic safety enforcement on interstate highways and state and federal highways” by directing patrols at high crash and violation frequency locations using a method similar to DDACTS or Data Driven Approaches to Crime and Traffic Safety. Command staff in each of ISP’s six districts identify high crash violation locations, so impaired driving, aggressive driving, seat belt and distracted driving overtime emphasis patrols can be scheduled.

Project Description: 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. The following tasks will be implemented by PSP in FFY 2016 under this section:

Metric: Participation from all 6 Idaho State Police Districts by performing periodic and ongoing enforcement campaigns.

Metric: Perform 9100 hours of STEP overtime enforcement including enforcement during each of the Traffic Enforcement Mobilization.

Metric: Perform 1 weekend-long enforcement blitz.

Project Budget: \$300,000

SHSP Strategies: A-1, A-5

Performance Measure(s): C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5

Project Number: PT-2017-04 Federal (SPT1704 State)

Project Title: Lewiston Police Department STEP Program, Year 1

Allocation Methodology: Lewiston has the highest overall total fatal and injury crash rate, impaired driver and motorcycle fatal injury crash rate in the state of Idaho for all cities of similar size.

Project Description: Conduct education and sustained enforcement efforts focusing on areas of the city which show the greatest need based on crime and crash statistics thus reducing fatal and serious crashes.

Metric: Place an experienced officer at a STEP office for Lewiston PD and back fill the position.

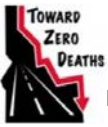
Metric: Conduct educational programs for school age drivers who are overrepresented in crashes.

Metric: Conduct emphasis patrol at areas of high crime and crash locations.

Project Budget: \$75,000

SHSP Strategies: A-1, A-5

Performance Measure(s): C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5



Project Number: PT-2017-06 Federal (SPT1706 State)

Project Title: Law Enforcement Equipment Project

Allocation Methodology: Through the use of OHS crash statistics, Bonferronis and citations issued, Idaho Law Enforcement Agencies will establish a need for the use of enforcement equipment to effectively enhance the enforcement of traffic laws. Equipment will be purchased under the federal requirements of 23 CFR Part 1200 and 2 CFR 200.

Project Description: This project will provide agencies the equipment they require to perform successful high visible traffic enforcement mobilizations and sustained enforcement of Idaho's traffic laws. Agencies will apply to the OHS for equipment funding which will be awarded based on an agency's problem identification of need.

Metric: Reduce the severity and frequency of traffic crashes through funding of law enforcement equipment.

Metric: Purchase law enforcement equipment following procedures outlined in the *OHS Grants Procedures Manual*.

Project Budget: \$200,000

SHSP Strategies: I-7, A-1, D-3, INT-2, OP-2

Performance Measure(s): C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5

Project Number: PT-2017-05 Federal (SPT1705 State)

Project Title: Coeur d'Alene Police Department STEP Officer Year 2

Project Description: Continue the agency's second year grant period of a STEP Officer program. The officer's efforts are to make the City of Coeur d'Alene's roadways safer through an education and enforcement-based focus on impaired drivers, unrestrained drivers, distracted drivers, and traffic collision reduction.

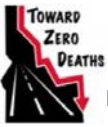
Metric: Reduce the total number of injury crashes compared to STEP year 1 stats.

Metric: Reduce the total number of impaired driving offenses as well as impaired driving crashes in the downtown corridor compared to STEP year 1 stats.

Project Budget: \$96,000

SHSP Strategies: OP-4, I-7, A-1, D-3, INT-2, OP-2

Performance Measure(s): C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5



Project Number: PT-2017-07 Federal (SPT1707 State)

Project Title: Twin Falls County Sheriff Traffic Enforcement

Project Description: Agency efforts to reduce motor vehicle-related deaths and serious injuries in Twin Falls County by increasing law enforcement presence, traffic patrols and citations on the Twin Falls County rural roadways, with focuses on reducing impaired, aggressive and distracted driving crashes, and increasing the use of occupant protection.

Metric: Decrease overall traffic crashes that result in fatalities and injuries by a minimum of 5% during the grant year.

Metric: Reduce County fatal and serious injury crashes by 5% in four categories: Impaired, Aggressive, Distracted and Unrestrained Drivers.

Project Budget: \$10,500

SHSP Strategies: OP-4, I-7, A-1, D-3, INT-2, OP-2

Performance Measure(s): C-7, C-8, C-6, I-1, C-10, C-11, I-2, I-3, I-4, I-5



DISTRACTED DRIVING

Problem Identification and Analysis

Distracted driving crashes made up 22 percent of all crashes in 2014, and were responsible for 21 percent of all fatalities. While 73 percent of all distracted driving crashes occurred on urban roadways, 79 percent of the fatal distracted driving crashes occurred on rural roadways. The investigating officer indicates that either inattention or distraction in or on the vehicle was a contributing factor in the crash. It is believed that the actual number of distracted driving crashes is much higher than are depicted in crash reports, but many go unreported because the cause is not immediately apparent to the investigating officer, particularly in the case of single-vehicle run off the road crashes.

Analysis of crashes in a report by AAA Foundation indicates that 6 out of 10 crashes involve some type of distraction. Crash data indicates that there are up to three contributing factors in most crashes, e.g. the driver may be tailgating doing 32 mph in a 25 mph zone, talking to a passenger, and not be wearing a seat belt. The investigating officer may attribute the crash to following-too-close as the primary cause, however had the driver been paying attention he may have avoided crashing.

According to Distraction.gov, drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves. Research has shown that driving while using a cell phone reduces the amount of brain activity associated with driving by 37 percent. Besides texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/entertainment system distract drivers. Teen drivers have the highest percent of distracted drivers out of any age group. According to www.Distraction.gov, up to 11 percent of all drivers under the age of 20 involved in fatal crashes nationally were reported as distracted at the time of the crash.

Annual Targets

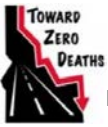
The state crash data for 2014 shows a 0.5 percent decrease in distracted driving crashes and a 9.3 percent decrease in distracted driving fatalities from 2013 to 2014. In 2014, the top three distractions in distracted driving crashes were distractions inside the vehicle, electronic communication devices, and passengers. During the years 2010-2014, there were a total of 207 fatal distracted driving crashes in Idaho. The top contributing circumstances in fatal and serious injury distracted driving crashes were aggressive driving and impaired driving behaviors, and 52 percent of people killed were in those crashes were not restrained. Preliminary estimates for the fatality trend based on a 5-year average targets distracted driving related fatalities (1-1) goal of 43 by 2015, Idaho has met that goal.

Countermeasures

High Visibility Enforcement (HVE) combined with paid and earned media to help educate the public and raise awareness about the risks of driving distracted.

2016-2020 SHSP Strategies for Distracted Driving

- **D-1:** Include a public policy component for distracted driving to: identify deficiencies within existing laws.
- **D-2:** identify legislative stakeholders, enact or amend legislation, and improve enforcement efforts
- **D-3:** Continue communication campaigns using all media sources to educate the public to promote attentive driving.
- **D-4:** Continue multi-agency statewide high visibility enforcement campaigns.
- **D-5:** 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.



- **D-6:** Improve the crash and citation data collection and reporting process at all levels. Continue the planning, design, construction, operation and maintenance of highway engineering to reduce inattentive driving crashes.

List of Countermeasures (Programs/Projects)

Project Number: DD-2017-01-00-00 Federal (SDD1701 State)

Project Title: Distracted Driving Statewide Service Project

Project Description: This project will utilize dedicated funding to develop, produce and disseminate public information materials to be used by highways safety program partners to help educate the public about the dangers of distracted driving. Funds will also be used to support distracted driving focused training and travel for program partners.

Metric: OHS will provide project partners with educational materials about distracted driving.

Metric: Officers will attend training with a distracted driving focus.

Project Budget: \$35,000

SHSP Strategies: D-1, D-4

Performance Measure: I-1

Project Number: DD-2017-02-00-00 Federal (SDD1702 State)

Project Title: Distracted Driving High Visibility Enforcement

Project Description: Coordination and support of one statewide high visibility traffic enforcement mobilizations during the 100 to Zero mobilization to emphasis patrols to bring awareness to the dangers of driving distracted, with the purpose of eliminating related traffic fatalities, serious injuries, and economic losses. Law enforcement agencies will conduct public education about the high visibility enforcement taking place through various methods that include issuing press releases, social media and other types of public outreach.

Metric: Public education and HVE will be conducted with a focus on distracted driving behaviors during 100 to Zero HVE mobilizations.

Project Budget: \$100,000

SHSP Strategies: D-3

Performance Measure: I-1



MOTORCYCLE SAFETY

Problem Identification and Analysis

Motorcycles are vehicles with the same rights and privileges as any motor vehicle on the roadway. Idahoans who ride motorcycles do so for many reasons, some ride for economic reasons and others for recreational use. Motorcyclists are more vulnerable to injury in a crash due to their exposure. Of all the motorcyclists involved in crashes in 2014, 83 percent received some degree of injury, and 52 percent of fatal motorcycle crashes involved only the motorcycle. Idaho had 61,000 registered motorcycles in 2014, this represents 4 percent of all registered vehicles in the state, yet motorcyclists represent 13.4 percent of fatalities in all motor vehicle crashes. Analysis of motorcycle crashes from 2009-2013 shows that 70 percent of riders killed in motorcycle crashes were over 40 years old, and 67 percent of fatalities were due to rider error. Idaho Skills Training Advantage for Riders (**STAR**) Program provides a variety of training opportunities for all riders from novice to experienced riders. The **STAR** program began in 1996 with 338 students trained, and has grown to 2,858 students trained in 2014.

Annual Targets

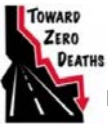
In 2014, 25 motorcyclists were killed in motor vehicle crashes, this was a slight decrease over the previous year. More than half of fatal motorcycle crashes (53 percent) involved just the motorcycle, while nearly one-third (32 percent) of fatal motorcycle crashes involved an impaired driver. Idaho does not have a universal motorcycle helmet law, only motorcyclists and passengers younger than 18 years of age are required to wear them, 58.4 percent of motorcyclists involved in the 510 reported motorcycle crashes in 2014 were wearing helmets. The fatality trend based on a 5-year average targets motorcycle fatalities (C-7) goal of 22 by 2015, preliminary estimates show that Idaho had 23 motorcycle fatalities. In addition, Idaho did not meet the fatality trend for unhelmeted motorcycle fatalities (C-8) which was 12; Idaho had 13 unhelmeted rider fatalities.

Countermeasures

The SHSP Motorcycle Committee partners conducted analysis of all 7,738 motorcycle crashes statewide (1996-2010) revealed that 84 percent of those involved had not attended a **STAR** motorcycle rider training class. Further research of the data indicated that **STAR** training is associated with a 79 percent reduced crash risk, and an 89 percent reduction in risk of fatal crash. The training must be available statewide, and appropriate for the riders experience level. Idaho **STAR** Program provides a variety of training opportunities for all riders from novice to experienced riders.

2016-2020 SHSP Strategies for Motorcycle Safety

- **M-1:** Continue motorcycle rider skills training.
- **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.
- **M-3:** Continue to foster partnerships between the motorcycle community and multi-agency stakeholders (e.g., law enforcement, EMS, military, etc.).
- **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.
- **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.
- **M-6:** Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.
- **M-7:** Evaluate the effectiveness of current motorcycle laws, provide relevant data to inform decision-making, and make recommendations for improvements.



- **M-8:** Encourage collection of key elements such as riding gear (helmets, jackets, etc.) as part of motorcycle crash data, and cross-reference crash data with training data.

List of Countermeasures (Programs/Projects)

Project Number: MC-2017-01 Federal (SMC1701 State)

Project Title: Motorcycle Safety Statewide Services Grant

Project Description: This project will use funding to develop, produce and disseminate motorcycle safety and awareness public information materials statewide. The funds will also be used to support travel and training for program partners. The funds will also be utilized to enhance rider training through the purchase of motorcycles for the Idaho STAR Program. Funding will also be used to support of the Idaho Coalition for Motorcycle Safety (ICMS) motorcycle awareness rallies in May, 2017. Funds will be used for the planning and implementation of a pilot project that provides on-street motorcycle training by law enforcement modeled on the Bike Safe-NC program.

Metric: Support travel and training for our motorcycle safety program partners.

Metric: Support the purchase of training motorcycles for program partners.

Metric: Support the driver education and motorcycle awareness efforts through at least two rallies.

Metric: Work with local motorcycle safety experts to develop and implement a law enforcement based rider training pilot.

Project Budget: \$ 100,000

SHSP Strategies: M-1, M-2

Performance measures: C-7, C-8

Project Number: MC-2017-02-00 Federal (SMC1702 State)

Project Title: STAR Marketing and Communications Grant

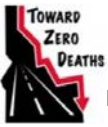
Project Description: This project aims to revamp the current Idaho STAR motorcycle rider training website, enhance its capabilities, and make the website mobile compatible. Once the website has been refurbished a social media campaign will be conducted to create awareness. In addition, the project will help fund the development and production of motorcycle rider training materials for educational purposes, the materials will be given to interested parties at outreach events where contacts are made.

Metric: Mobile compatible **STAR** program motorcycle training website will be implemented.

Metric: Social media campaign will be conducted to attract more motorcycle enthusiasts.

Project Budget: \$ 16,000

SHSP Strategies: M-1; M-2; M-6; M-8



Performance measures: C-7, C-8

Project Number: M9MA-2017-02-00 Federal (SMA1702 State)

Project Title: Motorcycle Safety Paid Media

Project Description: Look Twice for Motorcycles is a public outreach program aimed at raising awareness of motorcycles through a statewide media campaign. The campaign will focus on social media marketing and traditional radio PSA's that targets motorists to remind them that motorcycles are everywhere.

Metric: Statewide media campaign will be conducted to increase driver awareness of motorcycles.

Project Budget: \$ 33,000

SHSP Strategies: M-1

Performance measures: C-7, C-8

Project Number: M5PEM-2017-04 Federal (SID1704 State)

Project Title: Motorcycle Impaired Paid Media

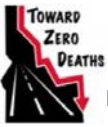
Project Description: Right Choice - Ride Sober is a public outreach program aimed at raising awareness among motorcyclists about the danger of impaired riding, through a statewide media campaign. The campaign will focus on social media marketing and traditional radio PSA's that targets motorcyclists.

Metric: Statewide media campaign will be conducted to discourage motorcyclists from riding impaired.

Project Budget: \$ 50,000

SHSP Strategies: M-5; M-6

Performance measures: C-7, C-8



BICYCLE and PEDESTRIAN SAFETY

Problem Identification and Analysis

It's a fact that everyone is a pedestrian at some point. Bicyclists and pedestrians represent a small portion of the total crashes in Idaho, but they are a significant number in our Towards Zero Deaths (TZD) goal for Idaho families. The TZD goal is shared with our entire bicycle and pedestrian safety advocates across the state. The U.S. Transportation Secretary declared pedestrian and bicyclist safety as a top priority for the department, and the Governors Highway Safety Association estimates a 10 percent increase in the number of persons on foot killed in traffic crashes in 2015. Bicyclists and pedestrians are included in the Vulnerable User category along with motorcyclists and youthful drivers in the Idaho SHSP.

Crashes involving pedestrians in Idaho increased by 13 percent in 2014, the number of pedestrians killed was 14, this was the same number as the previous year. Of all the pedestrians involved in crashes 96 percent received some degree of injury. The number of bicycle crashes decreased by 11 percent in 2014, and there were 2 bicyclists killed. Of the bicyclists involved in crashes in 2014, 97 percent received some degree of injury. Only 26.9 percent of bicyclists in reported crashes were wearing a bicycle helmet, with only 23 percent of bicyclists less than 35 years old were wearing helmets.

Annual Targets

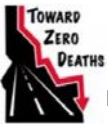
Preliminary estimates show that Idaho met the fatality trend goals based on a 5-year average that targets pedestrian fatalities (C-10) with a goal of 11. Idaho also has met the fatality trend goal of 2 for bicycle fatalities (C-11) by 2015, Idaho had 2 bicyclist fatalities.

Countermeasures

Countermeasures for improving pedestrian and bicycle safety are primarily aimed at improving behaviors of pedestrians, bicyclists and drivers through awareness efforts and enforcement measures. OHS has provided We Bike Etc. training for law enforcement and engineers on bicycle and pedestrian laws and planning for facilities that make walking and biking safer. OHS also works closely with the ITD Bicycle and Pedestrian Planner to develop and distribute both bicycle and pedestrian safety educational materials such as the Walk Smart Guide, the Idaho Bicycle Commuter Guide, bicycle and pedestrians safety activity pages for elementary school children, Share the Road YouTube video for young drivers on how to drive around bicyclists and pedestrians. OHS also partners with the bicycle safety training and education program coordinated by the Treasure Valley YMCA Safe Routes to School program, to provide helmets for children who attend training.

2016-2020 SHSP Strategies for Bicycle Safety

- **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.).
- **BP-2:** Include construction and maintenance of appropriate facilities for all users (including bicycle, pedestrian, multimodal, transit, etc.) on all projects as appropriate. Accomplish this work through transportation planning and design, and partnerships and coordination statewide with local pedestrian and bicycle advisory/user groups, planners, engineers, local plans and transportation professionals.
- **BP-3:** Identify and evaluate the effectiveness of current laws, policies and design standards affecting bicycles, pedestrians and motorists, provide relevant data to inform decision-making, and make recommendations for improvements.
- **BP-4:** Continue to communicate with and support 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.



- **BP-5:** Continue to enhance drivers' education and testing to incorporate safe operation and awareness of all modes of transportation, including bicycles and pedestrians.
- **BP-6:** Improve bicycle-pedestrian crash data collection, including health data and data about non-vehicle-involved crashes, through technological and medical partnerships.
- **BP-7:** Enforce bicycle and pedestrian laws for the drivers, pedalcyclists and pedestrians.

List of Countermeasures (Programs/Projects)

Project Number: PS-2017-01 Federal (SPS1701 State)

Project Title: Bicycle and Pedestrian Statewide Services

Project Description: This project will utilize dedicated funding to work with the OHS bicycle and pedestrian safety partners to develop education, enforcement and safety equipment. OHS will develop and produce educational materials to promote bicycle and pedestrian safety; and educate on the rules that apply to bicyclists and pedestrians. Funds will be used to provide safety equipment for bicycle safety training and educational programs, and for bicycle and pedestrian focused training for law enforcement, engineers and other highway safety partners. Funds will also be made available to law enforcement agencies seeking support to conduct bicycle and pedestrian law enforcement activities.

Metric: Educational materials will be developed and distributed to bicycle and pedestrian safety partners.

Metric: Bicycle helmets will be provided for bicycle safety educational and skills training classes.

Metric: Training opportunities will be provided for bicycle and pedestrian safety partners and advocates.

Metric: Bicycle and pedestrian focused law enforcement activities will be supported.

Project Budget: \$ 15,000

SHSP Strategies: BP-1

Performance Measures: C-10, C-11



OCCUPANT PROTECTION

Problem Identification and Analysis

The proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. Idaho has a large percentage of unrestrained passenger vehicle occupants seriously injured and fatally injured each year. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 54 lives saved in 2014 by seat belt usage and an additional 34 lives (half of those killed and unbelted) could have been saved if everyone had buckled up. Additionally, safety restraint use reduces fatalities by 74% in rollover crashes involving passenger cars, and reduces fatalities by 80% in rollover crashes involving light trucks.

Idaho's secondary seat belt law was implemented July 1, 1986. Idaho revised its safety restraint law in 2014, removing Section 8: "The failure to use a safety restraint shall not be considered under any circumstances as evidence of contributory or comparative negligence, nor shall such failure be admissible as evidence in any civil action with regard to negligence." Attempts to modify Idaho's seat belt law during 2015 and 2016 Idaho Legislative sessions failed.

From 2014 to 2015, Idaho's observed seat belt usage increased slightly from 80.2% to 81.1%. However, Idaho's seat belt usage rate has not changed significantly for the past ten years; for example: 79.8% in 2006, 76.9% in 2008, 81.6% in 2013, and 81.1% in 2015. Idaho's 2015 Goal for Yearly Observed Seatbelt Use was 81.6%; this goal was not met because 2015 Observational Seat Belt Survey rate was 81.1%.

Based on the ITD statewide crash database 2010-2014, 55% of fatalities were unrestrained (396 occupants), 27% of those seriously injured were unrestrained (1,437 occupants), 385 passenger vehicle occupants aged 7 and older killed were unrestrained, and 11 passenger vehicle occupants under the age of 7 killed were unrestrained.

List of 2016-2020 Occupant Protection Strategic Highway Safety Plan Strategies

- **OP-1:** Change current occupant protection laws
- **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.
- **OP-3:** Use a variety of media sources to educate the public about the importance of using occupant protection and child restraints.
- **OP-4:** 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.
- **OP-5:** Work with public and private employers to develop effective occupant protection policies.
- **OP-6:** Coordinate a statewide child passenger safety program.



High-Visibility Seat Belt Law Enforcement List of Countermeasures (Programs/Projects)

Publicizing seat belt law enforcement programs state wide, and engaging a sizable number of Law Enforcement Agencies state wide, may prove effective in increasing Idaho's belt use and reducing occupant protection-related fatal, injury, and property damage crashes. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations may provide a greater opportunity for long-term program impact.

Periodic High-Visibility Seat Belt Law Enforcement

Decreasing unbelted crashes depends upon identifying high crash locations and low seat belt use communities, and planning and implementing interventions and countermeasures to address the problem. The Idaho Office of Highway Safety (OHS) will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plans covering every county for the November 2016 and May Click It or Ticket 2017 traffic enforcement mobilizations. Each mobilization will have a detailed action plan created for implementing pre-enforcement and post-enforcement reporting. These plans will be accompanied by federally funded media statewide and, in some cases, earned media statewide. OHS will facilitate a statewide strategic plan for law enforcement agencies identifying and enforcing Idaho's Passenger Safety for Children statute during National Child Passenger Safety Week.

Sustained Seat Belt Law Enforcement

Law enforcement agencies participating in the designated mobilization periods are strongly encouraged to take a "zero tolerance" stance on drivers and passengers who ride unbuckled or improperly restrained throughout the year. The sustained seat belt enforcement is in addition to the funded mobilization periods. The importance of enforcing the seat belt and child passenger safety laws as a tool to decrease traffic injuries and fatalities is emphasized to law enforcement partners at every opportunity.

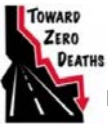
Evidence of Effectiveness: CTW, Chapter 2: Sections 2.1, 2.3, 3.1, 3.2, 5.1, 6.1, 6.2, 7.1

Project Number: OP-2017-EA Federal (SSB17EA State)
M2HVE-2017-EA Federal (SOP172A State)

Project Title: Statewide Services Mobilization (High Visibility Enforcement) November 2016

Project Description: County and City law enforcement agencies and the Idaho State Police will 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.

The Office of Highway Safety furnishes the Law Enforcement Liaisons with crash and seat belt usage data in support of Liaisons encouraging Idaho law enforcement agencies to participate in high visibility enforcement programs. In addition, historical law enforcement high visibility enforcement mobilization performance data is provided Liaisons in support of grant funding allowances proportionate to requesting law enforcement agencies enforcement of occupant protection laws (seat belt and child restraint). Grant award amounts are then slightly adjusted based on factors such as past grantee performance or availability of manpower. Non-grant program participating police agencies with a large percentage of crashes are contacted by the Liaisons and encouraged to participate in the program. Some of the reasons for non-participation range from availability of manpower to lack of local government support.



Metric: Increase Idaho law enforcement agency participation in enforcement campaign.

Metric: Provide funding to law enforcement agencies based on number and severity of crashes and seat belt use rate to participate in November 2016 enforcement campaign.

Project Budget: \$75,000 (\$45,000 402 funding, \$30,000 405b funding)

SHSP Strategies: OP-2

Performance Measure(s): C-4, B-1

Project Number: OP-2017-EB Federal (SSB17EB State)

Project Title: Statewide Services Mobilization (High Visibility Enforcement) May 2017 Click or Ticket “CIOT”

Project Description: County and City law enforcement agencies and the Idaho State Police will 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.

The Office of Highway Safety furnishes the Law Enforcement Liaisons with crash and seat belt usage data in support of Liaisons encouraging Idaho law enforcement agencies to participate in high visibility enforcement programs. In addition, historical law enforcement high visibility enforcement mobilization performance data is provided Liaisons in support of grant funding allowances proportionate to requesting law enforcement agencies enforcement of occupant protection laws (seat belt and child restraint). Grant award amounts are then slightly adjusted based on factors such as past grantee performance or availability of manpower. Non-grant program participating police agencies with a large percentage of crashes are contacted by the Liaisons and encouraged to participate in the program. Some of the reasons for non-participation range from availability of manpower to lack of local government support.

Metric: Increase Idaho Law Enforcement agency participation in the enforcement campaign.

Metric: Provide funding to law enforcement agencies based on number and severity of crashes and seat belt use rate to participate in May Click It or Ticket 2017 enforcement campaign.

Project Budget: \$100,000 (402 funding)

SHSP Strategies: OP-2

Performance Measures: C-4, B-1



Project Number: PM-2017-01 Federal (SPM1701 State)
M2PE-2017-PM Federal (SOP172P State)

Project Title: Paid and Earned Media

Project Description:

- Paid Media Plans – OHS will use federal funds for paid advertising during the November and May CIOT mobilizations 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.
- Earned Media Plans – OHS will encourage all law enforcement agencies to develop Earned Media Plans for all occupant protection enforcement campaigns, including Child Passenger Safety Week, to initiate and secure earned media statewide. Some suggested activities to generate earned media will include press releases, public service announcements, and local community activities (e.g. safety events at high schools).

Metric: Conduct paid media campaigns to support high-visibility enforcement during the Thanksgiving and May Click It or Ticket mobilizations.

Metric: Request and secure evidence of earned media generated by law enforcement agencies.

Project Budget: \$189,000 [\$89,000 402 (refer to media plan), \$100,000 405b]

SHSP Strategies: OP-3

Performance Measures: C-4, B-1

Project Number: OP-2017-01 Federal (SSB1701 State)

Project Title: Occupant Protection (Seat Belt) Educational Opportunities and Materials

Project Description: 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.

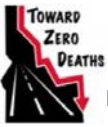
Metric: Provide educational materials to the general public at a minimum of two safety outreach events.

Metric: Fulfill requests for educational materials for local community safety events.

Project Budget: \$15,000

SHSP Strategies: OP-1, OP-2, OP-3, OP-4, OP-5

Performance Measures: C-4



Project Number: M2OP-2017-2S Federal (SOP172S State)

Project Title: Occupant Protection Observational Surveys

Project Description: Develop and initiate occupant protection surveys to gather and evaluate safety restraint use statewide. If sufficient funding is available, conduct an observational survey specific to child passenger safety. Conduct quality control monitoring of survey counters at predetermined observation sites; based on 180 observation sites in Idaho’s annual seat belt survey (FFY 2015), five percent equals 9 sites.

Metric: Conduct quality control monitoring at a minimum of 9 sites in two separate survey regions.

Project Budget: \$50,000

SHSP Strategies: OP-4

Performance Measures: C-4

Child Occupant Protection Programs List of Countermeasures (Programs/Projects)

Idaho’s state law addressing younger children in vehicle restraints is different than its law for adults and children ages 7 and older; younger children must be “...properly secured in a child safety restraint that meets the requirements of the federal motor vehicle safety standard no. 213.” In addition to enforcement operations targeting compliance with Idaho’s child restraint law, communication and educational programs designed to educate law enforcement agents, Fire/EMS personnel, and motorists on the proper installation and usage of child restraints have been shown to reduce the likelihood of injury due to improperly secured children in a crash.

Evidence of Effectiveness: CTW, Chapter 2: Sections 5.1, 6.1, 6.2, 7.1, 7.2

Project Number: M2TR-2017-TR Federal (SOP172T State)
CR-2017-01 Federal (SCR1701 State)

Project Title: Occupant Protection (Child Passenger Safety) Educational Opportunities and Materials

Project Description: This program will make grant funds available to promote and provide technical training, travel, and “scholarship” fund 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. Additionally, educational materials (e.g., pamphlets, child restraint cards, WHALE1 kits) may be developed or translated to involve Idaho’s Hispanic community.

Metric: Provide educational materials to the general public at two safety outreach events.

¹ We Have A Little Emergency



Metric: Fulfill requests for educational materials for local community safety events.

Metric: Furnish a minimum of 15,000 English and 2,000 Spanish WHALE kits statewide.

Metric: Furnish a minimum of 10,000 English and 1,000 Spanish CHOP2 Basic Child Restraints pocket cards statewide.

Project Budget: \$95,000 (\$40,000 402 funding, \$55,000 405b funding)

SHSP Strategies: OP-1, OP-2, OP-3, OP-4, OP-5, OP-6

Performance Measures: C-4

Project Number: CR-2017-0L Federal (SCR170L State)

Project Title: Occupant Protection Statewide Child Passenger Safety Program

Project Description: 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.

Metric: Distribute funding to sub/grantees commensurate to local community child population.

Project Budget: \$50,000

SHSP Strategies: OP-6

Performance Measures: C-4

Project Number: M2CSS-2017-CR Federal (SOP172R State)

Project Title: Occupant Protection (Child Passenger Safety) Child Restraints

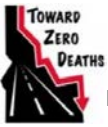
Project Description: This program will make grant funds available to the Statewide Child Passenger Safety program sub/grantees to purchase child restraints. Restraints will be used to educate parents and caregivers about the proper use and importance of children being properly restrained.

Metric: Expend funds to purchase economical child restraints.

Project Budget: \$16,900 (405b funding)

SHSP Strategies: OP-6

² Children's Hospital Of Philadelphia



Performance Measures: C-4

Project Number: M2CPS-2017-2L Federal (SOP172L State)

Project Title: Lemhi County, Child Passenger Safety Statewide Program

Project Description: OHS contracts with Lemhi County (Sheriff's Office) to host the statewide coordinator for Idaho's child passenger safety program. The contract also provides for some specific deliverables in the broad categories of education, Child Passenger Safety technician certification, the state's educational child restraint program, and activities during Child Passenger Safety Week.

Child Passenger Safety Technician Certification Training: Implement and oversee the administration and credibility of NHTSA's 32-hour Child Passenger Safety Technician courses taught statewide. Idaho technicians are law enforcement agency and organizational employees or independent volunteers who offer car seat checks in their local communities, and instruct and educate the public on the proper installation and use. Administer the update/refresher courses, special needs classes, and medical staff trainings. Conduct outreach to recruit new technicians and establish Inspection Stations based on current population data.

Public Education and Outreach Training: Oversee the administration of educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints. The outreach programs are provided to the general public, public health districts, hospitals, pre-schools and schools, law enforcement, public safety responders, and the child care/transport industry.

Car Seat Education Programs: Implement and coordinate the program(s) associated with educating parents, caregivers, and grandparents regarding the proper selection and installation of child passenger safety restraints; programs may include providing grant-funded car seats to financially-disadvantaged parents and caregivers. Use National Child Passenger Safety Week and the NHTSA National Click It or Ticket campaign as opportunities to raise public awareness of the proper selection and installation of child passenger safety restraints.

Sub/Grantee Programs: Administer sub/grantee participation in child passenger safety program. Encourage education of parents/caregivers, safety professionals, law enforcement, first responders, child care organizations, etc., in their local communities; car seat check events year-long and during the National Child Passenger Safety Week; and technician certification, recertification and renewal courses. Educational activities may include providing grant-funded child restraints to financially-disadvantaged parents and caregivers.

Metric: Initiate a minimum of 3 Child Passenger Safety Technician Certification Training Courses.

Metric: Establish at least 2 renewal and/or refresher courses for technicians.

Metric: Increase the number of Child Passenger Safety Technicians and Instructors in Eastern Idaho.

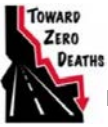
Metric: Maintain and increase Idaho's active network of child restraint inspection stations.

Metric: Establish initial benchmark for car seat inspections performed annually statewide.

Project Budget: \$75,000 (405b funding)

SHSP Strategies: OP-2, OP-3, OP-6

Performance Measures: C-4, B-1



Project Number: M2PE-2017-PM Federal (SOP172P State)

Project Title: Paid and Earned Media

Project Description:

- Paid Media Plans – OHS will use federal funds 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.
- Earned Media Plans – OHS will encourage all law enforcement agencies and Child Passenger Safety grantees to develop Earned Media Plans for National Child Passenger Safety Week, to generate earned media statewide. Some suggested activities to generate earned media will include press releases, public service announcements, and local community activities (e.g. child safety events, car seat check events).

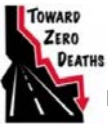
Metric: Conduct paid media campaign during the National Child Passenger Safety Week.

Metric: Request and secure evidence of earned media generated by law enforcement agency and Child Passenger Safety sub/grantees.

Project Budget: \$75,000 (405b funding)

SHSP Strategies: OP-3

Performance Measures: C-4, B-1



EMERGENCY MEDICAL SERVICES

Problem Identification

Idaho is a very rural state and as such it can take several minutes to hours to reach someone who may require Emergency Medical Services (EMS). Idaho does not have a Trauma 1 hospital so in many cases patients are taken to the nearest hospital for stabilization before being transported to a Trauma 2 and then perhaps a Trauma 1 hospital out of state. The nearest Trauma 1 hospitals are located in Salt Lake City, UT or Seattle, WA.

Additionally, Idaho lacks a strong Traffic Incident Management (TIM) program. TIM consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders. The responders use a well-rehearsed procedure to get the right equipment to the right location faster to more quickly save the lives of those involved in crashes on public roadways.

List of Countermeasures (Programs/Projects)

Project Number: EM-2017-01 Federal (SEM1701 State)

Project Title: TIM Training Program

Project Description: Work with partners to help bring a TIM training program in Idaho. Partners would include Law Enforcement, Fire & Rescue, EMS, State Communications, HAZCOM Contractors, Towing, Emergency Management and more.

Metric: Conduct search for contractor or partners to work with on a TIM training program

Metric: Offer 1 TIM training course

Project Budget: \$30,000

SHSP Strategies: INT-5

Performance Measures: C-1, C-2

YOUTHFUL DRIVERS

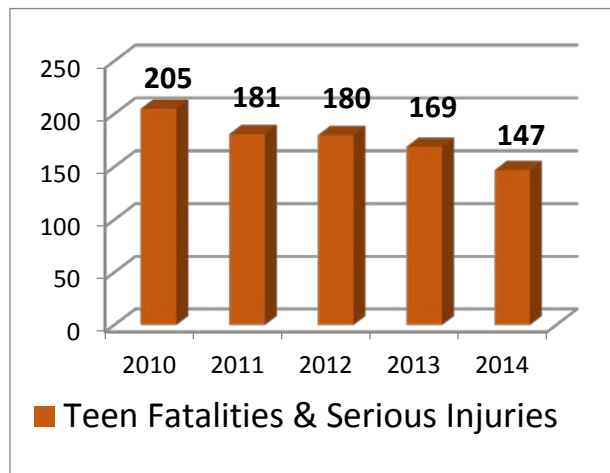
Problem Identification and Analysis

During 2014, 20 people were killed in youthful driver crashes. These crash deaths involved people of all ages. Eight were youthful drivers, ages 15 through 19. Of the teenage drivers killed, only 2 (25%) were wearing seat belts. Crashes involving youthful drivers represented 22% of all crashes, 13% of fatalities and 17% of serious injuries over the past 5 years.

Idaho youthful drivers are overrepresented in motor vehicle crashes with more than one out of every 5 crashes involving a youthful driver in 2014. This age group was involved in 2.5 times as many crashes as expected. Of the fatal crashes involving youthful drivers, 74% occurred in rural areas, while 72% of all crashes were in urban areas. Drivers in this age group are inexperienced and more likely to feel invincible. The economic cost of youthful driver crashes was nearly \$381 million dollars and represented 16% of the total cost of crashes.

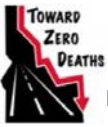
Annual Targets

Over the past 5 years, a gradual decline in deaths and serious injuries for youthful drivers has been recognized, as viewed in the graph below. However, drivers age 15 are 3.5 times more likely to be involved in crashes, and 19 year olds continue, at the lowest of the age group, at twice as likely to be involved in a crash. In 2015 the core goal of 28 killed for youthful drivers, the goal was not met. Preliminary data reveals 30 deaths.



2016-2020 SHSP Strategies for Youthful Drivers

- **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.
- **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.
- **Y-3:** Evaluate the effectiveness of current youthful driving laws and provide relevant data for decision-making. As part of this process, develop new ways of measuring effectiveness for seat belt use, distracted driving, GDL and/or other factors.
- **Y-4:** Develop education outreach opportunities for post-high school drivers, ages 17 to 20.



- **Y-5:** Maintain a standard and uniform education curriculum for driver education programs. Encourage parents to attend a class and/or accompany their teen driver during the driver education class and road practice.
- **Y-6:** Increase the effectiveness of existing Graduated Driver’s License (GDL) laws by expanding and improving training about the laws, including their purposes and how they currently function.
- **Y-7:** Research and use appropriate assessment and evaluation tools for Idaho driver education trends. A District-by-District statistical analysis about why youth do not participate in driver education might be an example.
- **Y-8:** Undertake communication campaigns using a variety of media sources to educate youthful drivers about challenges young adults face.

List of Countermeasures (Programs/Projects)

Project Number: TSP-2017-02 Federal (SYD1702 State)

Project Title: Alive at 25

Project Description: The Alive at 25 programs is an interactive educational approach to enable youthful drivers the ability to recognize driver and passenger responsibility in being prepared for wise driving choices and accountability of those choices. Programs may include high school and community events to reinforce good driving behaviors and encourage parental involvement. Funding will be provided for course materials, some instructor course presentation costs, and public awareness materials for events.

Metric: Increase the number of locations where the course is offered from 17 current locations to 20.

Metric: Increase the number of instructors from 44 current instructors to 50.

Performance Target: Three additional locations will be provided and 6 new instructors trained.
Evidence of Effectiveness: YD Graph 1

Project Budget: \$80,000 (402 Federal)

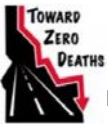
SHSP Strategies: Y-1, Y-2

Performance Measure: C-9

Project Number: TSP-2017-03 Federal (SYD1703 State)

Project Title: Children and Parent Group “Cinema Drive”

Project Description: The project will provide the “Cinema Drive” program to 22 high schools in Idaho. Almost half of the communities where presentations are planned rank in the top ten counties of youthful driver crashes for the state. Presentation sites also include communities and counties ranked within the top 5 fatal and injury, or fatal and serious injury crashes for cities or counties of like-size.



The program provides a multi-sensory 3-D educational experience of teenage driving behaviors. Up to 1,000 high students per day will view the program. A comprehensive follow-up web and mobile experience will continue providing repetition on traffic safety experience.

Metric: An electronic survey will be conducted at each site, and the results for 22 high schools will be provided in a report to the Office of Highway Safety.

Performance Target: Over 20,000 students will view and participate in the presentations.

Evidence of Effectiveness: Children’s Hospital of Philadelphia Research Institute, Evaluation Results from Cinema Drive (School Program Only), June 2015.

Project Budget: \$110,000 (402 Federal)

SHSP Strategies: Y-2

Performance Measure: C-9

Project Number: TSP-2017-04 Federal (SYD1704 State)

Project Title: Teen Driver Website

Project Description: A contractor resource will be hired to update the www.idahoteendriving.org website with links on current traffic safety-related articles, research, events, educational opportunities and crash statistics for teenagers and parents. The website offers another low cost avenue to reinforce traffic safety messages.

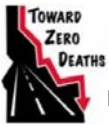
Metric: Increase the number of visits from a projected 8,000 in FFY 2016 by 10%.

Performance Target: Visits to the teen website shall increase by 800, from 8,000 to 8,800.

Project Budget: \$15,000 (402 Federal)

SHSP Strategies: Y-8

Performance Measure: C-9



COMMUNITY TRAFFIC SAFETY PROGRAM

Problem Identification and Analysis

The Community Traffic Safety Program provides a necessary link between the Idaho Office of Highway Safety (OHS) and local communities. Idaho's diverse demographics in population and local diversity as well as the size and distance between locations make it difficult to administer a centralized program. The OHS establishes Community Traffic Safety Projects (CTSP) under this program area to provide coverage to all 44 Idaho counties and in areas of greatest need. The CTSPs have defined tasks, such as participation in NHTSA national safety campaigns. Other projects are established based on local needs. The projects are required to provide and manage education and outreach activities that address all of the Safety Focus areas based on local data and need as established and included in the Strategic Highway Safety Plan (SHSP).

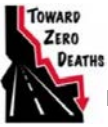
Projects must address critical safety needs by analysis of crash data as the principle basis for programs. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data; license, registration, and conviction data; and other data from various sources. Data included in agreements will identify safety problems and support the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Idaho Highway Safety Coalition

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all ages groups raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

The collaborative process of developing and implementing the Strategic Highway Safety Plan (SHSP) brings together and draws on the strengths and resources of Idaho's safety partners. The SHSP helps coordinate goals and highway safety programs across the state as a guiding document for the emphasis groups. Eight of the twelve identified SHSP focus areas are behavioral safety goals and are consistent with performance measures and goals set forth by NHTSA and GHSA guidelines

Evidence of Effectiveness: Counter Measures that Work 2016 Edition = C, Chapter 1: Section 6.5; Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1; Chapter 3: Section 4.1; Chapter 4: Sections 2.1, 2.2, 3.1, 3.2; Chapter 5: Sections 4.1, 4.2; Chapter 6: Sections 2.1, 2.2, 3.1; Chapter 7: Sections 1.1, 1.2; Chapter 8: Sections 2.1, 2.3; Chapter 9: Sections 1.3, 1.4, 2.2, 3.2, 4.2



List of Countermeasures (Programs/Projects)

Project Number: CP-2017-03 Federal (SCP1703 State)

Project Title: Idaho Highway Safety Coalition

Project Description: Sustain a coalition to organize and generate support for the behavioral focus areas as established by the SHSP. 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

Metric: Coordinate no less than 10 educational programs to the public addressing identified priority safety focus areas specific to geographic areas.

Metric: Coordinate with Idaho State Police Commercial Vehicle Safety Program for 2 educational events.

Project Budget: \$30,000.00 Federal

SHSP Strategies: I-6, MD-2, A-3, D-4, L-3, M-2, BP-4, OP-4, CMV-3, Y-4

Performance Measure: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, I-1, I-2, I-3, I-4, I-5, I-6

Project Number: CP-2017-01 Federal (SCP1701 State)

Project Title: Highway Safety Summit

Project Description: Offer a statewide Highway Safety Summit designed to foster discussion and interaction between presenters and participants, and provide an educational opportunity for law enforcement, advocates, prosecutors and other partners in highway safety. The goal is to offer training and education that will touch on each SHSP focus area and each of the four E's (enforcement, education, engineering and ems.)

Metric: Coordinate the educational event for April 18-19, 2017 in Boise, Idaho

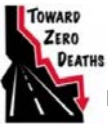
Metric: Summit for over 250 attendees in the 4 E's disciplines.

Metric: Contract with a third-party contractor to provide conference coordination services.

Project Budget: \$50,000.00 Federal

SHSP Strategy: I-1, INT-4

Performance Measure: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, I-1, I-2, I-3, I-4, I-5, I-6



Project Number: CP-2017-02 Federal (SCP1702 State)

Project Title: Law Enforcement Liaison

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

Their tasks include providing technical assistance to the impaired driving task forces, relay proper case law regarding various aspects of impaired driving, and to act as an extension of the OHS for our law enforcement partners. The LEL's also provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas and municipal police departments, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and prepare reports as necessary.

Metric: One Law Enforcement Liaison for each of the six Idaho Transportation Districts

Metric: Coordinate educational opportunities and funding for the LEL's

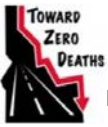
Metric: Increase the agency mobilization participation rate for each district by 2 agencies.

Metric: Conduct a "One Team" event in each district in coordination with the July 4th High Visibility Impaired Driving Campaign.

Project Budget: \$60,000 Federal

SHSP Strategies: OP-2, D-3, A-1, MD-5, I-1, I-7

Performance Measure: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, I-1, I-2, I-3, I-4, I-5, I-6



COMMUNICATIONS and MEDIA

Problem Identification and Analysis

A majority of the 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. All 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.

The media buys are handled through a contract with the media firm Davies Moore. Paid media campaigns are coordinated and implemented by the OHS program managers for the programs for which they manage. The program managers ensure that each campaign has a consistent "brand identity" in all messaging. Media buys are conducted to complement Federal efforts due to budget restraints limiting the number of buys possible throughout the year. Our press releases, electronic messaging and talking points/interviews use the NHTSA enforcement messaging however all designs, slogans and public service announcements used must be approved by the ITD's communications department.

Paid media will be purchased for the following programs:

- Impaired Driving Campaigns
- Occupant Protection Campaign
- Distracted Driving
- Aggressive Driving
- Motorcycle
- Bicycle Pedestrian
- On-line advertising, radio, and lifestyle advertising at convenience stores/gas stations will target the male drivers age 21 to 34 demographic, which has been identified through the Idaho's crash data as major contributors to the number of DUI's and unbelted fatality problem.
- The ITD Communications office will also work with the OHS program managers to prepare a Safety Communications Plan for FFY 2017 to aid grantees and partners in establishing earned media plans throughout the fiscal year.

List of Countermeasures (Programs/Projects)

Project Number: PM-2017-01 Federal (SPM1701 State)

Project Title: Paid Media

Project Description: Funding for paid media purchases and media development for target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other



communication tools and methods. Message recognition and penetration will be measured through the annual public opinion survey and media buy demographic reports.

OHS contracted with Marking Media Group LLC (Davies Moore) for its media buys and limited production services. Most of the production services are prepared and produced in house at the ITD through the communications department. OHS used four primary forms of media to communicate safety messages: outdoor (billboard), radio, television/cable, and social media (Facebook, Twitter and Instagram). In addition to Davies Moore posting messages on OHS’s Facebook and Instagram account, ITD Communications also posted safety messages and PSAs on ITD’s Facebook, Twitter accounts, You Tube account, as well as on ITD’s Transporter (internal) and general public websites.

Metric: Develop and buy media to coincide with the high visibility traffic enforcement mobilization campaigns.

Metric: Create uniform branding for all media: social, earned or paid.

Project Budget: \$394,000

Focus Area	Budget Allotment	% of Total
Impaired Driving	\$70,000	18%
Occupant Protection	\$89,000	22%
Distracted Driving	\$70,000	18%
Aggressive Driving	\$90,000	23%
Motorcycle	\$55,000	14%
Bicycle & Pedestrian	\$20,000	5%

SHSP Strategies: Y-5, OP-3, BP-1, M-6, CMV-2, D-2, A-2, I-9

Performance Measure: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, I-1, I-2, I-3, I-4, I-5, I-6

Project Number: PM-2017-02 Federal (SPM1702 State)

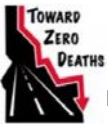
Project Title: Public Opinion Poll/Media

Project Description: 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.

Metric: Contract with the University of Idaho to conduct a public opinion poll using sound scientific polling strategies.

Project Budget: \$30,000

Performance Measure: C-1, C-2



TRAFFIC RECORDS and ROADWAY SAFETY

Problem Identification and Analysis

The number of Idaho traffic crashes decreased by 1 percent, from 22,347 in 2013, to 22,134 in 2014. Fatalities from the crashes decreased 13 percent, from 214 in 2013, to 186 in 2014. That has changed in 2015 with preliminary numbers at 216 fatalities.

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.

Annual Targets

Performance measures and targets are annually updated in the ITRSSP by the Traffic Records Coordinating Committee. The funding and data improvement for accuracy, timeliness and completeness measures are focused on implementing a statewide electronic field reporting system for citations, and creating a data warehouse for the traffic records system users.



List of Countermeasures (Programs/Projects)

Project Number: TS-2017-01 Federal (STR1701 State)

Project Title: Traffic Records eIMPACT

Project Description: Collect and maintain the crash data that is electronically transmitted by Idaho law enforcement through the eIMPACT application to allow comprehensive, accurate and effective evaluation for data-driven decisions in establishing statewide targets for projects.

Metric: Increase standardized eIMPACT training provided for law enforcement agencies by 5%.

Performance Target: Conduct 14 eIMPACT law enforcement trainings.

Evidence of Effectiveness: Traffic Records Assessment, August 2011, 2-A: Crash Data Component Status, pages 44–51.

Project Budget: \$50,000 (402 Federal)

Performance Measure: C-1, C-2

Project Number: RS-2017-01 Federal (SRS1701 State)

Project Title: Roadway Safety WebCARS

Project Description: Maintain the crash analysis tool WebCARS, and supported through this program. Agencies utilizing the tool include the OHS Research Analyst Principals, ITD engineers, law enforcement agencies, city, county and state agencies, educational institutions, and research entities, engineering and consulting firms, regional metropolitan planning agencies, Alive at 25 instructors and those reporting for mobilization campaigns.

Metric: Increase the number of agencies utilizing the system by 5.

Performance Target: 210 agencies shall be utilizing the system.

Evidence of Effectiveness: Traffic Records Assessment, August 2011, 1-D: Data Uses and Program Management Status, pages 34-35.

Project Budget: \$42,000 (402 Federal)

Performance Measure: C-1, C-2

Project Number: M3DA-2017-01 Federal (SKD1701 State)

Project Title: TRCC Statewide Services

Project Description: Funding will provide updates for making improvements of timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record



systems: Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance. The Traffic Records Coordinating Committee (TRCC) provides guidance in developing, supporting and prioritizing the Traffic Records Strategic Plan developed to address recommendations noted in the 2016 Traffic Records (TR) Assessment.

Metric: Implement new data improvement projects from the 2016 Traffic Records Assessment.

Performance Target: Progress targets will be determined with project award.

Evidence of Effectiveness: Traffic Records Assessment, 2016.

Project Budget: \$252,930.99 (408 Federal) and \$600,000 (405c Federal)

Performance Measure: C-1, C-2

Project Number: K9-2017-02 Federal (SK91702 State)
M3DA-2017-02 Federal (SKD1702 State)

Project Title: Statewide eCitation

Project Description: Update priorities for making improvements of timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record systems: Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance. The Traffic Records Coordinating Committee (TRCC) provides guidance in developing, supporting and prioritizing the Traffic Records Strategic Plan developed to address recommendations noted in the 2016 Traffic Records (TR) Assessment.

Metric: Determine the average entry time for citation data from implemented electronic citation system in Idaho counties for the time between entry and issuance, and subtracting citation entry date/time from citation issue date/time for each record. An average will then be determined for all citations.

Performance Target: Progress will be an average time less the baseline calculation in FFY 2016.

Evidence of Effectiveness: Traffic Records Assessment, August 2011, 2-E: Citation/Adjudication Data Component Status, "Electronic Citations", pages 72-73.

Project Budget: \$1,053,600 (408 Federal); \$440,000 (405c Federal)

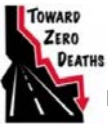
Performance Measure: C-1, C-2

Project Number: M3DA-2017-04 Federal (SKD1704 State)

Project Title: Idaho State Laboratory System Toxicology Instrumentation

Project Description: Purchase two liquid chromatography-tandem mass spectrometry (Triple Quad-LC/MS/MS) instruments 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.

Metric: Install and validate toxicology equipment. Compare lab analysis capabilities before and after the Triple Quad-LC/MS/MS methods for turn-around times, backlogs, amount of sample used, and drugs detected.



Performance Target: Within one year, identify all Tier I drugs at the suggested detection limits as shown on Table II in the “Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities”, and increase the number of drugs analyzed and detected with higher sensitivity in lower drug concentrations.

Evidence of Effectiveness: “OTS Grant Study on Toxicology Instrumentation” conducted by Kristen Burke with the Laboratory of Forensic Services in Sacramento County.

Project Budget: \$800,000 (405c Federal)

Performance Measure: C-1, C-2

Project Number: M3DA-2017-04 Federal (SKD1704 State)

Project Title: All Roads Network of Linearly Referenced Data (ARNOLD)

Project Description: Document all public roads which are currently referenced with a standardized, public Linear Reference System (LRS).

Metric: ITRSSP Performance Measure R-C-4 for Completeness: Increase the public roads currently referenced at the baseline of 85% with standardized, public Linear Reference System (LRS).

Performance Target: Move to 100% with standardized, public LRS locations.

Project Budget: \$105,000 (405c Federal)

Performance Measure: C-1, C-2



PLANNING and ADMINISTRATION

Problem Identification and Analysis

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.

List of Countermeasures (Programs/Projects)

Project Number: as listed below

Project Title: Program Area Management

Project Description: The Program Services Unit is responsible for planning and implementing Idaho's Highway Safety Program. The 2017 Highway Safety Plan identifies the program areas of NHTSA and FHWA.

The objectives of this project cannot be measured in quantifiable terms related to other projects which can reflect a measure of accomplishment; however, the objectives of this project do provide for the planning and administration which are efforts readily identifiable and directly attributable to the overall development and management of the State's Highway Safety Plan.

Administrative activities are performed in a competent and effective manner to insure compliance with aspects of problem identification, evaluation monitoring, and legislation to provide methods and procedures which allow an effective approach to reducing traffic crashes and deaths.

Metric: Solicit grantees and create a budget plan for FFY 2017; prioritize grant requests based on problem identification and evidenced based countermeasures.

Metric: Work with the Idaho Traffic Safety Commission, to seek ITSC guidance and to present program activities as proposed in the FFY 2017 plan.

Metric: Develop and administer FFY 2017 statewide and local grants with the goal of reducing traffic fatalities and serious injuries.

Metric: Be liaisons for local highway safety community partners (to develop programs in Idaho utilizing Highway Safety Coalition).

Metric: Manage grants/ program activities and ensure that grant reimbursement procedures are in compliance with Idaho Codes, 2 CFR 200, and 23 CFR 1200.

Metric: Program development and implementation of statewide and local projects as outlined in the HSP addressing highway safety during FFY 2017.

Metric: Perform monitoring and evaluations of highway safety projects by September 30, 2017.

Metric: Prepare Annual Report submission to NHTSA no later than December 31, 2016.



Metric: Prepare Highway Safety Plan and 405 applications for submission to NHTSA no later than July 1, 2016.

Project Budget: See funding chart below

Federal Project Number	State Project Number	Project Title	Program Budget
AL-2017-AL	S0017AL	402 PAM Impaired Driving	\$27,000.00
PT-2017-PT	S0017PT	402 PAM Aggressive/Police Traffic Services	\$40,000.00
OP-2017-SB	S0017SB	402 PAM Safety Restraints	\$29,000.00
DD-2017-DD	S0017DD	402 PAM Distracted Driving	\$19,000.00
TSP-2017-YD	S0017YD	402 PAM Youthful Drivers	\$39,000.00
CR-2017-CR	S0017CR	402 PAM Child Restraints	\$18,000.00
PS-2017-PS	S0017PS	402 PAM Bike/Ped Safety	\$14,000.00
EM-2017-EM	S0017EM	402 PAM EMS	\$10,000.00
MC-2017-MC	S0017MC	402 PAM Motorcycle Safety	\$16,000.00
CP-2017-CP	S0017CP	402 PAM Community Projects	\$47,000.00
TS-2017-TR	S0017TR	402 PAM Traffic Records/Roadway Safety	\$30,000.00
Sub Total 402 PAM			\$289,000.00
M2HVE-2017-SB	S1799OP	405b PAM Occupant Protection	\$45,000.00
M5HVE-2017-ID	S1799ID	405d PAM Impaired Driving	\$59,999.97
Sub Total 405 PAM			\$104,999.97
Total PAM			\$393,999.97

Project Number: PA-2017-PA Federal (S0017PA State)

Project Title: Planning and Administration

Project Description: The Planning and Administration provides functions covered encompass, wholly or partially, elements applicable to planning, coordination, financial aspects, and general administration of the entire HSP (NHTSA) and other areas related to the highways safety process.

Metric: Provide policy and procedures, program administration, and personnel guidance for the Office of Highway Safety.

Metric: Provide accounting, financial, and audit support for program areas abide by 2 CFR 200 Subpart F. In addition, continue to comply with FFATA requirement.

Metric: Encourage legislative support for effective laws that help to reduce traffic deaths and serious injuries, by providing technical information and acting as an expert witness.

Project Budget: \$145,000



FFY 2017 FUNDING PLAN

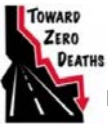
Federal Aid Project #	Program	* Program Name	Budget	Match
164AL-2017-01-00-00	S641701	164 DUI TASK FORCE / HVE	\$60,000.00	\$15,000.00
164AL-2017-02-00-00	S641702	164 INTERLOCK PROGRAM	\$150,000.00	\$37,500.00
164AL-2017-03-00-00	S641703	DUI COURTS	\$100,000.00	\$25,000.00
164AL-2017-04-00-00	S641704	PROJECT IMPLEMENTATION	\$377,515.58	\$50,000.00
AL-2017-01-00-00	SAL1701	ALCOHOL STATEWIDE SVC	\$33,000.00	\$8,250.00
AL-2017-AL-00-00	S0017AL	AL PROGRAM AREA MGMT	\$27,000.00	\$ 6,750.00
CP-2017-01-00-00	SCP1701	HIGHWAY SAFETY SUMMIT	\$50,000.00	\$12,500.00
CP-2017-02-00-00	SCP1702	LAW ENFORCEMENT LIAISONS	\$60,000.00	\$15,000.00
CP-2017-03-00-00	SCP1703	HIGHWAY SAFETY COALITION / SHSP	\$30,000.00	\$2,500.00
CP-2017-CP-00-00	S0017CP	CP PROGRAM AREA MGMT	\$47,000.00	\$11,750.00
CR-2017-01-00-00	SCR1701	CHILD RESTRAINT STATEWIDE SVC	\$40,000.00	\$12,500.00
CR-2017-0L-00-00	SCR170L	LEMHI CSO CPS STATEWIDE COORDINATOR	\$50,000.00	\$12,500.00
CR-2017-CR-00-00	S0017CR	CR PROGRAM AREA MGMT	\$18,000.00	\$4,500.00
DD-2017-01-00-00	SDD1701	DISTRACTED DRIVING STATEWIDE SVC	\$35,000.00	\$4,000.00
DD-2017-02-00-00	SDD1702	DISTRACTED DRIVING HVE	\$100,000.00	\$25,000.00
DD-2017-DD-00-00	S0017DD	DISTRACTED DRIVING PROGRAM AREA MGMT	\$19,000.00	\$4,750.00
EM-2017-01-00-00	SEM1701	EMS STATEWIDE SVC	\$30,000.00	\$7,500.00
EM-2017-EM-00-00	S0017EM	EMS PROGRAM AREA MGMT	\$10,000.00	\$2,500.00
K9-2017-02-00-00	SKD1702	408 STATEWIDE E-CITATION	\$1,050,000.00	\$262,500.00
K9-2017-01-00-00	SK91701	TRCC Statewide Services	\$252,930.99	\$62,250.00
M2CPS-2017-2L-00-00	SOP172L	LEMHI CSO CPS STATEWIDE COORDINATOR	\$75,000.00	\$23,000.00
M2CSS-2017-CR-00-00	SPO172R	CHILD RESTRAINT PURCHASES	\$16,900.00	\$ -
M2HVE-2017-EA-00-00	SOP172A	NOVEMBER SB HVE	\$30,000.00	\$30,000.00
M2HVE-2017-SB-00-00	S1799OP	PAM 405(b) OCCUPANT PROTECTION	\$45,000.00	\$11,250.00
M2OP-2017-2S-00-00	SOP172S	SEAT BELT SURVEY	\$50,000.00	\$0.00
M2PE-2017-PM-00-00	SOP172P	405(b) OCCUPANT PROTECTION PAID MEDIA	\$150,000.00	\$0.00



M2TR-2017-TR-00-00	SOP172T	OCCUPANT PROTECTION TRAINING, TRAVEL	\$55,000.00	\$42,000.00
M3DA-2017-01-00-00	SKD1701	TRCC	\$600,000.00	\$76,250.00
M3DA-2017-02-00-00	SKD1702	eCitation	\$440,000.00	\$110,000.00
M3DA-2017-04-00-00	SKD1704	Idaho State Laboratory System Toxicology Instrumentations	\$800,000.00	\$200,000.00
M3DA-2017-04-00-00	SKD1704	ARNOLD (All Roads Network of Linearly Referenced Data)	\$105,000.00	\$26,250.00
M5CS-2017-00-00-000	SID1702	TSRP - Traffic Safety Resource Prosecutor	\$265,000.00	\$795,000.00
M5CS-2017-00-00-000	SID17CS	Match for 405(d)	\$0.00	\$1,000,000.00
M5HVE-2017-EB-00-00	SID17EB	Dec/Jan High Visibility Enforcement	\$100,000.00	\$30,000.00
M5HVE-2017-ED-00-00	SID17ED	July High Visibility Enforcement	\$100,000.00	\$30,000.00
M5HVE-2017-EE-00-00	SID17EE	Labor Day High Visibility Enforcement	\$100,000.00	\$30,000.00
M5HVE-2017-ID-00-00	S1799ID	PAM 405(d) Impaired Driving	\$59,999.97	\$17,500.00
M5OT-2017-05-00-00	SID1705	Mothers Against Drunk Driving (MADD)	\$21,900.00	\$6,570.00
M5OT-2017-06-00-00	SID1706	Meridian Police Department DUI	\$41,000.00	\$12,300.00
M5OT-2017-21-00-00	SID1721	Underage Drinking Enforcement	\$30,000.00	\$9,000.00
M5PEM-2017-04-00-00	SID1704	Impaired Motorcycle Driver Paid Media	\$50,000.00	
M5PEM-2017-PM-00-00	SID17PM	405(d) Paid Media	\$400,000.00	\$120,000.00
M5SID-2017-03-00-00	SID1703	State Impaired Driving Coordinator (SIDC)	\$236,000.00	\$70,800.00
M5TR-2017-22-00-00	SID1722	Statewide Equipment Draeger	\$150,000.00	\$45,000.00
M5VE-2017-EC-00-00	SID17EC	Mar High Visibility Enforcement	\$100,000.00	\$30,000.00
M9MA-2017-02-00-00	SMA1702	Motorcycle Safety Paid Media	\$33,000.00	
MC-2017-01-00-00	SMC1701	MOTORCYCLE SAFETY STATEWIDE SVC	\$100,000.00	\$37,250.00
MC-2017-02-00-00	SMC1702	STAR COMMUNICATION PROJECT	\$16,000.00	\$4,000.00
MC-2017-MC-00-00	S0017MC	MC PROGRAM AREA MGMT	\$16,000.00	\$ -
OP-2017-01-00-00	SSB1701	OCCUPANT PROTECTION STATEWIDE SVC	\$15,000.00	\$1,500.00
OP-2017-EA-00-00	SSB17EA	SEAT BELT NOVEMBER HVE	\$45,000.00	\$11,000.00
OP-2017-EB-00-00	SSB17EB	SEAT BELT MAY HVE (CIOT)	\$100,000.00	\$25,000.00
OP-2017-SB-00-00	S0017SB	OP PROGRAM AREA MGMT	\$29,000.00	\$7,250.00
PA-2015-PA-00-00	S0017PA	PLANNING & ADMINISTRATION	\$145,000.00	\$69,683.00
PM-2017-01-00-00	SPM1701	402 PAID MEDIA	\$394,000.00	\$98,500.00



PM-2017-02-00-00	SPM1702	MEDIA SURVEY/ PUBLIC OPINION POLL	\$30,000.00	\$7,500.00
PS-2017-01-00-00	SPS1701	BIKE/PED SAFETY STATEWIDE SVC	\$15,000.00	\$3,750.00
PS-2017-PS-00-00	S0017PS	BIKE/PED PROG AREA MGMT	\$14,000.00	\$3,500.00
PT-2017-01-00-00	SPT1701	AGGRESSIVE DRIVING STATEWIDE SVC	\$35,000.00	\$6,000.00
PT-2017-02-00-00	SPT1702	AGGRESSIVE DRIVING HVE	\$260,000.00	\$44,000.00
PT-2017-03-00-00	SPT1703	MERIDIAN PD MC STEP GRANT YR2	\$56,000.00	\$29,000.00
PT-2017-04-00-00	SPT1704	LEWISTON PD STEP YR2	\$75,000.00	\$18,750.00
PT-2017-05-00-00	SPT1705	COEUR D'ALENE PD STEP GRANT YR2	\$96,000.00	\$48,000.00
PT-2017-06-00-00	SPT1706	ENFORCEMENT EQUIPMENT PRGM	\$200,000.00	\$50,000.00
PT-2017-07-00-00	SPT1707	TWIN FALLS CSO ENFORCEMENT GRANT	\$10,500.00	\$2,625.00
PT-2017-09-00-00	SPT1709	IDAHO STATE POLICE	\$300,000.00	\$75,000.00
PT-2017-PT-00-00	S0017PT	PT PROGRAM AREA MGMT	\$40,000.00	\$10,000.00
RS-2017-01-00-00	SRS1701	ROADWAY SAFETY SWS - WEBCARS	\$42,000.00	\$10,500.00
TS-2015-02-00-00	STR1702	TRAFFIC RECORDS SWS - E-CITATION		
TS-2017-01-00-00	STR1701	TRAFFIC RECORDS SWS - E-IMPACT	\$50,000.00	\$12,500.00
TS-2017-TR-00-00	S0017TR	TR PROG AREA MGMT	\$30,000.00	\$7,500.00
TSP-2017-02-00-00	SYD1702	ALIVE AT 25	\$80,000.00	\$20,000.00
TSP-2017-03-00-00	SYD1703	CHILDREN & PARENT RESOURCE GROUP	\$110,000.00	\$27,500.00
TSP-2017-04-00-00	SYD1704	TEEN WEBSITE	\$15,000.00	\$ -
TSP-2017-YD-00-00	S0017YD	YD PROGRAM AREA MGMT	\$39,000.00	\$9,750.00
		(Highway Safety Programs) Total 402 Funding	\$2,916,500.00	\$770,058.00
		(Incentive Programs) Total 405 Funds	\$4,053,799.97	\$2,714,920.00
		(SAFETEA-LU Data Program) Total 408 Funds	\$1,302,930.99	\$324,750.00
		(Transfer funds) Total 164 Funds	\$687,515.58	\$127,500.00
		TOTAL	\$8,960,746.54	\$3,937,228.00



SECTION 405 GRANT PROGRAM

For FFY 2017 Idaho is applying for the following 405-incentive grant programs:

- Occupant Protection
- Traffic Safety Information System Improvements
- Impaired Driving Countermeasures
- Distracted Driving
- Motorcyclist Safety
- Graduated Driver Licensing Laws
- Nonmotorized Safety

The 405 application, which is signed by Idaho's Governor's Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certifications and Assurances for National Priority Safety Program Grants and the accompanying documentation will be sent separately to NHTSA.

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Idaho

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

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

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

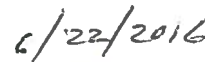
OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety



Date

Brian Ness, Director, Idaho Transportation Department

Printed name of Governor's Representative for Highway Safety



Idaho Office of Highway Safety
GRANT APPLICATION
NHTSA Highway Safety Funding

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

Project/Program Title:

Date Submitted:

Section One – Applicant Information

Name of Agency/Business

Federal Employer or Taxpayer ID Number (FEIN or TIN)

DUNS Number

Private Nonprofit

YES

NO

Address of Agency

Primary Contact (agency contact with signing authority)

Name and Title

Address

E-mail Address

Phone Number

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

Name and Title

Address

E-mail Address

Phone Number

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

Youthful Drivers Distracted Driving Emergency Response Other:

Primary Contact Signature

Grant Manager Signature

INSTRUCTIONS

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

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

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

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

Include the most recent data possible. OHS online data resources are available at <http://www.itd.idaho.gov/ohs/stats.html>. State and local data, not national data, is preferred.

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

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

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

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

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

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

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H. Attachments: Attach any other information or documentation to this application that is beneficial to your project and supports your application.

Section 3. **PROJECT BUDGET**

A. TOTAL BUDGET AMOUNT REQUESTED:

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

PERSONNEL TOTAL:

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

OPERATING/CONSULTANTS/CONTRACTS TOTAL:

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

PURPOSE:	
COURSE: PURPOSE:	AMOUNT:

TRAINING/TOTAL:

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

TRAVEL/TOTAL:

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

EQUIPMENT/TOTAL:

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

MISC/TOTAL:



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

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

Introduction

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

National Highway Traffic Safety Administration (NHTSA) Highway Safety Funds, by law, cannot be used for highway construction, maintenance, or design. Requests for NHTSA grant funds are not appropriate for projects such as safety barriers, turning lanes, traffic signals and pavement/crosswalk markings. Additionally, funds cannot be used for facility construction or purchase of office furniture. Because of limited funding, the Office of Highway Safety does not fund the purchase of vehicles.

General Information

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

2017 Grant Application Process Timeline

February 1, 2016	Request for Applications Released
March 18, 2016	Grant Application is due to OHS by March 18, 2016 by 5:00 PM MST
March - April 2016	OHS Staff reviews applications and submits them for scoring
May 2016	OHS will present the Highway Safety Plan (HSP) to the ITSC Board for approval Included in this plan are the potential grant awards
June 2016	ITD Board reviews and approves the HSP.
July 2016	NHTSA reviews and approves the HSP
August 2016	New grants will be awarded and subgrantees will be notified

Selection Criteria

Grants will be reviewed and scored by a selected group representing all aspects of highway safety and NHTSA guidelines. Grants will be awarded according to their score ranking, the higher scoring projects will be awarded first. Grants will be reviewed and scored on the following criteria:

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

Notification

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

Agencies Eligible to Receive Funding

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

Project Funding Period

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

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

Funded Traffic Priority Areas

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

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

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

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

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

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

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

Youthful Drivers – Funding is provided to eliminate fatal and injury crashes by 15-19 year old drivers. Emphasis is placed on prevention through education and enforcement activities. Agencies are encouraged to work with local teen community population groups such as impaired driving offenders, student governments, and other student organizations dedicated to increasing peer-to-peer education of traffic safety issues. Proposed projects will create a change in teen driving behaviors.

Highway Safety Grant Application Guidelines

Your grant application will need to be submitted to the Office of Highway Safety **on or before March 18, 2016 by 5:00 PM MST** in order to be considered. Please make sure that you have completed all elements of the application in order to be considered.

APPLICATION INSTRUCTIONS

Section 1. APPLICANT IDENTIFICATION AND CERTIFICATION

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

Section 2. PROJECT NARRATIVE

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

The following application sections must be thoroughly completed.

- A. Executive Summary – Briefly summarize the scope of your project. This section should be brief, concise and not exceed 3 pages.

B.

B. Problem/Needs Statement – Document the need for your program and explain the problem. What is the problem, and what data identifies and supports this as a problem. Describe the target population affected and use data specific to the target population. Statewide data can be located on our website at <http://itd.idaho.gov/ohs/stats.htm> .

C. Goals – Each Goal should be a concise statement of the project direction. A goal does not have to be immediately attainable but should be realistic, understandable and related to the Problem/Needs Statement. A single overriding goal is usually sufficient.

D. Objectives – Objective are specific milestones aimed at achieving your goals(s). Objective must state a date when a particular milestone will be reached, be relatable to the goal(s), be measurable and must include valid indicators of reaching the milestone.

E. Activities – This part should describe all the activities you will participate in to reach the goal(s) and objectives in section C and D of your application.

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

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

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

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

Section 3. PROJECT BUDGET NARRATIVE

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

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

GRANT APPLICATION SUBMITTAL

Once you have completed the grant application, please e-mail to: ohsgrants@itd.idaho.gov

Submittal deadline is 5:00 PM MST MARCH 18, 2016. If you need help with your application or have questions about the application process, you can contact any of our Grant Project Managers listed below.

MARY BURKE – Impaired Driving Program Manager

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

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

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

SHERRY JENKINS – Seat Belt/Occupant Protection Program Manager

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

MARGARET GOERTZ – Traffic Records, Youth Program Manager

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

LISA LOSNESS – Strategic Highway Safety Plan, Highway Safety Coalition, Law Enforcement Liaison Coordinator

E-mail lisa.losness@itd.idaho.gov Phone No. 208-884-8103

ATTACHMENT A

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

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

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

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

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

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

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

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

This project will use data from the Idaho Crash Report to determine areas where most DUI’s occur. We will also use data collected from the Idaho Post Academy and the SIDC to find out how many officers in Idaho are certified in SFST, Intoxilyzer, 5000EN, LifLoc and AlcoSensor. We will use this data to determine which officer may need to be re-certified. We will report on a quarterly basis meetings scheduled, who attended and a summary of what was discussed and the progress of our program. We will also track training and report quarterly on what trainings were held/attended. Class Rosters will be attached along with a course description (either lesson Plan, or synopsis).

TRAINING/TOTAL: \$3000.00

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

TRAVEL/TOTAL: \$2,500.00

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

EQUIPMENT/TOTAL:

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

MISC/TOTAL:

Appendix C - The Data Driven Process

Whereas the Problem Identification Report identifies the problems that exist on a statewide level, the data driven process delves into where each of the problem areas have the highest prevalence within the State; examining each focus area from both a County and City level. The following pages contain examples of the data used for evaluation of all Counties and Cities with a population of 2,000 people or greater. The data is used to solicit and evaluate grant applications and participation in the statewide enforcement mobilizations conducted throughout the year.

This data is produced for each focus area. For each focus area, the data sheets contain information for the number of Fatal and Serious Injury Crashes and the number of Fatal and Injury Crashes. For the motorcycle, pedestrian, and bicycle focus areas, only the number of Fatal and Injury Crashes are used. The number of Fatal and Serious Injury Crashes is not large enough when broken down by smaller geographic areas for any useful evaluation for these three focus areas. Each geographic area is grouped according to its population, so the comparisons are between somewhat similar geographic areas. The respective 3-year crash rates per 1,000 population are calculated (e.g., 2012-2014 F&SI Crashes / 2012-2014 Population) and used for ranking the geographic areas within their population group.

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

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

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

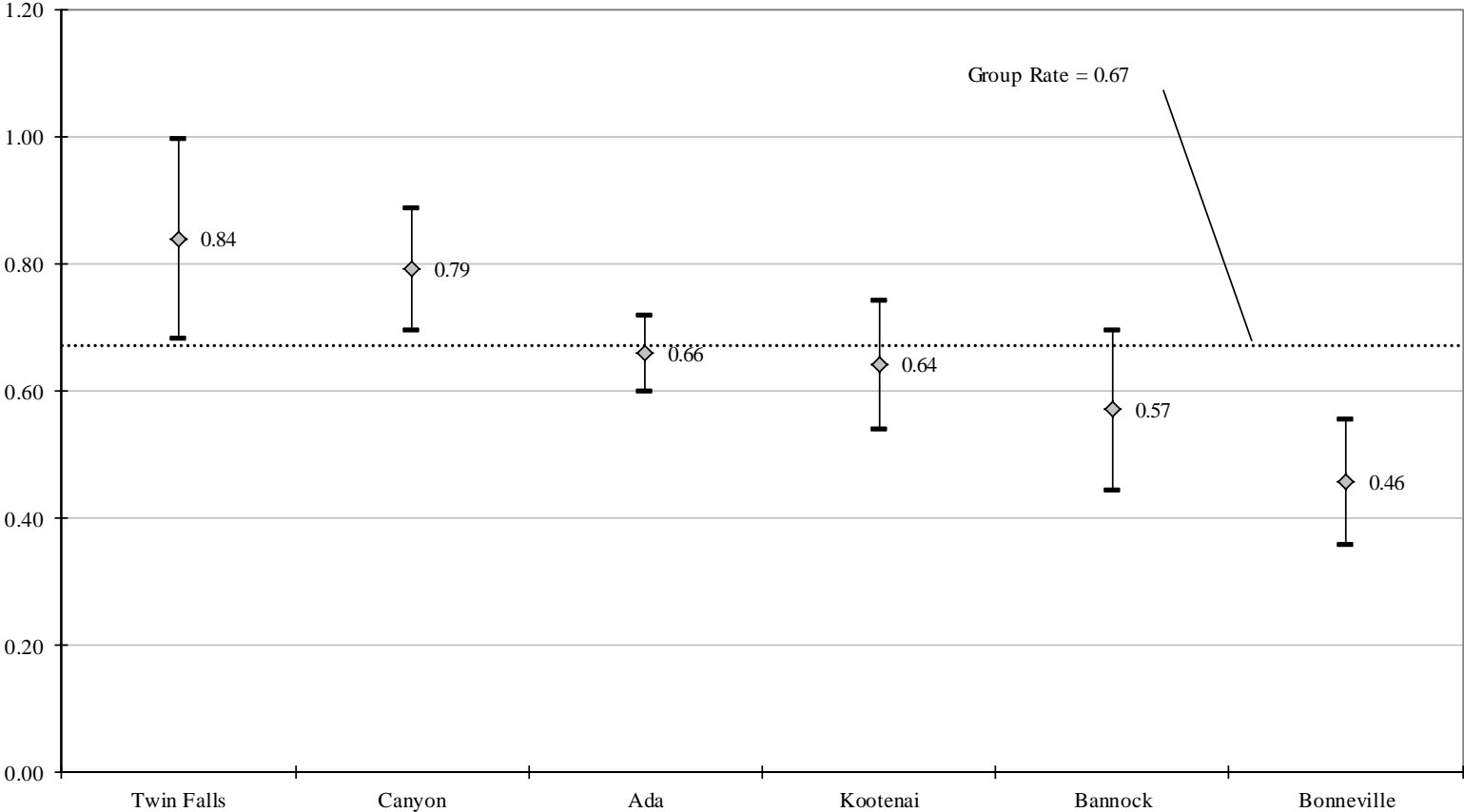
The following pages contain samples of the tables and graphs for both Counties and Cities.

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

Total F&SI											
	Population			2012-2014 Population	Crashes			2012-2014 F&SI Crashes	F&SI Crash Rate	F&SI Bon UCL	F&SI Bon LCL
	2012	2013	2014		2012	2013	2014				
> 50K											
Twin Falls	78,392	79,839	80,914	239,145	70	58	73	201	0.84	1.00	0.68
Canyon	193,856	199,040	203,143	596,039	143	171	159	473	0.79	0.89	0.70
Ada	408,891	416,556	426,236	1,251,683	289	261	276	826	0.66	0.72	0.60
Kootenai	142,297	144,357	147,326	433,980	108	81	90	279	0.64	0.74	0.54
Bannock	83,741	83,322	83,347	250,410	44	45	54	143	0.57	0.70	0.45
Bonneville	106,880	107,550	108,623	323,053	51	44	53	148	0.46	0.56	0.36
Group Rate	1,014,057	1,030,664	1,049,589	3,094,310				2,070	0.67	0.71	0.63
20K-49,999											
Jerome	22,515	22,606	22,818	67,939	26	31	32	89	1.31	1.71	0.91
Elmore	26,199	26,156	26,094	78,449	29	49	24	102	1.30	1.67	0.93
Cassia	23,270	23,342	23,540	70,152	26	19	17	62	0.88	1.20	0.56
Bingham	45,493	45,408	45,269	136,170	39	42	39	120	0.88	1.11	0.65
Nez Perce	39,577	39,938	40,007	119,522	27	37	40	104	0.87	1.11	0.63
Bonner	40,447	40,703	41,585	122,735	32	36	31	99	0.81	1.04	0.57
Latah	38,157	38,221	38,411	114,789	31	29	17	77	0.67	0.89	0.45
Payette	22,673	22,591	22,836	68,100	12	20	12	44	0.65	0.92	0.37
Minidoka	20,089	20,310	20,323	60,722	11	10	10	31	0.51	0.77	0.25
Jefferson	26,657	26,868	27,021	80,546	14	10	13	37	0.46	0.68	0.24
Blaine	21,140	21,322	21,482	63,944	6	11	3	20	0.31	0.51	0.11
Madison	37,680	37,572	38,038	113,290	11	10	6	27	0.24	0.37	0.11
Group Rate	363,897	365,037	367,424	1,096,358				812	0.74	0.81	0.67
10K-19,999											
Idaho	16,399	16,201	16,215	48,815	24	33	47	104	2.13	2.72	1.54
Gooding	15,216	15,094	15,064	45,374	24	24	18	66	1.45	1.96	0.95
Fremont	12,979	12,912	12,867	38,758	11	13	12	36	0.93	1.36	0.49
Franklin	12,811	12,849	13,021	38,681	7	8	18	33	0.85	1.27	0.44
Shoshone	12,699	12,685	12,390	37,774	10	11	10	31	0.82	1.23	0.41
Boundary	10,835	10,865	10,979	32,679	8	5	11	24	0.73	1.16	0.31
Owyhee	11,409	11,423	11,353	34,185	7	9	8	24	0.70	1.10	0.30
Washington	10,041	9,954	10,021	30,016	6	6	2	14	0.47	0.82	0.12
Gem	16,692	16,694	16,866	50,252	7	5	9	21	0.42	0.67	0.16
Teton	10,087	10,301	10,341	30,729	4	3	3	10	0.33	0.61	0.04
Group Rate	129,168	128,978	129,117	387,263				363	0.94	1.08	0.80
5K-9,999											
Boise	6,803	6,744	6,824	20,371	27	23	21	71	3.49	4.63	2.34
Power	7,779	7,694	7,617	23,090	11	18	9	38	1.65	2.39	0.91
Valley	9,511	9,586	9,826	28,923	16	14	13	43	1.49	2.11	0.86
Lemhi	7,763	7,725	7,726	23,214	15	8	8	31	1.34	2.00	0.67
Bear Lake	5,889	5,937	5,957	17,783	12	5	6	23	1.29	2.04	0.55
Lincoln	5,256	5,307	5,316	15,879	4	4	9	17	1.07	1.79	0.35
Benewah	9,125	9,049	9,118	27,292	11	11	7	29	1.06	1.61	0.52
Caribou	6,785	6,830	6,837	20,452	7	9	3	19	0.93	1.52	0.34
Clearwater	8,582	8,604	8,562	25,748	6	7	9	22	0.85	1.36	0.35
Group Rate	67,493	67,476	67,783	202,752				293	1.45	1.68	1.21
0-4,999											
Clark	873	861	867	2,601	5	2	0	7	2.69	5.43	0.00
Custer	4,338	4,235	4,140	12,713	8	8	6	22	1.73	2.72	0.74
Adams	3,908	3,831	3,861	11,600	6	6	3	15	1.29	2.19	0.39
Oneida	4,223	4,269	4,184	12,676	6	7	2	15	1.18	2.01	0.36
Lewis	3,836	3,825	3,838	11,499	4	3	6	13	1.13	1.97	0.29
Butte	2,722	2,628	2,622	7,972	2	2	2	6	0.75	1.58	0.00
Camas	1,075	1,039	1,039	3,153	1	0	0	1	0.32	1.17	0.00
Group Rate	20,975	20,688	20,551	62,214				79	1.27	1.65	0.89

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

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

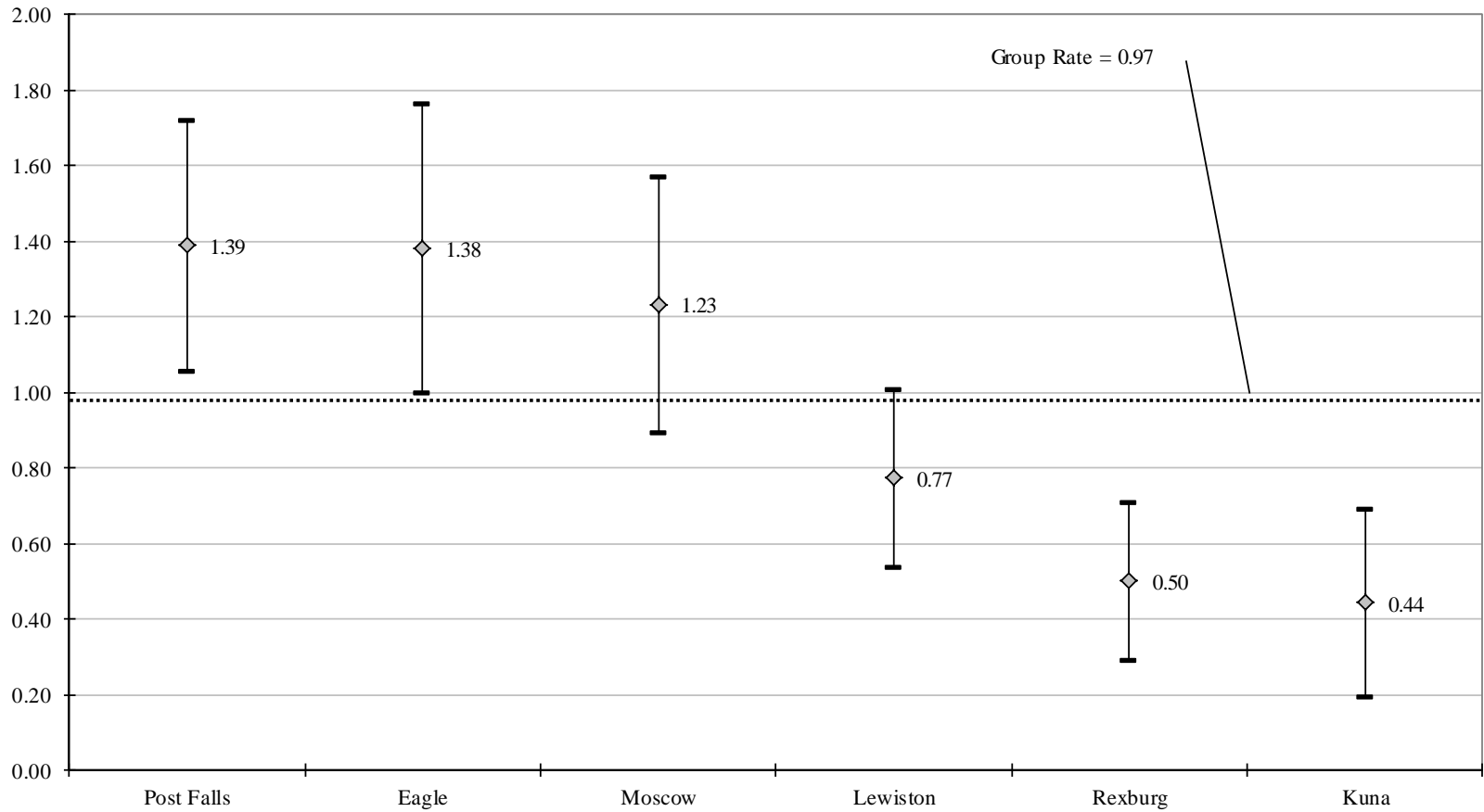


3-Year DISTRACTED Fatal & Injury Crashes by City Population Groups – Ranked

Distracted Driving F&I											
	Population			2012-2014	Crashes			2012-2014	F&I Crash	F&I	F&I
	2012	2013	2014	Population	2012	2013	2014	F&I Crashes	Rate	Bon UCL	Bon LCL
>40K											
Meridian	80,369	83,515	87,743	251,627	209	175	189	573	2.28	2.54	2.02
Coeur d'Alene	45,575	46,399	47,912	139,886	104	114	96	314	2.24	2.59	1.90
Nampa	83,952	86,571	88,211	258,734	160	168	182	510	1.97	2.21	1.73
Boise	212,244	214,234	216,282	642,760	354	355	426	1,135	1.77	1.91	1.62
Pocatello	54,770	54,386	54,292	163,448	75	62	61	198	1.21	1.45	0.98
Idaho Falls	58,032	58,270	58,691	174,993	72	72	66	210	1.20	1.43	0.97
Twin Falls	45,040	45,882	46,528	137,450	51	48	55	154	1.12	1.37	0.87
Caldwell	47,670	49,007	50,224	146,901	36	53	60	149	1.01	1.24	0.79
Group Rate	627,652	638,264	649,883	1,915,799				3,243	1.69	1.77	1.61
15K-39,999											
Post Falls	28,637	29,350	29,896	87,883	45	26	51	122	1.39	1.72	1.06
Eagle	21,009	21,651	22,502	65,162	26	34	30	90	1.38	1.76	1.00
Moscow	24,494	24,593	24,767	73,854	34	25	32	91	1.23	1.57	0.89
Lewiston	32,093	32,399	32,482	96,974	23	29	23	75	0.77	1.01	0.54
Rexburg	26,247	26,585	27,094	79,926	19	13	8	40	0.50	0.71	0.29
Kuna	16,191	16,532	16,999	49,722	6	7	9	22	0.44	0.69	0.19
Group Rate	148,671	151,110	153,740	453,521				440	0.97	1.09	0.85
5K-14,999											
Garden City	11,234	11,304	11,420	33,958	21	38	24	83	2.44	3.24	1.64
Hayden	13,550	13,700	13,870	41,120	30	23	24	77	1.87	2.51	1.24
Blackfoot	11,865	11,862	11,814	35,541	13	12	17	42	1.18	1.73	0.64
Sandpoint	7,402	7,564	7,760	22,726	15	4	6	25	1.10	1.76	0.44
Burley	10,435	10,447	10,480	31,362	6	16	10	32	1.02	1.56	0.48
Emmett	6,529	6,523	6,599	19,651	9	5	6	20	1.02	1.70	0.34
Chubbuck	14,145	14,132	14,229	42,506	18	11	14	43	1.01	1.47	0.55
Rathdrum	7,020	7,092	7,283	21,395	8	5	6	19	0.89	1.50	0.28
Star	6,208	6,628	7,295	20,131	3	6	5	14	0.70	1.25	0.14
Weiser	5,396	5,336	5,356	16,088	4	4	3	11	0.68	1.30	0.07
Jerome	11,038	11,088	11,189	33,315	7	8	6	21	0.63	1.04	0.22
Hailey	7,919	8,004	8,076	23,999	2	6	3	11	0.46	0.87	0.05
Payette	7,465	7,412	7,422	22,299	4	5	1	10	0.45	0.87	0.03
Anmon	14,231	14,440	14,685	43,356	8	6	4	18	0.42	0.71	0.12
Mountain Home	13,772	13,779	13,780	41,331	7	7	3	17	0.41	0.71	0.11
Middleton	5,799	6,003	6,420	18,222	2	0	4	6	0.33	0.73	0.00
Preston	5,161	5,166	5,217	15,544	3	2	0	5	0.32	0.75	0.00
Rupert	5,525	5,620	5,673	16,818	1	1	1	3	0.18	0.49	0.00
Group Rate	164,694	166,100	168,568	499,362				457	0.92	1.04	0.79
2K-4,999											
Rigby	4,017	4,031	4,037	12,085	6	2	7	15	1.24	2.23	0.25
Bonnars Ferry	2,485	2,475	2,490	7,450	1	3	4	8	1.07	2.25	0.00
Gooding	3,506	3,472	3,461	10,439	1	5	4	10	0.96	1.90	0.02
Ketchum	2,681	2,703	2,720	8,104	1	4	2	7	0.86	1.88	0.00
Orofino	3,091	3,120	3,096	9,307	1	5	2	8	0.86	1.80	0.00
Shelley	1,990	1,996	2,040	6,026	3	0	2	5	0.83	1.98	0.00
McCall	2,879	2,915	3,006	8,800	3	3	1	7	0.80	1.73	0.00
American Falls	4,422	4,362	4,314	13,098	3	4	3	10	0.76	1.51	0.02
Heyburn	3,134	3,166	3,183	9,483	1	4	2	7	0.74	1.60	0.00
Dalton Gardens	2,358	2,362	2,370	7,090	2	3	0	5	0.71	1.68	0.00
Salmon	2,972	2,984	2,980	8,936	2	1	3	6	0.67	1.52	0.00
Saint Anthony	3,047	3,032	3,033	9,112	5	1	0	6	0.66	1.49	0.00
Montpelier	2,531	2,540	2,536	7,607	2	1	2	5	0.66	1.57	0.00
Grangeville	3,173	3,136	3,141	9,450	1	2	2	5	0.53	1.26	0.00
Fruitland	4,732	4,757	4,949	14,438	0	6	1	7	0.48	1.05	0.00
Parma	2,019	2,048	2,066	6,133	0	1	1	2	0.33	1.04	0.00
Kellogg	2,111	2,110	2,063	6,284	0	1	1	2	0.32	1.02	0.00
Buhl	4,159	4,208	4,231	12,598	0	3	1	4	0.32	0.81	0.00
Homedale	2,602	2,602	2,582	7,786	1	0	1	2	0.26	0.82	0.00
Wendell	2,736	2,712	2,707	8,155	1	0	1	2	0.25	0.78	0.00
Saint Maries	4,417	4,401	4,382	13,200	2	0	1	3	0.23	0.63	0.00
Bellevue	2,280	2,292	2,300	6,872	0	1	0	1	0.15	0.60	0.00
Spirit Lake	2,354	2,333	2,347	7,034	0	1	0	1	0.14	0.58	0.00
Filer	2,569	2,614	2,655	7,838	1	0	0	1	0.13	0.52	0.00
Soda Springs	3,476	3,462	3,454	10,392	1	0	0	1	0.10	0.39	0.00
Kimberly	3,327	3,429	3,510	10,266				0	0.00	0.00	0.00
Malad City	2,043	2,060	2,017	6,120				0	0.00	0.00	0.00
Group Rate	81,111	81,322	81,670	244,103				130	0.53	0.68	0.39

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

Distracted Driving
Fatal and Injury Collision Rates Per 1,000 Population
Cities w\ Population 15,000 - 39,999



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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00	Planning and Administration	\$.00	\$69,683.00	\$.00	\$145,000.00	\$145,000.00	\$.00
		Planning and Administration Total	\$.00	\$69,683.00	\$.00	\$145,000.00	\$145,000.00	\$.00
Alcohol								
	AL-2017-00-00-00	Alcohol	\$.00	\$15,000.00	\$.00	\$60,000.00	\$60,000.00	\$24,000.00
		Alcohol Total	\$.00	\$15,000.00	\$.00	\$60,000.00	\$60,000.00	\$24,000.00
Emergency Medical Services								
	EM-2017-00-00-00	Emergency Medical Services	\$.00	\$10,000.00	\$.00	\$40,000.00	\$40,000.00	\$16,000.00
		Emergency Medical Services Total	\$.00	\$10,000.00	\$.00	\$40,000.00	\$40,000.00	\$16,000.00
Motorcycle Safety								
	MC-2017-00-00-00	Motorcycle Safety	\$.00	\$41,250.00	\$.00	\$132,000.00	\$132,000.00	\$46,400.00
		Motorcycle Safety Total	\$.00	\$41,250.00	\$.00	\$132,000.00	\$132,000.00	\$46,400.00
Occupant Protection								
	OP-2017-00-00-00	Occupant Protection	\$.00	\$44,750.00	\$.00	\$189,000.00	\$189,000.00	\$145,000.00
		Occupant Protection Total	\$.00	\$44,750.00	\$.00	\$189,000.00	\$189,000.00	\$145,000.00
Pedestrian/Bicycle Safety								
	PS-2017-00-00-00	Pedestrian/Bicycle Safety	\$.00	\$7,250.00	\$.00	\$29,000.00	\$29,000.00	\$.00
		Pedestrian/Bicycle Safety Total	\$.00	\$7,250.00	\$.00	\$29,000.00	\$29,000.00	\$.00
Police Traffic Services								
	PT-2017-00-00-00	Police Traffic Services	\$.00	\$283,375.00	\$.00	\$1,072,500.00	\$1,072,500.00	\$697,500.00
		Police Traffic Services Total	\$.00	\$283,375.00	\$.00	\$1,072,500.00	\$1,072,500.00	\$697,500.00
Community Traffic Safety Project								
	CP-2017-00-00-00	Community Traffic Safety Project	\$.00	\$41,750.00	\$.00	\$187,000.00	\$187,000.00	\$74,800.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Community Traffic Safety Project Total		\$0.00	\$41,750.00	\$0.00	\$187,000.00	\$187,000.00	\$74,800.00
Roadway Safety								
	RS-2017-00-00-00	ROADWAY SAFETY SWS - WEBCARS	\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$0.00
	Roadway Safety Total		\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$0.00
Child Restraint								
	CR-2017-00-00-00	Child Restraint	\$0.00	\$29,500.00	\$0.00	\$118,000.00	\$118,000.00	\$50,000.00
	Child Restraint Total		\$0.00	\$29,500.00	\$0.00	\$118,000.00	\$118,000.00	\$50,000.00
Paid Advertising								
	PM-2017-00-00-00	Paid Advertising	\$0.00	\$106,000.00	\$0.00	\$424,000.00	\$424,000.00	\$200,000.00
	Paid Advertising Total		\$0.00	\$106,000.00	\$0.00	\$424,000.00	\$424,000.00	\$200,000.00
Traffic Records								
	TS-2017-00-00-00	Traffic Records	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	Traffic Records Total		\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
Distracted Driving								
	DD-2017-00-00-00	Distracted Driving	\$0.00	\$33,750.00	\$0.00	\$154,000.00	\$154,000.00	\$100,000.00
	Distracted Driving Total		\$0.00	\$33,750.00	\$0.00	\$154,000.00	\$154,000.00	\$100,000.00
Teen Safety Program								
	TSP-2017-00-00-00	Teen Safety Program	\$0.00	\$57,250.00	\$0.00	\$244,000.00	\$244,000.00	\$100,000.00
	Teen Safety Program Total		\$0.00	\$57,250.00	\$0.00	\$244,000.00	\$244,000.00	\$100,000.00
	NHTSA 402 Total		\$0.00	\$770,058.00	\$0.00	\$2,916,500.00	\$2,916,500.00	\$1,453,700.00
408 Data Program SAFETEA-LU								
	K9-2017-00-00-00	SAFETEA-LU	\$0.00	\$324,750.00	\$0.00	\$1,302,930.99	\$1,302,930.99	\$0.00
	408 Data Program Incentive Total		\$0.00	\$324,750.00	\$0.00	\$1,302,930.99	\$1,302,930.99	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program SAFETEA-LU Total			\$0.00	\$324,750.00	\$0.00	\$1,302,930.99	\$1,302,930.99	\$0.00
164 Transfer Funds								
164 Alcohol								
	164AL-2017-00-00-00	164 Transfer Funds	\$0.00	\$127,500.00	\$0.00	\$687,515.58	\$687,515.58	\$275,100.00
164 Alcohol Total			\$0.00	\$127,500.00	\$0.00	\$687,515.58	\$687,515.58	\$275,100.00
164 Transfer Funds Total			\$0.00	\$127,500.00	\$0.00	\$687,515.58	\$687,515.58	\$275,100.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2017-00-00-00	405b Low HVE	\$0.00	\$41,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
405b Low HVE Total			\$0.00	\$41,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
405b Low Training								
	M2TR-2017-00-00-00	OCCUPANT PROTECTION TRAINING, TRAVEL	\$0.00	\$42,000.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
405b Low Training Total			\$0.00	\$42,000.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
405b Low Public Education								
	M2PE-2017-00-00-00	405(b) OCCUPANT PROTECTION PAID MEDIA	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
405b Low Public Education Total			\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
405b Low Community CPS Services								
	M2CPS-2017-00-00-00	LEMHI CSO CPS STATEWIDE COORDINATOR	\$0.00	\$23,000.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
405b Low Community CPS Services Total			\$0.00	\$23,000.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
405b Low CSS Purchase/Distribution								
	M2CSS-2017-00-00-00	CHILD RESTRAINT PURCHASES	\$0.00	\$0.00	\$0.00	\$16,900.00	\$16,900.00	\$0.00
405b Low CSS Purchase/Distribution Total			\$0.00	\$0.00	\$0.00	\$16,900.00	\$16,900.00	\$0.00
405b Low OP Information System								
	M2OP-2017-00-00-00	SEAT BELT SURVEY	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	405b Low OP Information System Total		\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	MAP 21 405b OP Low Total		\$0.00	\$106,250.00	\$0.00	\$421,900.00	\$421,900.00	\$0.00
	MAP 21 405c Data Program							
	405c Data Program							
	M3DA-2017-00-00-00	MAP 21 405c Data Program	\$0.00	\$412,500.00	\$0.00	\$1,945,000.00	\$1,945,000.00	\$0.00
	405c Data Program Total		\$0.00	\$412,500.00	\$0.00	\$1,945,000.00	\$1,945,000.00	\$0.00
	MAP 21 405c Data Program Total		\$0.00	\$412,500.00	\$0.00	\$1,945,000.00	\$1,945,000.00	\$0.00
	MAP 21 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2017-00-00-00	MAP 21 405d Impaired Driving Mid, Coordl	\$0.00	\$137,500.00	\$0.00	\$459,999.97	\$459,999.97	\$0.00
	405d Mid HVE Total		\$0.00	\$137,500.00	\$0.00	\$459,999.97	\$459,999.97	\$0.00
	405d Mid ID Coordinator							
	M5IDC-2017-00-00-00		\$0.00	\$70,800.00	\$0.00	\$236,000.00	\$236,000.00	\$0.00
	405d Mid ID Coordinator Total		\$0.00	\$70,800.00	\$0.00	\$236,000.00	\$236,000.00	\$0.00
	405d Mid Court Support							
	M5CS-2017-00-00-00	MAP 21 405d Impaired Driving Mid, Court	\$0.00	\$1,795,000.00	\$0.00	\$265,000.00	\$265,000.00	\$0.00
	405d Mid Court Support Total		\$0.00	\$1,795,000.00	\$0.00	\$265,000.00	\$265,000.00	\$0.00
	405d Mid Paid/Earned Media							
	M5PEM-2017-00-00-00	MAP 21 405d Impaired Driving Mid, Paid/E	\$0.00	\$0.00	\$0.00	\$450,000.00	\$450,000.00	\$120,000.00
	405d Mid Paid/Earned Media Total		\$0.00	\$0.00	\$0.00	\$450,000.00	\$450,000.00	\$120,000.00
	405d Mid Training							
	M5TR-2017-00-00-00	MAP 21 405d Impaired Driving Mid, Traini	\$0.00	\$45,000.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	405d Mid Training Total		\$0.00	\$45,000.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	405d Mid Other Based on Problem ID							
	M5OT-2017-00-00-00	MAP 21 405b Impaired Driving Mid, Other	\$0.00	\$27,870.00	\$0.00	\$92,900.00	\$92,900.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	405d Mid Other Based on Problem ID Total		\$0.00	\$27,870.00	\$0.00	\$92,900.00	\$92,900.00	\$0.00
	MAP 21 405d Impaired Driving Mid Total		\$0.00	\$2,076,170.00	\$0.00	\$1,653,899.97	\$1,653,899.97	\$120,000.00
	MAP 21 405f Motorcycle Programs							
	405f Motorcyclist Awareness							
	M9MA-2017-00-00-00	Motorcycle Safety Paid Media	\$0.00	\$0.00	\$0.00	\$33,000.00	\$33,000.00	\$0.00
	405f Motorcyclist Awareness Total		\$0.00	\$0.00	\$0.00	\$33,000.00	\$33,000.00	\$0.00
	MAP 21 405f Motorcycle Programs Total		\$0.00	\$0.00	\$0.00	\$33,000.00	\$33,000.00	\$0.00
	NHTSA Total		\$0.00	\$3,817,228.00	\$0.00	\$8,960,746.54	\$8,960,746.54	\$1,848,800.00
	Total		\$0.00	\$3,817,228.00	\$0.00	\$8,960,746.54	\$8,960,746.54	\$1,848,800.00

FFY 2017 NHTSA Project Set-up

Major Program #	Federal Aid Proj #	Program	* Program Name	Budget	Carry Forward	Cur Fed Funds	Match	Fed to Local (Local Benefit)
H16417	164AL-2017-00-0	S641701	164 DUI TASK FORCE / HVE		80941.18	0.00	15000.00	60000.00
H16417	164AL-2017-00-0	S641702	164 INTERLOCK PROGRAM		202352.94	0.00	37500.00	144000.00
H16417	164AL-2017-00-0	S641703	DUI COURTS		134417.54	0.00	25000.00	0.00
H16417	164AL-2017-00-0	S641704	PROJECT IMPLEMENTATION		269803.92	0.00	50000.00	0.00
H40217	AL-2017-00-00-0	SAL1701	ALCOHOL STATEWIDE SVC	33000.00	4400.00	28600.00	8250.00	24000.00
H40217	AL-2017-AL-00-0	S0017AL	AL PROGRAM AREA MGMT	27000.00	15200.00	11800.00	6750.00	0.00
H40217	CP-2017-00-00-0	SCP1701	HIGHWAY SAFETY SUMMIT	50000.00	9000.00	41000.00	12500.00	0.00
H40217	CP-2017-00-00-0	SCP1702	LAW ENFORCEMENT LIAISONS	60000.00	9000.00	51000.00	15000.00	60000.00
H40217	CP-2017-00-00-0	SCP1703	HIGHWAY SAFETY COALITION / SHSP	30000.00	4400.00	25600.00	2500.00	14800.00
H40217	CP-2017-CP-00-0	S0017CP	CP PROGRAM AREA MGMT	47000.00	13200.00	33800.00	11750.00	0.00
H40217	CR-2017-00-00-0	SCR1701	CHILD RESTRAINT STATEWIDE SVC	50000.00	9000.00	41000.00	12500.00	20000.00
H40217	CR-2017-00-00-0	SCR170L	STATEWIDE COORDINATOR	50000.00	9000.00	41000.00	12500.00	30000.00
H40217	CR-2017-CR-00-0	S0017CR	CR PROGRAM AREA MGMT	18000.00	13200.00	4800.00	4500.00	0.00
H40217	DD-2017-00-00-0	SDD1701	DRIVING STATEWIDE SVC	35000.00	23000.00	12000.00	4000.00	0.00
H40217	DD-2017-00-00-0	SDD1702	DISTRACTED DRIVING HVE	100000.00	9000.00	91000.00	25000.00	100000.00
H40217	DD-2017-DD-00-0	S0017DD	DRIVING PROGRAM AREA MGMT	19000.00	13200.00	5800.00	4750.00	0.00
H40217	EM-2017-00-00-0	SEM1701	EMS STATEWIDE SVC	30000.00	29000.00	1000.00	7500.00	16000.00
H40217	EM-2017-EM-00-0	S0017EM	EMS PROGRAM AREA MGMT	10000.00	9000.00	1000.00	2500.00	0.00
H40817	K9-2017-00-00-0	SKD1702	408 STATEWIDE E-CITATION		1053164.25	0.00	262500.00	0.00
H40817	K9-2017-00-00-0	SK91703	408 DATA WAREHOUSE		249766.74	0.00	62250.00	0.00
H05B17	M2CPS-2017-00-0	SOP172L	STATEWIDE COORDINATOR	75000.00	13154.78	61845.22	23000.00	0.00

H05B17	M2CSS-2017-00-	SOP172R	CHILD RESTRAINT PURCHASES	16900.00	2964.21	13935.79	0.00	0.00
H05B17	M2HVE-2017-00-	SOP172A	NOVEMBER SB HVE	30000.00	5261.91	24738.09	30000.00	0.00
H05B17	M2HVE-2017-SB	S1799OP	PAM 405(b) OCCUPAN	45000.00	7892.87	37107.13	11250.00	0.00
H05B17	M2OP-2017-00-0	SOP172S	SEAT BELT SURVEY	50000.00	8769.85	41230.15	0.00	0.00
H05B17	M2PE-2017-PM-	SOP172P	405(b) OCCUPANT PR	150000.00	26309.55	123690.45	0.00	0.00
H05B17	M2TR-2017-00-0	SOP172T	OCCUPANT PROTECTI	55000.00	9646.84	45353.16	42000.00	0.00
H05C17	M3DA-2017-00-0	SKD1701	TRCC	600000.00	468903.23	131096.77	76250.00	0.00
H05C17	M3DA-2017-00-0	SKD1702	eCitation	440000.00	343862.37	96137.63	110000.00	0.00
H05C17	M3DA-2017-00-0	SKD1703	Data Warehouse	250000.00	195376.34	54623.66	200000.00	0.00
H05C17	M3DA-2017-00-0	SKD1704	ARNOLD (All Roads Ne	105000.00	82058.06	22941.94	26250.00	0.00
H05D17	M5CS-2017-00-0	SID1702	TSRP - Traffic Safety R	265000.00	88605.72	176394.28	795000.00	0.00
H05D17	M5CS-2017-00-0	SID17CS	Match for 405(d)	0.00	0.00	0.00	1000000.00	0.00
H05D17	M5HVE-2017-00-	SID17EB	Dec/Jan High Visibility	100000.00	33436.12	66563.88	30000.00	0.00
H05D17	M5HVE-2017--00-	SID17EC	Mar High Visibility Enf	100000.00	33436.12	66563.88	30000.00	0.00
H05D17	M5HVE-2017-00-	SID17ED	July High Visibility Enf	100000.00	33436.12	66563.88	30000.00	0.00
H05D17	M5HVE-2017-00-	SID17EE	Labor Day High Visibil	100000.00	33436.12	66563.88	30000.00	0.00
H05D17	M5HVE-2017-ID-	S1799ID	PAM 405(d) Impaired	60000.00	20061.67	39938.33	17500.00	0.00
H05D17	M5OT-2017-00-0	SID1705	Mothers Against Drun	21900.00	7322.51	14577.49	6570.00	0.00
H05D17	M5OT-2017-00-0	SID1706	Meridian Police Depar	41000.00	13708.81	27291.19	12300.00	0.00
H05D17	M5OT-2017-00-0	SID1721	Underage Drinking En	30000.00	10030.84	19969.16	9000.00	0.00
H05D17	M5PEM-2017-00-	SID1704	Impaired Motorcycle	50000.00	16718.06	33281.94		0.00
H05D17	M5PEM-2017-PM	SID17PM	405(d) Paid Media	400000.00	133744.48	266255.52	120000.00	0.00
H05D17	M5SID-2017-00-	SID1703	State Impaired Driving	236000.00	78909.24	157090.76	70800.00	0.00
H05D17	M5TR-2017-00-0	SID1722	Statewide Equipment	150000.00	50154.18	99845.82	45000.00	0.00
H05F17	M9MA-2017-00-	SMA1702	Motorcycle Safety Pai	33000.00	0.00	33000.00		0.00

H40217	MC-2017-00-00-	SMC1701	SAFETY STATEWIDE SVC	100000.00	10000.00	90000.00	37250.00	40000.00
H40217	MC-2017-00-00-	SMC1702	COMMUNICATION PROJECT	16000.00	13200.00	2800.00	4000.00	6400.00
H40217	MC-2017-MC-00-	S0017MC	MC PROGRAM AREA MGMT	16000.00	13200.00	2800.00	0.00	0.00
H40217	OP-2017-00-00-0	SSB1701	PROTECTION STATEWIDE SVC	5000.00	4000.00	1000.00	1500.00	0.00
H40217	OP-2017-00-00-0	SSB17EA	SEAT BELT NOVEMBER HVE	45000.00	44000.00	1000.00	11000.00	45000.00
H40217	OP-2017-00-00-0	SSB17EB	SEAT BELT MAY HVE (CIOT)	100000.00	48800.00	51200.00	25000.00	100000.00
H40217	OP-2017-SB-00-0	S0017SB	OP PROGRAM AREA MGMT	29000.00	13200.00	15800.00	7250.00	0.00
HADMIN	PA-2017-PA-00-0	S0017PA	PLANNING & ADMINISTRATION	145000.00	131000.00	14000.00	69683.00	0.00
H40217	PM-2017-00-00-0	SPM1701	402 PAID MEDIA	394000.00	100400.00	293600.00	98500.00	200000.00
H40217	PM-2017-00-00-0	SPM1702	PUBLIC OPINION POLL	30000.00	0.00	30000.00	7500.00	0.00
H40217	PS-2017-00-00-0	SPS1701	PEDESTRIAN SAFETY STATEWIDE SVC	15000.00	8800.00	6200.00	3750.00	0.00
H40217	PS-2017-PS-00-0	S0017PS	BIKE/PED PROG AREA MGMT	14000.00	13200.00	800.00	3500.00	0.00
H40217	PT-2017-00-00-0	SPT1701	DRIVING STATEWIDE SVC	35000.00	4400.00	30600.00	6000.00	0.00
H40217	PT-2017-00-00-0	SPT1702	AGGRESSIVE DRIVING	260000.00	44000.00	216000.00	44000.00	260000.00
H40217	PT-2017-00-00-0	SPT1703	MERIDIAN PD MC STEP GRANT YR2	56000.00	27400.00	28600.00	29000.00	56000.00
H40217	PT-2017-00-00-0	SPT1704	LEWISTON PD STEP YR2	75000.00	27400.00	47600.00	18750.00	75000.00
H40217	PT-2017-00-00-0	SPT1705	COEUR D'ALENE PD STEP GRANT YR2	96000.00	8800.00	87200.00	48000.00	96000.00
H42017	PT-2017-00-00-0	SPT1706	AGGRESSIVE DRIVING	200000.00	27000.00	173000.00	50000.00	200000.00
H40217	PT-2017-00-00-0	SPT1707	ENFORCEMENT GRANT	10500.00	8800.00	1700.00	2625.00	10500.00
H40217	PT-2017-00-00-0	SPT1709	IDAHO STATE POLICE	300000.00	44000.00	256000.00	75000.00	0.00
H40217	PT-2017-PT-00-0	S0017PT	PT PROGRAM AREA MGMT	40000.00	13200.00	26800.00	10000.00	0.00
H40217	RS-2017-00-00-0	SRS1701	ROADWAY SAFETY SWS - WEBCARS	42000.00	4400.00	37600.00	10500.00	0.00
H40217	TS-2017-00-00-0	STR1702	TRAFFIC RECORDS SWS - E-CITATION		0.00	0.00		
H40217	TS-2017-00-00-0	STR1701	TRAFFIC RECORDS SWS - E-IMPACT	50000.00	4400.00	45600.00	12500.00	0.00
H40217	TS-2017-TR-00-0	S0017TR	TR PROG AREA MGMT	30000.00	13200.00	16800.00	7500.00	0.00

H40217	TSP-2017-00-00-	SYD1702	ALIVE AT 25	80000.00	30800.00	49200.00	20000.00	0.00
H40217	TSP-2017-00-00-	SYD1703	CHILDREN & PARENT RESOURCE GROUP	110000.00	35200.00	74800.00	27500.00	100000.00
H40217	TSP-2017-00-00-	SYD1704	TEEN WEBSITE	15000.00	4400.00	10600.00	0.00	0.00
H40217	TSP-2017-YD-00-	S0017YD	YD PROGRAM AREA MGMT	39000.00	13200.00	25800.00	9750.00	0.00

local, 13% max P&A	(ms) Total 402 Funding	\$ 2,906,500.00	\$ 880,000.00		\$ 770,058.00	\$ 1,453,700.00
*80/20 match, MOE	(ams) Total 405 Funds	\$ 3,503,800.00	\$ 1,717,200.00		\$ 2,714,920.00	\$ -
*80/20 match, MOE	(gram) Total 408 Funds	\$ 1,299,000.00	\$ 1,302,930.99		\$ 324,750.00	\$ -
local, 13% max P&A	(unds) Total 164 Funds	\$ 510,000.00	\$ 687,515.58		\$ 127,500.00	\$ 204,000.00
	TOTAL	\$ 8,219,300.00	\$ 4,587,646.57	\$ 3,813,100.00	\$ 3,937,228.00	\$ 1,657,700.00

402 Program % based on ITSC approvals		Total Funds	Percent of Total	* Legend for Activity Codes	
**Occupant Protection	18% - 30%	\$ 250,000.00	15%		
(Police Traffic Services) Aggressive Driving	18% - 30%	\$ 732,500.00	41%	H901	H901
**Impaired Driving	18% - 30%	\$ 33,000.00	3%	H902	H902
Youthful Drivers	8% - 20%	\$ 205,000.00	12%	H904	H903
Distracted Driving	5% - 20%	\$ 135,000.00	5%	H905	H904
Roadway Safety / Traffic Records	5% - 15%	\$ 92,000.00	5%		H905
Crash Response (EMS)	0% - 10%	\$ 30,000.00	2%		H909
Motorcycle	0% - 5%	\$ 116,000.00	7%		H910
Bicycle and Pedestrian Safety	0% - 5%	\$ 15,000.00	1%		H911
Other	0% - 10%	\$ 170,000.00	10%		H912
TOTAL		\$ 1,778,500.00	100%		H921
					H925
					H961
					H963
					H992
					H981
					H915

ram funds do not include Program Area Management, Paid Media or the ISP
and Occupant Protection also receive 405 Incentive funds which are not inclu

402 Paid Media	Budget	% of Total
Occupant Protection	\$ 89,000.00	22%
Aggressive Driving	\$ 90,000.00	23%
Impaired Driving	\$ 70,000.00	18%
Distracted Driving	\$ 70,000.00	18%
Motorcycle	\$ 55,000.00	14%
Bicycle and Pedestrian Safety	\$ 20,000.00	5%
TOTAL	\$ 394,000.00	100%

Program Area Management \$ 289,000.00
ISP \$ 300,000.00
P&A \$ 145,000.00

Idaho Transportation Department

OFFICE OF HIGHWAY SAFETY

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