

The logo of the Idaho Department of Transportation is a circular seal. It features a map of Idaho in the center, with a banner above it that says "IDAHO". Two stars are positioned on either side of the map. The words "TRANSPORTATION" and "DEPARTMENT" are written around the bottom half of the circle.

**PRELIMINARY  
HIGHWAY SAFETY  
PERFORMANCE PLAN  
FFY 2009**

**Prepared by:  
Idaho Department of Transportation  
Office of Highway Operations and Safety  
P.O. Box 7129  
Boise, ID 83707-1129  
(208) 334-8100**



**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129  
Boise ID 83707-1129

(208) 334-8000  
itd.idaho.gov

---

August 28, 2008

John Moffat  
Regional Administrator  
National Highway Traffic Safety Administration Region 10  
Jackson Federal Building, 915 Second Avenue, Suite 3140  
Seattle Washington 98174-1079

RE: Idaho's Highway Safety Performance Plan FFY 2009, Preliminary Plan

Dear Mr. Moffat,

Enclosed is Idaho's preliminary plan for our Highway Safety Performance Plan (HSPP) for FFY 2009. We expect no significant changes prior to completing our final plan. However, the Idaho Transportation Department's Board approved the overall plan but did not see the actual document for review. They will next meet on September 17 & 18 and can review the document at that time.

This document has gone through numerous approval processes. First, on May 14, 2008, it was approved by the Idaho Traffic Safety Commission which advises the Office of Highway Operations and Safety. In July, the projects in the Performance Plan were included in Idaho's Statewide Transportation Improvement Program (STIP) and underwent a public comment period ending on August 4, 2008. On August 20, 2008, the HSPP was presented to and adopted by the Idaho Transportation Board.

Enclosed is a list of equipment exceeding \$5,000 in cost that we anticipate that grantees will purchase. We request approval for these purchases which will be reimbursed using NHTSA funds.

Also enclosed for your reference is an ITD organization chart connecting the Governor's Representative for Highway Safety to the Highway Safety Office along with a list of our Idaho Traffic Safety Commissioners showing the groups that they represent in the plan development and approval process.

We look forward to working with NHTSA, FHWA, and all of our highway safety partners in the coming year to reduce traffic deaths and serious injuries throughout Idaho.

Sincerely,

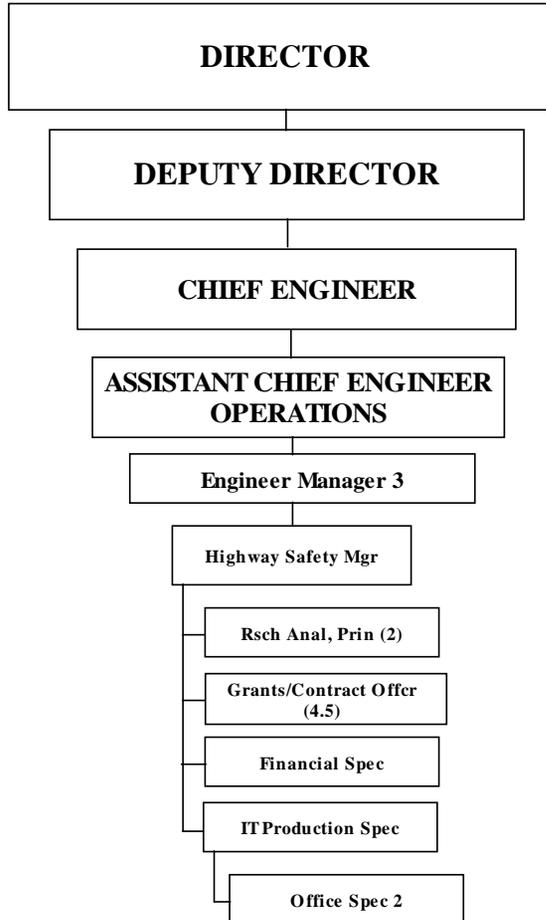
PAMELA K. LOWE PE  
Director

Encl. Idaho HSPP FFY 2009, Equipment List, Organization Chart, ITSC Member List

---

<b>#</b>	<b>FISCAL YEAR (FFY)</b>	<b>DISTRICT #</b>	<b>AGENCY &amp; NHTSA GRANT</b>	<b>EQUIPMENT</b>	<b>TOTAL GRANT</b>
1	2009	1	<b>Sagle Fire District</b> EM-2009-02	Holmatro Extrication Equipment	\$ 27,083
2	2009	2	<b>Glennwood-Caribel Volunteer Fire District</b> EM-2009-04	Res Q Tec – FX2Combi-tool Res Q Tec – Mini Power Unit Res Q Tec – 30' Hydraulic Hose 2 Halligan ProBars 400 ft. Static-Pro Lifeline 2 CMC Double Pulleys Kendrick Extrication device	\$11,555
3	2009	3	<b>Donnelly Rural Fire Protection District</b> EM-2009-05	Profix Stabilizer 35-55 Profix Stabilizer 55-120 Mini Honda pump V6 Ram extender 63" 13 ton	\$11,116
4	2009	2	<b>Orofino Fire Department</b> EM-2009-06	Holmatro Extrication Rams # 4321 & # 4322	\$6,681
5	2009	1	<b>Spirit Lake Fire Protection District</b> EM-2009-07	Holmatro BCT 3120 Combi-Tool	\$10,000
6	2009	2	<b>J-K Ambulance</b> EM-2009-08	Genesis C30 Mini Cutter Genesis 15-30 Mini Telescopic ram Genesis Extension for 15-30 Mini T-ram Genesis 25-57 Telescopic ram Genesis rocker panel support Shipping	\$11,243
7	2009	5	<b>Oneida County Ambulance</b> EM-2009-09	Holmatro Personal Power Unit Holmatro Combi-Tool 16' Holmatro Hose with yellow ends Shipping	\$10,123
8	2009	Multi	<b>Section 410 Alcohol Statewide Services</b> AL-2009-01 K8-2009-01	(3) CMI Intoxilizer For agency requesting intox units through Memorandum of Understanding	\$18,300

**IDAHO TRANSPORTATION DEPARTMENT  
ORGANIZATION COMPLEMENT  
Division of Highways -- Highway Safety**



## ITSC COMMISSIONERS

### Idaho Transportation Department

Pam Lowe, Director and Governor's Rep  
Brent Jennings, Chairman (assigned by Lowe)  
P.O. Box 7129  
Boise, ID 83707  
Email: [Brent.Jennings@itd.idaho.gov](mailto:Brent.Jennings@itd.idaho.gov)

### Public Education

Karla Merrill  
Post Falls High School  
P.O. Box 40  
313 S Park Drive  
Post Falls ID 83854  
PH: 773-2104 FAX 773-0581  
E-mail: [kmerrill@sd273.k12.id.us](mailto:kmerrill@sd273.k12.id.us)  
E-mail: [ksuemerrill@aol.com](mailto:ksuemerrill@aol.com)

### Medical

Ginger Floerchinger Franks Dr PH  
Director Idaho Trauma Registry  
Idaho Hospital Association  
615 North Seventh Street, P.O. Box 1278  
Boise, ID 83701  
Phone: (208) 338-5100 Fax (208) 338-7800  
Email: [info@teamiha.org](mailto:info@teamiha.org)

### State Law Enforcement

Director Col G Jerry Russell  
Major Steve Jones (assigned by Russell)  
Idaho State Police Headquarters  
P.O. Box 700  
Meridian ID 83680-0700  
PH: 884-7003  
FAX: 884-7090  
E-mail: [stephen.jones@isp.idaho.gov](mailto:stephen.jones@isp.idaho.gov)

### Private Sector

James L. Pline, President  
Pline Engineering, Inc.  
2520 Fry Circle  
Boise ID 83704  
PH: 375-3026 FAX 375-9544  
E-mail: [jplineinc@aol.com](mailto:jplineinc@aol.com)

### Private Sector

Paula Hornbeck, RN, MSN  
Director – Emergency Dept and Minor Care Svcs  
St. Joseph's Regional Medical Center  
P.O. Box 816  
Lewiston ID 83501  
PH: 799-5458 FAX 799-5766  
E-mail: [phornbeck@sjrmc.org](mailto:phornbeck@sjrmc.org)

### Emergency Medical Services

Gary Rose  
175 N 4755 E  
Rigby, ID 83442  
PH: 208 538-7447  
Cell: 208-709-7111  
Email: [gjrose@srv.net](mailto:gjrose@srv.net)

### Legislative

The Hon JoAn E. Wood  
Idaho House of Representatives  
3778 E 500 N  
Rigby ID 83442  
Home: 208 745-7846 FAX: 208 745-8420  
E-mail: [jawood@house.idaho.gov](mailto:jawood@house.idaho.gov)

### Legislative

Senator John McGee  
Idaho State Senator  
1601 Idaho Ave, Caldwell 83605  
Home (208) 459-8404  
Bus (208) 455-3950  
Fax (208) 455-3836  
E-mail [johnmcgee@senate.idaho.gov](mailto:johnmcgee@senate.idaho.gov)

### Judicial (Court)

The Hon Linda J. Cook  
Judge of the Magistrate Div.  
605 N Capitol Ave  
Idaho Falls ID 83402  
PH: 529-1125 FAX 529-1300  
E-mail: [lcook@co.bonneville.id.us](mailto:lcook@co.bonneville.id.us)

### Judicial (Attorney)

Mark Hiedeman  
Bannock County Prosecutor  
P.O. Box P  
Pocatello ID 83205-7280  
PH: 208 236-7280 FAX: 208 236-7288  
E-mail: [markh@co.bannock.id.us](mailto:markh@co.bannock.id.us)

### Local Law Enforcement

Capt. Ben Wolfinger  
Kootenai County Sheriff's Office  
5500 N Government Way  
Coeur d'Alene ID 83814  
PH: 208 446-1300 Direct Line: 208  
446-1311  
FAX: 208 446-1307  
E-mail: [bwolfinger@kcgov.us](mailto:bwolfinger@kcgov.us)

**Local Government**

Tony Poinelli, Deputy Director

Idaho Association of Counties

P.O. Box 1623

700 W. Washington

Boise ID 83701

Bus: (208) 345-9126

Fax: (208) 345-0379

E-mail: [tpoinelli@idcounties.org](mailto:tpoinelli@idcounties.org)

# TABLE OF CONTENTS

<b>HIGHWAY SAFETY PERFORMANCE PLAN</b> .....	1
Description of the Program.....	1
Process Descriptions.....	1
Traffic Safety Problem Identification.....	1
Establishing Goals and Performance Measures.....	2
Project Development.....	3
Overview of the Highway Safety Performance Plan Process.....	4
<b>GOALS AND PERFORMANCE MEASURES</b> .....	5
Mission Statement.....	5
Primary Goal.....	5
Primary Performance Measures, Benchmarks, & Strategy.....	5
Focus Area Goals.....	6
<b>REFERENCE MATERIALS</b> .....	9
<b>HIGHWAY SAFETY PLAN COST SUMMARY</b> .....	10
<b>FFY 2009 HIGHWAY SAFETY GRANT PROGRAM – PROJECT DESCRIPTIONS</b> .....	12
Impaired Driving.....	12
Aggressive Driving.....	13
Impaired Driving – Youthful Drivers.....	14
Aggressive Driving – Youthful Drivers.....	14
Safety Restraints – Adults.....	15
Safety Restraints – Child Passenger Safety.....	15
Emergency Medical Services.....	16
Bicycle and Pedestrian Safety.....	17
Motorcycle Program.....	17
Traffic Records/Roadway Safety.....	17
Paid Advertising.....	18
Community Projects.....	18
Planning and Administration.....	18
410 Planning and Administration.....	19
410 Alcohol - Impaired Driving.....	19
410 Paid Advertising.....	20
Section 408 SAFETEA-LU Data Program.....	20

TABLE OF CONTENTS  
(Continued)

Section 1906 Racial Profiling .....	20
Section 2010 Motorcycle Safety .....	20
<b>CERTIFICATIONS AND ASSURANCES .....</b>	<b>22</b>
<b>IDAHO PROBLEM IDENTIFICATION REPORT FFY 2009 .....</b>	<b>29</b>
Statewide.....	30
Impaired Driving.....	32
Safety Restraints .....	33
Aggressive Driving .....	34
Youthful Drivers .....	35
Pedestrians and Bicyclists.....	36
Emergency Medical Services.....	37
Single-Vehicle Collisions .....	38
Motorcyclists.....	39
Commercial Motor Vehicles.....	40
Collisions with Trains .....	41
Mature Drivers .....	42
School Bus Collisions .....	43
<b>REQUEST FOR PROPOSAL DOCUMENTS .....</b>	<b>44</b>

# *Highway Safety Performance Plan*

For more information contact:  
Highway Safety Manager  
Office of Highway Operations and Safety  
Phone: (208) 334-8100  
FAX: (208) 334-4430

## *Description of the Program*

The Office of Highway Operations and Safety, (OHOS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the new transportation act entitled Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor vehicle crashes by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

## *Process Descriptions*

### *Traffic Safety Problem Identification*

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, and vehicle miles traveled, as well as characteristics of specific subgroups that may contribute to collisions.

In the fall of 2005, OHOS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FFY 2007-2009. In accordance with Federal requirements, one element of the plan is to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's (NHTSA), eight highway safety priority areas. These program areas were determined by NHTSA to be most effective in reducing motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from

problems noted by ITSC Commissioners, OHOS staff, and by researching issues identified by other states.

Comparison data was developed, where possible, on costs of crashes, the number of crashes, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Collision Database on helmet use for motorcycles and bicycles, child safety-restraint use, seat-belt use, and from available violation, license suspension, and arrest information.

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

***Establishing Goals and Performance Measures***

The primary goal of the highway safety grant program has been, and will continue to be, reducing motor vehicle, bicycle, and pedestrian deaths and serious injuries. The results of the problem identification process are used by staff to assure resources are directed to areas most appropriate for achieving the primary goal. In addition to the primary goal, staff responsible for each focus area establishes long-term and near-term goals.

In November 2005, the Idaho Traffic Safety Commission voted to accept the FFY 2007-2009 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years.

In October or November of each year, the ITSC reviews the identified focus areas, goals, and funding ranges. Adjustments for the upcoming fiscal year, as warranted and supported by data analysis, are made at that time, and progress toward achieving goals is presented and reviewed. In October 2007, the ITSC recommended an increase in percentage for funds dedicated to aggressive driving from 18-25% to 18-30%. All other funding ranges were approved.

The approved funding ranges are:

<b><u>Focus Area</u></b>	<b><u>Target Funding Range</u></b>
Safety Restraint Use	18-25%
Impaired Drivers	18-25%
Aggressive Driving	18-30%
Youthful Drivers	8-20%
Roadway Safety/Traffic Records	5-15%
Bicycle and Pedestrian Safety	0- 5 %
Emergency Medical Services	5-10%
Other	0-10%

***Project Development***

The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP), reflecting the focus areas considered for funding, is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by mid February. Copies of the application form and instructions are provided at the end of this document.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OHOS develops priority and funding recommendations using evaluation criteria that assess each project's potential to reduce deaths and injuries from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining and disseminating reliable crash statistics.

Funding recommendations are incorporated into the Highway Safety Performance Plan and are presented to the ITSC for approval. Once approved, they go into the *Statewide Transportation Improvement Program* (STIP). Final project adjustments are made after a 30-day public comment period is complete. It is then presented to the Idaho Transportation Department Board for their approval. Following that, it is sent to NHTSA for their final approval. A flow chart depicting the entire process is contained on the following page.

# *Overview Of The Highway Safety Performance Plan Process*

<b>FLOW</b>	<b>TIME</b>	<b>PURPOSE</b>
Traffic Safety Problem Identification Activities ▼	<b>September</b>	Analyze data – causes and trends. Define problems and problem areas of state.
ITSC/Staff Planning Session ▼	<b>October</b>	Review focus areas, goals, and funding ranges. Modify as necessary and supportable by data analysis. Determine and approve funding distribution for focus areas and overall direction of program.
Grant Application Period ▼	<b>January/February</b>	Provide notice of fund availability and solicit applications for targeted problem areas.
Draft Highway Safety Performance Plan (HSPP) ▼	<b>March/April</b>	Clarify project proposals, prioritize projects, and develop draft language and spending plans.
ITSC Approval ▼	<b>May</b>	ITSC formal approval of the Highway Safety Performance Plan. Last preparations before submittal to Transportation Board within the draft <i>Statewide Transportation Improvement Program (STIP)</i> document.
Public Notification Period for STIP ▼	<b>July</b>	Public comment period required by law.
Transportation Board Approval ▼	<b>August</b>	Formal approval is through the Transportation Board. Allows OHOS to start grant process. HSPP due to NHTSA and FHWA.
Projects Start	<b>October</b>	Field implementation.

## *Goals and Performance Measures*

## Mission Statement

*The Office of Highway Operations and Safety supports the Division of Highway's safety goals of reducing deaths and injuries from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining, and disseminating reliable crash statistics.*

## Primary Goal

*Reduce traffic-related deaths and serious injuries.*

## Primary Performance Measures, Benchmarks, & Strategy

This is the third year of a three-year Highway Safety Performance Plan (HSPP). Goals are set and performance will be measured using five-year rates. For example, the 2004 benchmark is comprised of five years of crash data and exposure data for the years 2000 through 2004.

The goals listed below for 2008 and 2009 were presented to the Idaho Traffic Safety Commission in our fall Performance Planning meetings and will be updated with new benchmarks in 2008.

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

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		1.89
2005	-	1.84	1.86
2006	-	1.82	1.84
2007	-	1.80	
2008	-	1.78	
2009	-	1.77	

*Reduce the five year serious injury rate per 100 million AVMT.*

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		11.70
2005	-	11.06	11.61
2006	-	10.65	11.56
2007	-	10.29	
2008	-	9.96	
2009	-	9.68	

## Strategy

The strategy used to reach the primary goal is to identify secondary objectives for each focus area that will cumulatively accomplish the primary goal. Performance measures are also identified. For

measurement purposes, 2004 has been used as the benchmark year, with targeted objectives identified for 2005-2007.

**Focus Area Goals**

**Impaired Driving**

Goal statement: Reduce the five-year impaired driving fatality and serious injury rate per 100 million AVMT.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		3.00
2005	-	2.93	2.98
2006	-	2.85	2.97
2007	-	2.78	
2008	-	2.71	
2009	-	2.64	

**Youthful Drivers**

Goal statement: Reduce the five-year youthful driver fatality and serious injury involvement rate. The youthful fatal and serious injury involvement rate is the ratio of 15-19 year old drivers involved in fatal and serious injury collisions to all 15-19 year old drivers, divided by the ratio of all drivers involved in fatal and serious injury collisions to all drivers.

		<b>Five Year Average</b>	
		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		2.11
2005	-	2.08	2.08
2006	-	2.07	2.05
2007	-	2.06	
2008	-	2.06	
2009	-	2.05	

**Safety Restraint Use**

Goal statement: Increase the yearly statewide observed seat belt use rate.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		74%
2005	-	76%	76%
2006	-	78%	80%
2007	-	81%	
2008	-	84%	
2009	-	87%	

**Aggressive Driving**

Goal statement: Reduce the five-year aggressive driver behavior fatality and serious injury rate per 100 million AVMT.

	<b>Goal</b>	<b>Actual</b>
--	-------------	---------------

2004 Benchmark	-		7.26
2005	-	6.89	7.19
2006	-	6.56	7.02
2007	-	6.25	
2008	-	5.96	
2009	-	5.67	

### **Bicycle and Pedestrian Actions**

Goal statement: Reduce the five-year bicycle fatality and serious injury rate per 100 thousand people.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		3.29
2005	-	3.26	3.12
2006	-	3.12	2.84
2007	-	2.99	
2008	-	2.86	
2009	-	2.74	

Goal statement: Reduce the five-year pedestrian fatality and serious injury rate per 100 thousand people.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		5.14
2005	-	4.59	4.95
2006	-	4.29	4.83
2007	-	4.00	
2008	-	3.72	
2009	-	3.44	

### **Traffic Records and Roadway Safety Systems**

Goal statement: Increase the percentage of law enforcement agencies accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		5%
2005	-	30%	31%
2006	-	50%	50%
2007	-	65%	
2008	-	68%	
2009	-	70%	

Goal statement: Increase the percentage of local highway districts accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		2%
2005	-	10%	6%
2006	-	20%	11%

2007	-	30%
2008	-	33%
2009	-	35%

**Emergency Medical Services Systems**

Goal statement: Provide improvements that enhance local EMS extrication and communication capabilities.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		8
2005	-	7	10
2006	-	7	15
2007	-	7	
2008	-	7	
2009	-	7	

# *Reference Materials*

- ***Highway Safety Performance Plan Cost Summary, (HS form 217) for Section 402, Section 410, Section 408, Section 1906, and Section 2010.***

These budget summary forms are based on projects outlined in the Highway Safety Grant Program-Project Descriptions Document, and are estimates based on expected funding. Revised initial obligating HS 217 forms will be submitted within 30 days of being notified of the actual funding level approved by Congress.
- ***Highway Safety Grant Program Project Descriptions***

This document includes brief descriptions of each project for which funding approval is sought. The Section 402 projects are sorted by focus area and can be identified by project number. Project numbers assigned correlate with the Federal financial grant tracking system and the numbering system used to geographically identify Highway Safety Grant projects in the first portion of the STIP. The document also provides information as to the source of funds (NHTSA or FHWA) and identifies the match amounts as well as the benefit to local percentage requirements for grant funds.
- ***Certifications and Assurances***

This document contains specific certifications and language required under law in order to receive highway safety grant funds.
- ***Idaho Problem Identification Report***

This report contains the data and information used to identify Idaho's most critical traffic safety problems. This report is updated annually by Highway Safety staff, reviewed by the Idaho Traffic Safety Commission, and used to support funding allocations.
- ***Request for Proposal – Highway Safety Grants***

A Request for Proposal form is used to apply for highway safety grant funding. Applicants provide information about problem areas and proposed solutions that address one or more of the identified focus areas.

# Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended:
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Nonprofit Organizations
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**In accordance with 49 CFR 18.11(c), I hereby certify that the state of Idaho will comply with all applicable Federal statutes and regulations, and give assurances that:**

1. The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which 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 programs under 23 USC 402 (b)(1)(A).
2. 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 in compliance with 23 USC 402(b)(1)(B).
3. At least 40 percent of all Federal funds apportioned to this state under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the state in carrying out local highway safety programs authorized in accordance with 23 USC 402(b)(1)(C), unless this requirement is waived in writing.
4. 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:
  - National law enforcement mobilizations,
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
  - An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

5. The State shall 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.
6. This 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 to comply with 23 USC 402 (b)(1)(D).
7. Cash drawdowns will be initiated only when actually needed for disbursements; cash disbursements and balances will be reported in a timely manner as required by NHTSA; and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.41. Failure to adhere to these provisions may result in the termination of drawdown privileges.
8. 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).
9. Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes to comply with 23 CFR 1200.21.
10. The state will comply with all applicable state procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.
11. The state highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

#### **DRUG-FREE WORKPLACE:**

**In accordance with the Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart F), the state certifies that it will provide a drug-free workplace by:**

1. 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.
2. Establishing a drug-free awareness program to inform employees about:
  - a. The dangers of drug abuse in the workplace;
  - b. The grantee's policy of maintaining a drug-free workplace;
  - c. Any available drug counseling, rehabilitation, and employee-assistance programs; and

- d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph 1.
4. Notifying the employee in the statement required by paragraph 1 that, as a condition of employment under the grant, the employee will:
  - a. Abide by the terms of the statement; and
  - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph 4 (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph 4(b), with respect to any employee who is so convicted.
  - a. Taking appropriate personnel action against such an employee, up to and including termination; or
  - b. 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.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs 1, 2, 3, 4, 5, and 6.

**BUY AMERICA ACT:**

**In accordance with the provisions of the Buy America Act, the state will comply with the reference 23 USC 101 Note, which contains the following requirements:**

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT):**

The state will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning political activity of state or local offices, or employees.

**CERTIFICATION REGARDING FEDERAL LOBBYING:**

**Certification for contracts, grants, loans, and cooperative agreements.**

**In accordance to certification regarding lobbying, 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 or 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-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients 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:**

1. 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:**

**In accordance with the provisions of 49 CFR Part 29, the state agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The state further agrees that it will include the following clause and accompanying instruction, without modification, in all lower-tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower-tier covered transactions.**

#### Instructions for Primary Certification

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

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction, provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **LOWER TIER CERTIFICATION:**

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT:**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

---

Pamela K. Lowe P.E., Governor's Representative for Highway Safety

---

Date

Idaho  
Problem  
Identification  
Report  
FY 2009

*Prepared by the Office of Highway Operations and Safety*

# Statewide

## The Problem

- In 2006, 267 people were killed and 13,950 people were injured in traffic crashes.
- The fatality rate was 1.75 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2006. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was 1.42 per 100 million AVMT in 2006.
- Motor vehicle crashes cost Idahoans nearly \$1.78 billion in 2006. Fatal and serious injuries represented 75 percent of these costs.

## Idaho Crash Data and Measures of Exposure, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Collisions	26,477	26,700	28,332	28,238	24,225	-1.9%
Fatal Collisions	230	261	240	243	239	1.3%
Total Deaths	264	293	260	275	267	0.6%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-0.4%
Total Injured	14,762	14,601	14,734	14,436	13,950	-1.4%
Property -Damage-Only Collisions (Severity >\$750)	16,559	16,778	18,249	18,185	14,450	-2.7%
Idaho Population (thousands)	1,341	1,366	1,393	1,429	1,466	2.3%
Licensed Drivers (thousands)	911.252	925.775	947.584	983	1008	2.6%
Vehicle Miles Of Travel (millions)	14,303	14,400	14,825	14,969	15,259	1.6%
Registered Vehicles (thousands)	1,331	1,316	1,386	1,421	1,436	1.9%

## Economic Costs\* of Idaho Collisions, 2006

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	267	\$3,462,008	\$924,356,172
Serious Injuries	1,689	\$239,677	\$404,815,274
Visible Injuries	4,287	\$47,935	\$205,499,477
Possible Injuries	7,974	\$25,299	\$201,736,540
Property Damage Only	14,450	\$2,663	\$38,481,552
Total Estimate of Economic Cost			\$1,774,889,016

\*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on 1994 estimates released by the Federal Highway Administration and updated to reflect 2004 dollars.

## Statewide – (Continued)

### Fatal and Injury Collision Involvement by Age of Driver, 2006

Age of Driver	# of Drivers in F&I Collisions	% of Drivers in F&I collisions	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
19 & Under	2,790	17%	66,038	7%	2.6
20-24	2,423	15%	93,301	9%	1.6
25-34	3,350	20%	177,445	18%	1.1
35-44	2,575	15%	177,640	18%	0.9
45-54	2,370	14%	194,866	19%	0.7
55-64	1,483	9%	151,904	15%	0.6
65 & Older	1,326	8%	146,822	15%	0.5
Missing	311	2%			
Total	16,628		1,008,016		

\*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 Collisions, 2002-2006

Roadway Information	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Local:						
AVMT (100 millions)	63.7	64.0	67.3	67.5	69.2	2.1%
Fatal Collision Rate	1.4	1.5	1.1	1.5	1.5	4.8%
Injury Collision Rate	85.1	86.5	81.2	83.6	79.7	-1.6%
Total Collision Rate	242.6	244.2	245.2	249.3	202.6	-4.0%
State System (Non-Interstate):						
AVMT (100 millions)	46.2	47.7	47.4	48.2	48.5	1.2%
Fatal Collision Rate	2.3	2.4	2.4	2.2	2.0	-4.0%
Injury Collision Rate	72.1	69.2	70.3	66.0	65.2	-2.4%
Total Collision Rate	183.6	183.6	186.0	182.2	160.8	-3.1%
Interstate:						
AVMT (100 millions)	33.1	32.3	33.5	34.0	34.9	1.3%
Fatal Collision Rate	1.0	1.5	1.6	1.1	1.1	5.5%
Injury Collision Rate	28.2	25.6	31.2	28.9	24.6	-2.4%
Total Collision Rate	76.6	71.6	89.6	77.3	68.7	-1.6%
Statewide Totals:						
AVMT (100 millions)	143.0	144.0	148.2	149.7	152.6	1.6%
Fatal Collision Rate	1.6	1.8	1.6	1.6	1.6	-0.3%
Injury Collision Rate	67.7	67.1	66.4	65.5	62.5	-2.0%
Total Collision Rate	185.1	185.4	191.1	188.6	158.8	-3.5%

# Impaired Driving

## The Problem

- In 2006, 110 fatalities resulted from impaired driving crashes. This represents 41 percent of all fatalities. Only 22 (or 27 percent) of the 81 passenger vehicle occupants killed in impaired driving crashes were wearing seat belts.
- Nearly 16 percent of impaired drivers involved in crashes were under the age of 21 in 2006, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans nearly \$503 million in 2006. This represents 28 percent of the total economic cost of crashes.

## Impaired Driving in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Impaired Driving Collisions	1,886	1,973	1,944	1,952	1,877	-0.1%
Fatalities	97	115	103	100	110	3.8%
Serious Injuries	335	315	331	367	316	-1.0%
Visible Injuries	715	663	559	522	610	-3.2%
Possible Injuries	581	617	603	630	593	0.6%
Impaired Driving Collisions as a % of All Collisions	7.1%	7.4%	6.9%	6.9%	7.7%	2.4%
Impaired Driving Fatalities as a % of All Fatalities	36.7%	39.2%	39.6%	36.4%	41.2%	3.2%
Impaired Driving Injuries as a % of All Injuries	11.0%	10.9%	10.1%	10.5%	10.9%	-0.3%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVM T	3.02	2.99	2.93	3.12	2.79	-1.8%
Annual DUI Arrests by Agency *						
Idaho State Police	1,723	1,708	1,461	817	1,744	13.5%
Local Agencies	8,302	8,523	8,674	8,255	9,637	4.1%
Total Arrests	10,025	10,231	10,135	9,072	11,381	4.0%
DUI Arrests per 100 Licensed Drivers	1.10	1.11	1.07	0.92	1.13	1.5%

\*Source: Idaho State Police, Bureau of Criminal Identification

# Safety Restraints

## The Problem

- In 2006, 80 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2006, seat belt usage varied by region around the state from a high of 89 percent in District 3 (southwestern Idaho) to a low of 63 percent in District 5 (southeastern Idaho).
- Only 39 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2006. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 80 lives were saved in Idaho in 2006 because they were wearing a seat belt and an additional 58 lives could have been saved if everyone had worn their seat belt.
- There were 3 children under the age of 7 killed (all were restrained) and 19 were seriously injured (7 were restrained) while riding in passenger vehicles in 2006. 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 3 lives in 2006. Additionally, 10 serious injuries were prevented and 8 of the 12 unrestrained serious injuries may have been prevented if they had all been properly restrained

## Occupant Protection in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Observational Seat Belt Survey						
District 1	71%	77%	76%	76%	87%	5.5%
District 2	68%	74%	75%	81%	83%	5.0%
District 3	63%	79%	82%	85%	89%	9.1%
District 4	54%	59%	60%	71%	67%	6.1%
District 5	55%	53%	57%	55%	63%	3.6%
District 6	58%	59%	66%	68%	66%	3.5%
<b>Statewide Average</b>	<b>63%</b>	<b>72%</b>	<b>74%</b>	<b>76%</b>	<b>80%</b>	6.2%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Collisions	37.5%	37.2%	42.4%	40.0%	38.8%	1.1%
In Serious Injury Collisions	57.6%	58.4%	64.7%	64.7%	67.6%	4.2%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	85.5%	86.2%	87.3%	70.9%	76.2%	-2.3%

# Aggressive Driving

---

## The Definition

- Aggressive driving behaviors include: Failure to Yield Right of Way, Following Too Close, Passed Stop Sign, Disregarded Signal, Exceeded Posted Speed and Driving Too Fast for Conditions.
- Aggressive driving crashes are those where an officer indicates that at least one aggressive driving behavior contributed to the crash. Up to three contributing circumstances are possible for each vehicle in a crash, thus the total number of crashes attributed to these behaviors is less than the sum of the individual components.

## The Problem

- With increasing vehicle miles of travel, traffic congestion and travel delays, the resulting frustration and impatience is reflected in driver behavior.
- Drivers, ages 19 and younger, are more than 4 times as likely to be involved in an aggressive driving crash as all other drivers.
- Aggressive driving crashes cost Idahoans nearly \$876 million in 2006. This represented 49 percent of the total economic cost of crashes.

## Aggressive Driving in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Aggressive Driving Collisions	15,066	14,649	15,934	15,572	13,037	-3.1%
Fatalities	138	128	116	133	116	-3.7%
Serious Injuries	963	838	867	975	902	-1.1%
Visible Injuries	3,223	2,895	2,614	2,511	2,399	-7.1%
Possible Injuries	5,023	5,065	5,519	5,295	4,858	-0.6%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	357	311	334	404	396	3.4%
Fail to Yield Right of Way	373	353	356	391	303	-4.3%
Exceeded Posted Speed	184	133	129	168	173	0.6%
Passed Stop Sign	127	97	65	114	111	4.0%
Following Too Close	106	95	122	59	71	-3.3%
Disregarded Signal	44	53	44	65	56	9.3%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVM T	7.70	6.71	6.63	7.40	6.67	-3.1%

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

# Youthful Drivers

## The Problem

- Drivers, age 15 to 19, represented 7 percent of licensed drivers in Idaho in 2006, yet they were involved in nearly 14 percent of the fatal and serious injury crashes.
- In 2006, drivers age 15 to 19 constituted 7 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Only 5 of the 16 (31 percent) youthful drivers killed were wearing seat belts.
- Crashes involving youthful drivers cost Idahoans over \$356 million in 2006. This represents 20 percent of the total economic cost of crashes.

## Youthful Drivers on Idaho Highways, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Collisions Involving Drivers 15-19	7,720	7,368	7,408	7,309	6,216	-5.1%
Fatalities	50	45	39	38	38	-6.5%
Serious Injuries	454	354	376	377	403	-2.2%
Visible Injuries	1,709	1,478	1,258	1,156	1,233	-7.5%
Possible Injuries	2,658	2,498	2,479	2,471	2,342	-3.1%
Drivers 15-19 in Fatal & Serious Injury Collisions	408	328	335	326	339	-4.0%
% of all Drivers involved in Fatal and Serious Injury Collisions	16.3%	14.3%	13.8%	13.5%	14.1%	-3.4%
Licensed Drivers 15-19	67,050	65,605	65,391	66,637	66,038	-0.4%
% of Total Licensed Drivers	7.4%	7.1%	6.9%	6.8%	6.6%	-3.0%
Over Representation (Involvement)*	2.20	2.02	2.01	1.99	2.15	-0.4%
Drivers 15-19 - Fatal Collisions	46	38	36	35	35	-6.4%
Impaired Drivers 15-19 - Fatal Collisions	8	10	8	10	7	0.0%
% of Youthful Drivers that were Impaired in Fatal Collisions	17.4%	26.3%	22.2%	28.6%	20.0%	8.6%

\* Representation is percent of fatal and injury collisions divided by percent of licensed drivers.  
Over-representation occurs when the value is greater than 1.0.

# Pedestrians and Bicyclists

## The Problem

- In 2006, 8 pedestrians and 2 bicyclists were killed in traffic crashes. The 10 bicyclists and pedestrians killed represented 4 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 17 percent of the fatalities and injuries sustained in pedestrian crashes and 30 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$73 million dollars in 2006. This represents 4 percent of the total economic cost of crashes.

## Pedestrians and Bicyclists Involved in Collisions in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Pedestrian Collisions	199	213	235	206	224	3.4%
Fatalities	15	13	18	9	8	-9.0%
Serious Injuries	53	51	64	51	56	2.8%
Visible Injuries	96	91	97	91	99	1.0%
Possible Injuries	41	65	67	62	71	17.2%
Pedestrians in Collisions	208	223	249	218	236	3.7%
Pedestrian Fatal and Serious Injuries	68	64	82	60	64	0.5%
% of All Fatal and Serious Injuries	3.4%	3.4%	4.3%	2.9%	3.3%	1.9%
Impaired Pedestrian F&SI	13	13	19	11	15	10.1%
% of Pedestrian F&SI - Impaired	19.1%	20.3%	23.2%	18.3%	23.4%	6.8%
Bicycle Collisions	314	319	276	321	328	1.6%
Fatalities	3	2	3	3	2	-4.2%
Serious Injuries	51	36	28	42	29	-8.1%
Visible Injuries	170	186	142	167	180	2.8%
Possible Injuries	92	92	96	106	120	7.0%
Bicyclists in Collisions	326	324	279	327	333	1.1%
Bicycle Fatal and Serious Injuries	54	38	31	45	31	-8.5%
% of All Fatal and Serious Injuries	2.7%	2.0%	1.6%	2.2%	1.6%	-9.4%
Bicyclists Wearing Helmets in Collisions	39	49	35	56	55	13.8%
% of Bicyclists Wearing Helmets	12.0%	15.1%	12.5%	17.1%	16.5%	10.6%
Impaired Bicyclist F&SI	3	1	0	3	0	#DIV/0!
% of Bicycle F&SI - Impaired	5.6%	2.6%	0.0%	6.7%	0.0%	#DIV/0!

# 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.

## Emergency Medical Services in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Collisions	26,477	26,700	28,332	28,238	24,225	-1.9%
EM S Response to Fatal & Injury Collisions	4,842	6,282	6,624	6,550	6,519	8.4%
% of Fatal & Injury Collisions	48.8%	63.3%	65.7%	65.2%	66.7%	8.7%
Persons Injured in Collisions	14,762	14,601	14,734	14,436	13,950	-1.4%
Injured Transported from Rural Areas	3,596	3,567	3,549	3,234	3,063	-3.9%
Injured Transported from Urban Areas	2,732	2,570	2,643	2,740	2,777	0.5%
Total Injured Transported by EM S	6,328	6,137	6,192	5,974	5,840	-2.0%
% of Injured Transported	42.9%	42.0%	42.0%	41.4%	41.9%	-0.6%
Trapped and Extricated	583	554	568	651	586	0.5%
Fatal and Serious Injuries Transported by Helicopter	243	280	271	258	201	-3.7%

# Single-Vehicle Run-Off-Road Crashes

## The Problem

- In 2006, 34 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (76 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 47 percent of all fatalities in Idaho. Impaired Driving was a factor in 40 percent of the 126 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 65 percent of the single-vehicle run off road crashes. Rollovers were responsible for 58 percent of the single-vehicle run-off road fatalities and just over a quarter of all fatalities in 2006. Of the 73 people killed in single-vehicle run-off-road rollovers, 54 (74 percent) were not wearing seat belts.
- Run-off-road crash cost Idahoans more than \$672 million in 2006. This represents 38 percent of the total economic cost of crashes.

## Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Ran-Off-Road Collisions	5,683	5,720	6,156	6,272	5,471	-0.7%
Fatalities	87	136	116	134	126	12.8%
Serious Injuries	543	563	564	582	546	0.2%
Visible Injuries	1,519	1,395	1,308	1,254	1,236	-5.0%
Possible Injuries	1,348	1,522	1,670	1,566	1,504	3.1%
Most Harmful Events of Ran Off Road Crashes by Percentage						
Overturn	332	366	383	367	362	2.3%
Ditch/Embankment	52	57	37	55	35	-3.3%
Tree	45	37	37	46	44	0.5%
Poles/Posts	25	32	25	28	24	1.0%
Fence/Building Wall	17	11	13	15	15	-0.4%
Other Fixed Object	13	7	15	14	14	15.4%
Guardrail	3	12	7	11	11	78.9%
Immersion	7	7	6	5	13	32.3%
Culvert	1	7	2	6	1	161.3%
Bridge Rail/Abutment/End	2	1	4	3	1	39.6%
All Other Most Harmful Events	22	27	21	28	33	12.9%

# Motorcyclists

---

## The Problem

- In 2006, motorcycle crashes represented just 2 percent of the total number of crashes, yet accounted for just over 10 percent of the total number of fatalities and serious injuries.
- Just over half (52 percent) of all motorcycle crashes involved a single vehicle, while 56 percent of fatal motorcycle crashes involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2005, only 12 of the 21 (57 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 29 percent effective in preventing motorcycle fatalities. In 2006, only 39 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$181 million dollars in 2006. This represents 10 percent of the total economic cost of crashes.

## Motorcycle Collisions in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Motorcycle Collisions	403	437	508	549	516	6.7%
Fatalities	11	19	24	26	38	38.4%
Serious Injuries	130	139	145	185	149	4.8%
Visible Injuries	185	178	216	224	212	4.0%
Possible Injuries	73	99	110	110	119	13.7%
Motorcyclists in Collisions	465	500	578	625	589	6.4%
Registered Motorcycles	43,245	46,935	52,614	60,202	51,842	5.3%
Motorcyclists Wearing Helmets	175	193	246	270	286	13.4%
% Motorcyclists Wearing Helmets	37.6%	38.6%	42.6%	43.2%	48.6%	6.7%

# 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 2006, 30 people died in crashes with commercial motor vehicles. This represents 11 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 77 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2005, 55 percent of all collisions and 80 percent of all 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.
- The majority of commercial motor vehicle crashes (46 percent) occurred on local roadways, while the majority of fatal commercial motor vehicle crashes (64 percent) occurred on U.S. and State highways.
- Commercial motor vehicles crashes cost Idahoans nearly \$162 million in 2006. This represents 9 percent of the total economic cost of crashes.

## Commercial Motor Vehicle Collisions in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total CM V Collisions	1,766	1,704	1,918	1,983	1,710	-0.3%
Fatalities	37	43	32	37	30	-3.2%
Serious Injuries	151	134	132	133	144	-0.9%
Visible Injuries	274	301	293	257	249	-2.1%
Possible Injuries	411	349	379	353	322	-5.5%
Commercial AVM T (millions)	2,543	2,543	2,641	2,735	2,833	2.7%
% of Total AVM T	17.8%	17.7%	17.8%	18.3%	18.6%	1.1%
Fatalities per 100 Million CAVM T	1.45	1.69	1.21	1.35	1.06	-5.5%
Injuries per 100 Million CAVM T	32.87	30.83	30.44	27.17	25.24	-6.3%

# Collisions with Trains

---

## The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur. Of the 17 crashes in 2006, 9 (53 percent) resulted in an injury.
- The majority of train-vehicle crashes occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train. In 2006, 71 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans almost \$11 million dollars in 2006. This represents less than 1 percent of the total economic cost of crashes.

## Vehicle Collisions with Trains in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Train Collisions	12	15	17	20	17	10.2%
Fatalities	1	3	2	0	3	91.7%
Serious Injuries	1	4	5	3	1	54.6%
Visible Injuries	3	1	4	1	2	64.6%
Possible Injuries	0	0	3	8	5	#DIV/0!
Location of Collisions						
Rural Roads	11	9	14	14	12	5.8%
Urban Roads	1	6	3	6	5	133.3%

# Mature Drivers

## The Problem

- Mature drivers, drivers over the age of 65, were involved in 2,853 collisions in 2006. This represents 12 percent of the total number of crashes. Crashes involving mature drivers resulted in 16 percent of the total number of fatalities in 2006.
- Mature drivers are underrepresented in fatal and injury crashes. Drivers over the age of 65 represent just over 14 percent of licensed drivers, but represent 8 percent of drivers 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 just under \$264 million dollars in 2006. This represents 15 percent of the total economic cost of crashes.

## Collisions Involving Mature Drivers in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total Mature Driver Collisions	3,214	3,214	3,378	3,362	2,853	-2.6%
Fatalities	45	46	43	48	43	-0.8%
Serious Injuries	237	207	224	224	240	0.7%
Visible Injuries	651	595	575	533	531	-4.9%
Possible Injuries	1,004	1,014	1,052	1,067	1,088	2.0%
Mature Drivers in Fatal & Injury Crashes	1,296	1,275	1,297	1,309	1,326	0.6%
% of All Drivers in Fatal & Injury Crashes	7.5%	7.5%	7.5%	7.6%	8.0%	1.4%
Licensed Drivers 65 & Older	128,458	132,306	134,849	140,331	146,822	3.4%
% of Total Licensed Drivers	14.1%	14.3%	14.2%	14.3%	14.6%	0.8%
Involvement of Drivers 65 & Older*	0.53	0.53	0.53	0.54	0.55	0.6%
Mature Drivers-Fatal Collisions	42	44	38	44	39	-1.1%
Mature Drivers-Impaired Fatal Collisions	1	3	1	3	1	66.7%
% Fatal Impaired Collisions	2.4%	6.8%	2.6%	6.8%	2.6%	55.4%

\* Representation (or Involvement) is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

# School Bus Collisions

---

## The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries, as evidenced by a crash in 2003 that resulted in 31 visible injuries. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- Crashes with school buses cost Idahoans nearly \$1.5 million in 2006. This represents less than 1 percent of the total economic cost of crashes.

## School Bus Collisions in Idaho, 2002-2006

	2002	2003	2004	2005	2006	Avg. Yearly Change 2002-2006
Total School Bus Collisions	64	74	83	94	72	4.4%
Fatalities	1	0	0	1	0	-25.0%
Serious Injuries	1	0	6	5	1	100.8%
Visible Injuries	11	40	13	13	13	49.0%
Possible Injuries	36	31	23	26	19	-13.4%

# OFFICE OF HIGHWAY OPERATIONS AND SAFETY



## HIGHWAY SAFETY GRANT

### Request for Proposal

Federal Fiscal Year 2009

---

Each year, the Office of Highway Operations and Safety (OHOS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical traffic safety problems. Projects that are considered for funding usually address highway safety problems in one or more of these focus areas: safety restraint use, impaired driving, aggressive driving, youthful drivers, roadway safety/traffic records, emergency medical services, and bicycle and pedestrian safety. Other highway safety problem areas will also be considered.

The highway safety grant year is the Federal Fiscal Year which begins October 1<sup>st</sup> and runs through September 30th. The grants can provide startup or "seed" money for new programs, provide new direction to existing safety programs, or support state planning to identify and quantify highway safety problems. Grant moneys may also be used for one-time acquisition of technology, system upgrades, and/or equipment purchases that will be used to solve highway safety problems where a demonstrated need exists.

Depending on the type of project, funding may be considered for one, two, or at a maximum of three years. Successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for crash or injury reduction or system improvement.**

Highway safety projects typically require the grantee agency to provide a portion of the funding for the project, called matching funds. In first year projects, grant money will generally reimburse 75 percent of the total project costs, in the second year 50 percent, and in the third year 25 percent. Matching funds can be in the form of agency funds or resources to support the proposed project. Highway safety programs are "seed money" programs, and agencies are expected to assume the full cost of programs and provide program continuation at the conclusion of the grant funding. **Agencies pay 100 percent of the project costs up-front as accrued, and then request reimbursement monthly or quarterly from the Office Highway Operations and Safety in the amount of the approved federal share.**

**Highway safety funds, by law, cannot be used for highway construction, maintenance, or design. Requests for 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 OHOS does not fund the purchase of vehicles.**

#### **DESCRIPTIONS OF THE FOCUS AREAS AND EXAMPLES OF PROJECTS THAT HAVE BEEN FUNDED:**

**Safety Restraint Use:** The overall goal of the Safety Restraint Program Area is to reduce deaths and serious injuries from motor vehicle crashes by increasing the proper use of seat belts, booster seats, and child safety seats. Projects may include a combination of safety restraint law enforcement, public awareness programs, purchase of speed detection equipment to determine probable cause for traffic stops, and creative education activities. Projects can include adult, teen, and/or child safety restraint use education as a program emphasis, as well as funding to start or improve a local child safety seat distribution program. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to their enforcement activities to increase program effectiveness.

**Impaired Driving:** The goal of this program area is to remove alcohol and other drug-impaired drivers from the roads and reduce recidivism. A project may include enforcement combined with public information outreach activities. We encourage jurisdictions with these projects to work closely with their local media to "advertise" their enforcement activities and inform their community about highway safety. This program area can also fund DUI arrest system equipment, training for judges and prosecutors, probation programs for repeat offenders, and education programs like alcohol server training, designated driver awareness, underage consumption outreach and enforcement, and DUI courts. The OHOS is searching for creative programs that could reduce impaired driving in your community. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from impaired driving crashes.

**Aggressive Driving:** The goal of this program area is to reduce the incidence of aggressive driving behaviors, such as speeding, failing to yield, following too close, or disregarding signs or signals. The goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs (STEP), Accident Reduction Teams, Safe Community Programs, model programs to address aggressive driver behavior, and other similar projects which usually combine effective law enforcement and public awareness activities. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from aggressive driving crashes.

**Youthful Drivers:** The goal of this program area is to reduce the number of injury and fatal crashes by 15-19 year old drivers. Emphasis is on education, prevention, and enforcement activities directed toward youth grades K-12 and college undergraduates. Agencies are encouraged to work with local teen populations—including youth who are working community service for impaired driving offenses, or youth participating in Idaho Drug Free Youth (IDFY) programs, Safe and Drug Free Schools, student governments, and other student organizations dedicated to safety—to create a comprehensive program where teens change the driving behavior of others teens. The OHOS urges agencies to think creatively and work closely with the OHOS when developing a youth program.

**Roadway Safety/Traffic Records:** The goal of this program area is to improve the safety of the roadway and environment, with special emphasis on the support of record systems that aid in identifying existing and emerging traffic safety problems and evaluating program performance. Roadway projects might include funds to develop and implement systems and procedures for carrying out safety construction and operation improvements; develop guidelines and methods of highway design, construction, and maintenance related to safety issues; upgrade skills of highway personnel; and develop plans for conducting traffic engineering services. Traffic record projects might include enhancements to the crash analysis capability of the Internet version of the Crash Analysis and Reporting System (WebCARS), enhancements in crash data collection and reporting through Idaho's Mobile Program for Accident Collection 2000 (IMPACT 2K), or improvements to traffic safety data systems.

**Emergency Medical Services:** The goal of this program area is to enhance appropriate, timely, and safe response to crashes and to reduce the time that it takes first responders to remove injured crash victims from the crash site and transport them to advanced medical treatment. Funding priorities for this area are for the purchase of hydraulic extrication equipment.

**Bicycle and Pedestrian Safety:** The overall goal of this program is to reduce roadway fatalities and serious injuries by reducing bicycle and pedestrian crashes through education, equipment, and providing direction and support for local communities. Emphasis is on public awareness materials and safety equipment, targeting school-age children, teens through adult, or a statewide campaign designed to reach all age groups.

**Other:** This category includes all other potential focus areas such as mature driver, motorcycle, train, school bus crashes, work zone safety, etc. The goal of any project in this category must be to reduce roadway fatalities and serious injuries in Idaho.

## ELIGIBILITY REQUIREMENTS

1. *Grant awards can only be made to local and state governmental entities and non-profit organizations within Idaho.*
2. There must be a demonstrable highway safety crash, fatality, serious injury, and/or systems problem. Data must be provided to demonstrate need.
3. *Agencies must have a safety restraint use policy in place prior to the start of grant funding.*
4. Law enforcement agencies must demonstrate that they are enforcing the safety restraint laws.

## HOW TO APPLY

**Interested agencies must complete the attached Letter of Intent and have it postmarked no later than February 15, 2008. Faxed or e-mailed Letters of Intent must be received no later than 5:00 PM MST on February 15, 2008. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/> and then clicking on *Highway Safety Programs*. Proposals may be mailed or faxed to:**

Idaho Transportation Department  
Office of Highway Operations and Safety  
PO Box 7129  
Boise, Idaho 83707-1129  
Fax: (208) 334-4430

**Feel free to contact the Office of Highway Operations and Safety at (208) 334-8100 for questions or assistance.**



## FFY 2009 HIGHWAY SAFETY GRANT PROGRAM - PROJECT DESCRIPTIONS

### IMPAIRED DRIVING

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL0901	AL-2009-01	Office of Highway Operations and Safety	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime and equipment earned during mobilizations; overtime for "overservice" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; alcohol breath testing equipment; and media development, consultant fees, travel, and educational materials. The goal is to reduce impaired driving fatalities and serious injuries.	\$76,029	\$50,000	\$60,000
SAL0902	AL-2009-02	Bingham County Sheriff	Year 2 Selective Traffic Enforcement Program (STEP) funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0902 and SPT0922.)	\$22,100	\$0	\$22,100
SAL0903	AL-2009-03	Canyon County Sheriff	Year 1 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0903, SPT0923, and SSB0903.)	\$12,000	\$0	\$12,000
SAL0904	AL-2009-04	Lewiston Police	Year 1 STEP funds for officer salary expenses and approved equipment will focus on adult and youth education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0904, SPT0924, and SSB0904.)	\$23,500	\$0	\$23,500
SAL0905	AL-2009-05	Twin Falls County Sheriff	Year 2 STEP funds for officer salary expenses, approved equipment, and overtime will focus on education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0905.)	\$42,350	\$0	\$42,350
SAL0907	AL-2009-07	Nampa Police	Year 3 STEP funds for officer salary expenses will be applied toward education and enforcement to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0907.)	\$7,079	\$14,158	\$7,079
SAL0909	AL-2009-09	Idaho State Police	Overtime expenses will increase enforcement and education for youth and adult drivers to reduce impaired driving fatalities and serious injuries. (See additional description in SPT0909 and SSB0909.)	\$24,900	\$0	\$0
S0009AL	AL-2009-AL	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental costs will provide program development, monitoring, and evaluation.	\$26,000	\$8,667	\$0
<b>IMPAIRED DRIVING TOTAL</b>				<b>\$233,958</b>	<b>\$72,825</b>	<b>\$167,029</b>

**POLICE TRAFFIC SERVICES - AGGRESSIVE DRIVING**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT0901	PT-2009-01	Office of Highway Operations and Safety	Funding will provide overtime enforcement, incentive equipment reimbursement, training, public awareness materials, presentations, media development, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on reducing aggressive driving fatalities and serious injuries.	\$187,529	\$50,000	\$177,529
SPT0902	PT-2009-02	Bingham County Sheriff	Year 2 STEP funds for officer salary expenses and approved equipment will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0902 and SPT0922.)	\$20,410	\$56,510	\$20,410
SPT0903	PT-2009-03	Canyon County Sheriff	Year 1 STEP funds for officer salary expenses and approved equipment will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0903, SPT0923, and SSB0903.)	\$12,000	\$0	\$12,000
SPT0904	PT-2009-04	Lewiston Police	Year 1 STEP funds for officer salary expenses and approved equipment will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0904, SPT0924, and SSB0904.)	\$22,000	\$18,000	\$22,000
SPT0905	PT-2009-05	Twin Falls County Sheriff	Year 2 STEP funds for officer salary expenses, approved equipment, and overtime will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0905.)	\$22,350	\$64,700	\$22,350
SPT0907	PT-2009-07	Nampa Police	Year 3 STEP funds for officer salary expenses will focus on education and enforcement to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0907.)	\$7,079	\$0	\$7,079
SPT0909	PT-2009-09	Idaho State Police	Overtime expenses will increase enforcement and education to reduce aggressive driving fatalities and serious injuries. (See additional description in SAL0909 and SSB0909.)	\$24,000	\$0	\$0
S0009PT	PT-2009-PT	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$37,000	\$12,566	\$0
<b>AGGRESSIVE DRIVING TOTAL</b>				<b>\$332,368</b>	<b>\$201,776</b>	<b>\$261,368</b>

### IMPAIRED DRIVING - YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL0921	YA-2009-21	Office of Highway Operations and Safety	Funding will provide overtime enforcement, incentive equipment reimbursement, training, public awareness materials, presentations, media development, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on reducing impaired youthful driver deaths, serious injuries and increasing teen accountability.	\$20,000	\$36,000	\$15,000
S0009YA	YA-2009-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental costs to administer program development, monitoring, and evaluation.	\$2,900	\$967	\$0
<b>IMPAIRED DRIVING - YOUTHFUL DRIVERS TOTAL</b>				<b>\$22,900</b>	<b>\$36,967</b>	<b>\$15,000</b>

### AGGRESSIVE DRIVING - YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT0921	PT-2009-21	Office of Highway Operations and Safety	Overtime enforcement, incentive equipment reimbursement, training, educational materials, presentations, media development, consultant fees, printing and travel will coordinate cooperation of stakeholders to focus on reducing youthful aggressive driving fatalities, serious injuries, and increase teen accountability.	\$65,000	\$0	\$35,000
SPT0922	PT-2009-22	Bingham County Sheriff	Year 2 STEP officer salary expenses will focus on increasing aggressive youthful driver enforcement and education to reduce teen deaths and serious injuries. (See additional description in SAL0902 and SPT0902.)	\$14,000	\$0	\$14,000
SPT0923	PT-2009-23	Canyon County Sheriff	Year 1 STEP officer salary expenses will focus on increasing aggressive youthful driver enforcement and education to reduce teen deaths and serious injuries. (See additional description in SAL0903, SPT0903, and SSB0903.)	\$12,000	\$0	\$12,000
SPT0924	PT-2009-24	Lewiston Police	Year 1 STEP officer salary expenses will focus on increasing aggressive youthful driver enforcement and education to reduce teen deaths and serious injuries. (See additional description in SAL0904, SPT0904, and SSB0904.)	\$8,500	\$0	\$8,500
SPT0925	PT-2009-25	Teen Partner Program	Funds will be used to coordinate partners and a teen website, develop a program to organize activities among teens using positive role model parents, provide education and community leaders to promote, encourage and build skills needed for defensive and safe teen driving attitudes and habits.	\$40,000	\$0	\$0
S0009YP	PT-2009-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$33,000	\$11,000	\$0
<b>AGGRESSIVE DRIVING - YOUTHFUL DRIVERS TOTAL</b>				<b>\$172,500</b>	<b>\$11,000</b>	<b>\$69,500</b>

### SAFETY RESTRAINTS--ADULTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB0901	OP-2009-01	Office of Highway Operations and Safety	Funding for seat belt enforcement, seat belt survey, Idaho Seat Belt Coalition and website administration, educational materials, media development, consultant fees, travel, and training costs will increase seat belt use and decrease traffic fatalities and serious injuries.	\$121,515	\$50,000	\$90,000
SSB0903	OP-2009-03	Canyon County Sheriff	Year 1 STEP funds for officer salary expenses and approved equipment will focus on increasing seat belt education and enforcement for adult and youthful drivers to increase seat belt use and reduce traffic fatalities and serious injuries. (See additional description in SAL0903, SPT0903, and SPT0923.)	\$12,000	\$16,000	\$12,000
SSB0906	OP-2009-06	Idaho Falls Police	Funds will provide overtime hours to focus on education and enforcement to increase seat belt use and address traffic violations in roadway construction work zones. (See SPT0906 for additional description.)	\$30,000	\$10,000	\$30,000
SSB0909	OP-2009-09	Idaho State Police	Overtime expenses will increase enforcement and education for youth and adult drivers to increase seat belt use and reduce traffic fatalities and serious injuries. (See additional description in SAL0909 and SPT0909.)	\$24,000	\$0	\$0
SSB0910	OP-2009-10	Bonneville County Sheriff	Funds will provide overtime hours and equipment funding to focus on youth and adult education and enforcement to increase seat belt usage and reduce traffic deaths and serious injuries. (See additional description in SPT0910.)	\$30,000	\$10,000	\$30,000
S0009SB	OP-2009-SB	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$35,000	\$12,734	\$0
<b>SAFETY RESTRAINT TOTAL</b>				<b>\$252,515</b>	<b>\$98,734</b>	<b>\$162,000</b>

### CHILD PASSENGER SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB0931	CR-2009-31	Office of Highway Operations and Safety	Educational materials, presentations, media development, consultant fees, and travel will focus on reducing traffic deaths and serious injuries among Idaho's children.	\$10,000	\$0	\$0
SSB0932	CR-2009-32	Idaho Chapter of the American Academy of Pediatrics	Funding will provide statewide distribution of child safety seats and supervision of Idaho's Child Passenger Safety Technician Training through ICAAP.	\$50,000	\$0	\$0
S0009CS	CR-2009-CS	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$12,500	\$4,167	\$0
<b>CHILD PASSENGER SAFETY TOTAL</b>				<b>\$72,500</b>	<b>\$4,167</b>	<b>\$0</b>

**EMERGENCY MEDICAL SERVICES**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SEM0901	EM-2009-01	Office of Highway Operations and Safety	Funds will be used to reduce injury severity in traffic crashes by providing extrication safety awareness and education such as the Every 15 Minutes Program.	\$3,950	\$1,317	\$3,950
SEM0902	EM-2009-02	Sagel Fire District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$20,312	\$6,771	\$20,312
SEM0903	EM-2009-03	Cascade Rural Fire	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$2,625	\$875	\$2,625
SEM0904	EM-2009-04	Glenwood-Caribel Volunteer Fire District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$8,666	\$2,889	\$8,666
SEM0905	EM-2009-05	Donnelly Rural Fire Protection District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$8,337	\$2,779	\$8,337
SEM0906	EM-2009-06	Orofino Fire Department	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$5,010	\$1,670	\$5,010
SEM0907	EM-2009-07	Spirit Lake Fire Protection District	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$7,500	\$2,500	\$7,500
SEM0908	EM-2009-08	J-K Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$8,432	\$2,811	\$8,432
SEM0909	EM-2009-09	Oneida County Ambulance	Extrication equipment purchases will aid rescue personnel in removal of crash victims to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$7,592	\$2,531	\$7,592
SEM0910	EM-2009-10	Westside Fire District	Lighting equipment will aid rescue personnel in removal of crash victims during nighttime rescues to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$2,610	\$870	\$2,610
SEM0911	EM-2009-11	Cottonwood Volunteer Fire Department	Lighting equipment will aid rescue personnel in removal of crash victims during nighttime rescues to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$1,500	\$500	\$1,500
SEM0912	EM-2009-12	East Boise County Ambulance District	Lighting equipment will aid rescue personnel in removal of crash victims during nighttime rescues to reduce time elapsed from the crash incident to victim's arrival at a medical facility.	\$1,940	\$647	\$1,940
S0009EM	EM-2009-EM	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$12,000	\$4,033	\$0
<b>EMERGENCY MEDICAL SERVICES TOTAL</b>				<b>\$90,474</b>	<b>\$30,191</b>	<b>\$78,474</b>

### BICYCLE AND PEDESTRIAN SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPS0901	PS-2009-01	Office of Highway Operations and Safety	Funding will provide bicycle and pedestrian safety awareness materials, helmets, training, media development, and enforcement.	\$35,000	\$0	\$18,000
S0009PS	PS-2009-PS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$12,000	\$4,233	\$0
<b>BICYCLE AND PEDESTRIAN SAFETY TOTAL</b>				<b>\$47,000</b>	<b>\$4,233</b>	<b>\$18,000</b>

### MOTORCYCLE PROGRAM AREA MANAGEMENT

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0009MC	MC-2009-MC	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$12,500	\$4,167	\$0
<b>MOTORCYCLE TOTAL</b>				<b>\$12,500</b>	<b>\$4,167</b>	<b>\$0</b>

### TRAFFIC RECORDS/ROADWAY SAFETY

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
STR0901	TR-2009-01	Office of Highway Operations and Safety	Funding will be used for consultant fees, printing costs, technical services, computer equipment, travel and software purchases to improve and coordinate crash data collection, evaluation, and reporting on transportation safety. Funding will be used to maintain and enhance Impact software.	\$90,000	\$0	\$0
S0009TR	TR-2009-TR	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$21,000	\$7,000	\$0
SRS0901	RS-2009-01	Office of Highway Operations and Safety	Funding will provide consultant fees, technical services, computer equipment, software purchases, travel and licenses to provide roadway safety crash analysis development, maintenance, and support. Funding will be used to maintain and enhance WebCARS software.	\$50,000	\$0	\$0
S0009RS	RS-2009-RS	Office of Highway Operations and Safety	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$2,900	\$967	\$0
<b>TRAFFIC RECORDS/ROADWAY SAFETY TOTAL</b>				<b>\$163,900</b>	<b>\$7,967</b>	<b>\$0</b>

**PAID ADVERTISING**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPM0901	PM-2009-01	Office of Highway Operations and Safety	Paid media buys and media development for the general public, or targeted audiences, will raise awareness and change behavior in an effort to reduce death and serious injuries in traffic crashes in the areas of adult and youthful impaired driving, aggressive driving, safety restraint use, and child passenger safety. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	\$305,000	\$0	\$152,500
SPM0902	PM-2009-02	Office of Highway Operations and Safety - Media Survey	Contractor technical fees and services will evaluate the effectiveness of paid media communications tools and marketing strategies utilized to raise awareness and effect behavioral changes in reducing death and serious injuries in traffic crashes.	\$12,000	\$0	\$0
<b>PAID ADVERTISING TOTAL</b>				<b>\$317,000</b>	<b>\$0</b>	<b>\$152,500</b>

**COMMUNITY PROJECTS**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SCP0901	CP-2009-01	Office of Highway Operations and Safety - Highway Safety Summit	The summit will deliver technical training to increase knowledge of traffic safety issues and strategies for effective enforcement and education in reducing deaths and serious injuries in traffic crashes.	\$28,000	\$0	\$0
SCP0902	CP-2009-02	Office of Highway Operations and Safety - LEL	Funding of regional law enforcement liaisons to increase participation in statewide mobilizations, and increase effectiveness of education and enforcement efforts by state and local law enforcement agencies and officers.	\$30,000	\$0	\$0
SCP0903	CP-2009-03	Office of Highway Operations and Safety - Community Projects	Funding will be used to; continue development of employer programs to motivate employees to make wise driving choices, provide new traffic safety education tools for future drivers, and provide coalition building tools including facilitation to increase participation in traffic crash reduction efforts by many different partners. These efforts will increase effectiveness of our education efforts statewide.	\$291,690	\$0	\$0
S0009CP	CP-2009-CP	Office of Highway Operations and Safety	Personnel costs and other incidental to administer program development, monitoring, and evaluation.	\$10,900	\$3,666	\$0
<b>COMMUNITY PROJECT TOTAL</b>				<b>\$360,590</b>	<b>\$3,666</b>	<b>\$0</b>

**PLANNING AND ADMINISTRATION**

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0009PA	PA-2009-PA	Office of Highway Operations and Safety	Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 402 statewide program.	\$111,500	\$67,113	\$0
<b>PLANNING AND ADMINISTRATION TOTAL</b>				<b>\$111,500</b>	<b>\$67,113</b>	<b>\$0</b>

**410 PLANNING AND ADMINISTRATION**

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK809PA	K8-2009-PA	Office of Highway Operations and Safety	Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 410 statewide program.	\$10,000	\$6,018	\$0
<b>410 PLANNING AND ADMINISTRATION TOTAL</b>				<b>\$10,000</b>	<b>\$6,018</b>	<b>\$0</b>

**410 ALCOHOL-IMPAIRED DRIVING**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK80901	K8-2009-01	Office of Highway Operations and Safety	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "overservice" bar checks; "Celebrate Graduation" program; overtime and equipment for mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; alcohol breath testing equipment; media development, consultant fees, travel, and educational materials, to reduce impaired traffic fatalities and serious injuries.	\$268,204	\$628,520	\$150,000
SK80902	K8-2009-02	Traffic Safety Resource Prosecutor	Salary, benefits, training and education, and equipment purchases for a Traffic Safety Resource Prosecutor will provide critical support, enhancing the capability of the Idaho prosecutors to effectively pursue impaired driving and traffic safety violations.	\$142,316	\$0	\$0
SK80903	K8-2009-03	Twin Falls County DUI Court	Third year salary expenses, for part-time prosecutor and full-time probation officer, and alcohol breath testing equipment purchase will bring about a reduction in DUI arrests and alcohol/drug related traffic fatalities by implementing an innovative treatment-based "Fast-Track DUI Court", making offenders accountable and creating behavioral changes that reduce DUI recidivism.	\$19,472	\$58,416	\$0
SK80904	K8-2009-04	ADA County District Court 4th Judicial District	First year salary expenses, for part-time prosecutor, public defender, and probation officer, training, alcohol breath testing and monitoring equipment purchase will bring about a reduction in DUI arrests and alcohol/drug related traffic fatalities by implementing an innovative treatment-based "Fast-Track DUI Court", making offenders accountable and creating behavioral changes that reduce DUI recidivism.	\$107,008	\$35,669	\$0
S0009K8	K8-2009-K8	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$38,000	\$0	\$0
<b>410 TOTAL</b>				<b>\$575,000</b>	<b>\$722,605</b>	<b>\$150,000</b>

**410 PAID ADVERTISING**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK809PM	K8PM-2009-01	Office of Highway Operations and Safety - Paid Advertising Section 410	Paid media buys and media development for general public will raise awareness and affect behavioral changes through multi-media radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	\$180,000	\$0	\$0
<b>410 PAID ADVERTISING TOTAL</b>				<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>

**SECTION 408 SAFETEA-LU DATA PROGRAM**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK90901	K9-2009-01	Office of Highway Operations and Safety	Salaries, consultant fees, software and hardware, electronic citation software and equipment to collect traffic crash and citation data, travel, technical services, printing costs, and meeting or training expenses will develop and document accurate, uniform, consistent, accessible, and integrated data within Idaho's traffic record systems.	\$600,000	\$150,000	\$0
<b>SECTION 408 TOTAL</b>				<b>\$600,000</b>	<b>\$150,000</b>	<b>\$0</b>

**Section 1906 RACIAL PROFILING**

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK10901	K10-2009-01	Office of Highway Operations and Safety	This grant will allow Idaho to undertake activities and establish a pilot and/or statewide project to assess the occurrence of racial profiling by law enforcement officers. Funds will be used to collect and maintain data from traffic stops, evaluate the data, develop and implement programs to reduce the occurrence of racial profiling, including the possible purchase of traffic safety equipment.	\$600,000	\$150,000	\$0
<b>SECTION 1906 TOTAL</b>				<b>\$600,000</b>	<b>\$150,000</b>	<b>\$0</b>

**Section 2010 MOTORCYCLE SAFETY**

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK60901	K6-2009-01	Office of Highway Operations and Safety	Funding provides for educational and development materials, printed materials and evaluation of program impact.	\$22,000	\$0	\$0
SK60902	K6-2009-02	Office of Highway Operations and Safety - Paid Advertising Section 2010	Paid media buys and media development for motorcycle awareness by the general public will raise awareness and affect behavioral changes through multi-media radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	\$80,000	\$0	\$0
<b>SECTION 2010 TOTAL</b>				<b>\$102,000</b>	<b>\$0</b>	<b>\$0</b>

**HIGHWAY SAFETY PLAN COST SUMMARY****2009-HSP-1**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-00-00-00	402 PLANNING & ADM	\$ .00	\$67,113.00	\$ .00	\$111,500.00	\$111,500.00	\$ .00
	Planning and Administration Total		\$ .00	\$67,113.00	\$ .00	\$111,500.00	\$111,500.00	\$ .00
Alcohol								
	AL-2009-00-00-0A	IMPAIRED DRIVER	\$ .00	\$72,825.00	\$ .00	\$233,958.00	\$233,958.00	\$167,029.00
	Alcohol Total		\$ .00	\$72,825.00	\$ .00	\$233,958.00	\$233,958.00	\$167,029.00
Emergency Medical Services								
	EM-2009-00-00-00	EMERGENCY MEDICAL SERVICES	\$ .00	\$30,191.00	\$ .00	\$90,474.00	\$90,474.00	\$78,474.00
	Emergency Medical Services Total		\$ .00	\$30,191.00	\$ .00	\$90,474.00	\$90,474.00	\$78,474.00
Motorcycle Safety								
	MC-2009-00-00-00	MOTORCYCLE PAM	\$ .00	\$4,167.00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
	Motorcycle Safety Total		\$ .00	\$4,167.00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
Occupant Protection								
	OP-2009-00-00-00	SAFETY RESTRAINTS - ADULT	\$ .00	\$98,734.00	\$ .00	\$252,515.00	\$252,515.00	\$162,000.00
	Occupant Protection Total		\$ .00	\$98,734.00	\$ .00	\$252,515.00	\$252,515.00	\$162,000.00
Pedestrian/Bicycle Safety								
	PS-2009-00-00-00	PEDESTRIAN/BICYCLE PROGRAM	\$ .00	\$4,233.00	\$ .00	\$47,000.00	\$47,000.00	\$18,000.00
	Pedestrian/Bicycle Safety Total		\$ .00	\$4,233.00	\$ .00	\$47,000.00	\$47,000.00	\$18,000.00
Police Traffic Services								
	PT-2009-00-00-00	AGGRESSIVE DRIVER - ADULT	\$ .00	\$201,776.00	\$ .00	\$332,368.00	\$332,368.00	\$261,368.00
	PT-2009-00-00-0Y	AGGRESSIVE DRIVER - YOUTH	\$ .00	\$11,000.00	\$ .00	\$172,500.00	\$172,500.00	\$69,500.00
	Police Traffic Services Total		\$ .00	\$212,776.00	\$ .00	\$504,868.00	\$504,868.00	\$330,868.00
Traffic Records								
	TR-2009-00-00-00	TRAFFIC RECORDS PROGRAM	\$ .00	\$7,000.00	\$ .00	\$111,000.00	\$111,000.00	\$ .00
	Traffic Records Total		\$ .00	\$7,000.00	\$ .00	\$111,000.00	\$111,000.00	\$ .00
Community Traffic Safety Project								
	CP-2009-00-00-00	COMMUNITY TRAFFIC SAFETY	\$ .00	\$3,666.00	\$ .00	\$360,590.00	\$360,590.00	\$ .00
	Community Traffic Safety Project Total		\$ .00	\$3,666.00	\$ .00	\$360,590.00	\$360,590.00	\$ .00
Roadway Safety								
	RS-2009-00-00-00	ROADWAY SAFETY PROGRAM	\$ .00	\$967.00	\$ .00	\$52,900.00	\$52,900.00	\$ .00
	Roadway Safety Total		\$ .00	\$967.00	\$ .00	\$52,900.00	\$52,900.00	\$ .00
Child Restraint								
	CR-2009-00-00-00	CHILD PASSENGER SAFETY	\$ .00	\$4,167.00	\$ .00	\$72,500.00	\$72,500.00	\$ .00
	Child Restraint Total		\$ .00	\$4,167.00	\$ .00	\$72,500.00	\$72,500.00	\$ .00

**HIGHWAY SAFETY PLAN COST SUMMARY**

**2009-HSP-1**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
Paid Advertising								
	PM-2009-00-00-00	PAID MEDIA	\$ .00	\$ .00	\$ .00	\$317,000.00	\$317,000.00	\$152,500.00
	Paid Advertising Total		\$ .00	\$ .00	\$ .00	\$317,000.00	\$317,000.00	\$152,500.00
Youth Alcohol								
	YA-2009-00-00-00	IMPAIRED DRIVER - YOUTH	\$ .00	\$36,967.00	\$ .00	\$22,900.00	\$22,900.00	\$15,000.00
	Youth Alcohol Total		\$ .00	\$36,967.00	\$ .00	\$22,900.00	\$22,900.00	\$15,000.00
	NHTSA 402 Total		\$ .00	\$542,806.00	\$ .00	\$2,189,705.00	\$2,189,705.00	\$923,871.00
408 Data Program SAFETEA-LU								
	K9-2009-00-00-00	408 SAFETEA-LU	\$ .00	\$150,000.00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
	408 Data Program Incentive Total		\$ .00	\$150,000.00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
	408 Data Program SAFETEA-LU Total		\$ .00	\$150,000.00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
410 Alcohol SAFETEA-LU								
	K8-2009-00-00-00	410 SAFETEA-LU	\$ .00	\$722,605.00	\$ .00	\$575,000.00	\$575,000.00	\$150,000.00
	410 Alcohol SAFETEA-LU Total		\$ .00	\$722,605.00	\$ .00	\$575,000.00	\$575,000.00	\$150,000.00
410 Alcohol Planning and Administration								
	K8PA-2009-00-00-00	410 SAFETEA-LU PLANNING & ADM	\$ .00	\$6,018.00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	410 Alcohol Planning and		\$ .00	\$6,018.00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2009-00-00-00	410 SAFETEA-LU PAID MEDIA	\$ .00	\$ .00	\$ .00	\$180,000.00	\$180,000.00	\$ .00
	410 Alcohol SAFETEA-LU Paid Media		\$ .00	\$ .00	\$ .00	\$180,000.00	\$180,000.00	\$ .00
	410 Alcohol SAFETEA-LU Total		\$ .00	\$728,623.00	\$ .00	\$765,000.00	\$765,000.00	\$150,000.00
2010 Motorcycle Safety								
	K6-2009-00-00-00	2010 MOTORCYCLE SAFETY	\$ .00	\$ .00	\$ .00	\$102,000.00	\$102,000.00	\$ .00
	2010 Motorcycle Safety Incentive Total		\$ .00	\$ .00	\$ .00	\$102,000.00	\$102,000.00	\$ .00
	2010 Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$102,000.00	\$102,000.00	\$ .00
1906 Prohibit Racial Profiling								
	K10-2009-00-00-00	1906 PROHIBIT RACIAL PROFILING	\$ .00	\$150,000.00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
	1906 Prohibit Racial Profiling Total		\$ .00	\$150,000.00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
	NHTSA Total		\$ .00	\$1,571,429.00	\$ .00	\$4,256,705.00	\$4,256,705.00	\$1,073,871.00
	Total		\$ .00	\$1,571,429.00	\$ .00	\$4,256,705.00	\$4,256,705.00	\$1,073,871.00

State Official Authorized Signature:



Pam Lowe, Governor's Representative for Highway Safety

10-6-08

Date:

