

The logo of the Idaho Department of Transportation is a circular seal. It features a central map of Idaho with a banner above it that says "IDAHO". The words "TRANSPORTATION" and "DEPARTMENT" are written in a circular path around the map. Two stars are positioned on either side of the map. The entire seal is rendered in a light gray color.

HIGHWAY SAFETY PERFORMANCE PLAN FFY 2012

Prepared by:

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

TABLE OF CONTENTS

HIGHWAY SAFETY PERFORMANCE PLAN	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
Idaho Traffic Safety Commissioners.....	5
Idaho Strategic Highway Safety Plan Oversight Team and Team leaders.....	6
GOALS AND PERFORMANCE MEASURES	7
Mission Statement	7
Primary Goal	7
Primary Performance Measures, Benchmarks, & Strategy	7
REFERENCE MATERIALS	11
EQUIPMENT REQUEST	12
HIGHWAY SAFETY PLAN COST SUMMARY	13
FFY 2012 HIGHWAY SAFETY GRANT PROGRAM – PROJECT DESCRIPTIONS	15
Impaired Driving.....	15
Aggressive Driving.....	15
Youthful Drivers	16
Safety Restraints – Adults	16
Safety Restraints – Child Passenger Safety.....	16
Emergency Medical Services.....	17
Motorcycle Safety	17
Traffic Records/Roadway Safety.....	18
Distracted Driving	18
Paid Advertising	19

TABLE OF CONTENTS
(Continued)

Community Projects.....	19
Planning and Administration	20
410 Planning and Administration	20
410 Alcohol - Impaired Driving	21
410 Paid Advertising	21
Section 408 SAFETEA-LU Data Program.....	22
Section 1906 Racial Profiling.....	22
Section 2010 Motorcycle Safety	22
FFY 2012 FHWA Flex Funds.....	23
CERTIFICATIONS AND ASSURANCES	24
IDAHO PROBLEM IDENTIFICATION REPORT FFY 2011	34
Statewide	35
Aggressive Driving.....	37
Distracted Driving	38
Safety Restraints	39
Impaired Driving.....	40
Youthful Drivers	41
Mature Drivers	42
Motorcyclists.....	43
Pedestrians and Bicyclists	44
Emergency Medical Services.....	45
Commercial Motor Vehicles	46
Drowsy Driving.....	47
Single-Vehicle Crashes	48
Intersection Crashes	49
Head on and Side Swipe Opposite Direction Crashes	50
Work Zone Crashes	51
Cross-Median Crashes.....	52
Crashes with Trains.....	53
School Bus Crashes	54
REQUEST FOR PROPOSAL DOCUMENTS.....	55
ORGANIZATION COMPLEMENT.....	58

Highway Safety Performance Plan

For more information contact:
Brent Jennings, P.E.
Highway Safety Manager
Office of Highway Safety
Phone: (208) 334-8557
FAX: (208) 334-4430

Description of the Program

The Office of Highway Safety (OHS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the transportation act 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, injuries, and economic losses resulting from traffic 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 crash experience than normal expectations. Problem identification is a data driven process that involves the study of relationships between traffic crashes and the population, licensed drivers, registered vehicles, and vehicle miles traveled, as well as characteristics of specific subgroups that may contribute to crashes.

In the fall of 2008, OHS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FFY 2010-2012. 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

analysis of the Idaho crash data and coordination with the Idaho Strategic Highway Safety Plan. The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

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

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, and 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, eliminating motor vehicle, bicycle, and pedestrian deaths, serious injuries, and economic losses. The results of the problem identification process are used by OHS staff to assure resources are directed to areas most appropriate for achieving the primary goal and showing the greatest return on investment. In October 2009, OHS staff recommended, and the ITSC approved, updated fatality goals because the 2012 goal was exceeded in 2008. Performance measures and goals are consistent with NHTSA requirements and the SHSP goals.

In October 2010, the ITSC voted to accept the FFY 2010-2012 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. The emphasis areas and funding ranges were revised in October 2010 reflecting the increase in funding for distracted driving.

In keeping with the requirements of the Idaho Legislature ITD has implemented Zero Based Budgeting for the State Fiscal Year 2013 budget. ITD has recently experienced an organizational realignment and as a result both the Safe Routes to School (SR2S) and Statewide Bicycle and Pedestrian programs are managed by the Division of Transportation Performance. These two programs are funded through other sources. As a result, OHS will no longer fund Bicycle and Pedestrian program. OHS will continue working in partnership with the SR2S and Statewide Bicycle / Pedestrian programs and with the SHSP Bicycle/Pedestrian emphasis team to support Pedestrian and Bicycle safety programs. As in the past, OHS fully intends to pursue Federal Highway Administration (FHWA) flex funds for highway safety behavior programs. OHS will continue to fund the Cross Walk enforcement efforts in FFY'12, using the carried forward FHWA Flex Funds as approved by FHWA.

The approved funding ranges, as approved in October 2010, are:

<u>Focus Area</u>	<u>Target Funding Range</u>
Safety Restraint Use	18-30%
Impaired Drivers	18-30%
Aggressive Driving	18-30%
Youthful Drivers	8-20%
Distracted Driving	5-20%
Roadway Safety/Traffic Records	5-15%
Emergency Medical Services	5-10%
Motorcycle	0- 5 %
Bicycle and Pedestrian Safety	0- 5 %
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 at the beginning of January. Grant applicants must complete and submit a Letter of Intent 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 sorted according to the focus area that most closely fits the project. OHS works with ITSC Commissioners and Strategic Highway Safety Plan Emphasis Area Team Leaders to prioritize projects and make funding recommendations. OHS evaluates each project's potential to reduce death and injury from motor vehicle crashes. Funding decisions are based on where the crash data indicates a traffic safety problem that grant funds may be able to reduce.

Funding recommendations are incorporated into the Highway Safety Performance Plan (HSPP) and are presented to the ITSC for approval. The HSPP is presented to the Idaho Transportation Board for approval and then is sent to NHTSA for final approval. A flow chart depicting the entire process is contained on the following page.

Overview of the Highway Safety Performance Plan Process

FLOW	TIME	PURPOSE
Traffic Safety Problem Identification Activities	September	Analyze data – causes and trends. Define problems and problem areas of state.
▼		
ITSC/Staff Planning Session	October	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	January/February	Provide notice of fund availability and solicit applications for targeted problem areas.
▼		
Draft Highway Safety Performance Plan (HSPP)	March/April	Clarify project proposals, prioritize projects, and develop draft language and spending plans.
▼		
ITSC Approval	June	Formal presentation to the ITSC of programs and projects to address problem areas determined in the Problem Identification. ITSC formal approval of the Highway Safety Performance Plan.
▼		
Transportation Board Approval	August	Formal approval is through the Transportation Board. HSPP due to NHTSA and FHWA.
▼		
Projects Start	October	Field implementation once funding is received.

Idaho Traffic Safety Commissioners

The Idaho Traffic Safety Commission has input throughout the development process of our Highway Safety Plan. The OHOS maintains contact primarily through regular email and our Highway Safety **Quick Notes**. The current commissioners are:

Public Education

Brian Johns
Drivers Education Coordinator
State Dept. of Education

Medical

Ginger Floerchinger-Franks Dr PH
Director Idaho Trauma Registry

State Law Enforcement

Major Ralph Powell
Idaho State Police

Legislative

Representative Joe Palmer
Idaho House of Representative

Legislative

Senator Jim Hammond
Idaho State Senate

Judicial (Court)

The Hon Judge George Hicks
Elmore County Magistrate

Local Law Enforcement

Sheriff David Johnson
Bingham County Sheriff

Local Law Enforcement

Chief Jeff Wilson
Orofino Police Department

Private Sector

Karla Bryan, RN, BSN
Eastern Idaho Regional Medical Center

Idaho Transportation Department

L. Scott Stokes, Deputy Director assigned by
Brian Ness, Governor's Representative
Brent Jennings, Highway Safety Manager



Idaho Strategic Highway Safety Plan

Oversight Team and Team leaders *as of May 16,*

Oversight Team:	<p>Scott Stokes, Oversight Team Chairman, Deputy Director, Idaho Transportation Department</p> <p>Brent Jennings, Highway Safety Manager, Idaho Transportation Department</p> <p>Ginger Floerchinger-Franks, Trauma Registry Director, Idaho Hospital Association</p> <p>Lance Johnson, Safety and Traffic Program Manager, Federal Highway Administration</p> <p>Tony Poinelli, Deputy Director, Idaho Association of Counties</p> <p>Jerry Russell, Director, Idaho State Police, represented by Major Ralph Powell</p> <p>Shirley Wise, Regional Program Manager, NHTSA</p>
Safety Restraint Team Leader:	<p>Kyle Wills Officer, Boise Police Department</p>
Impaired Driving Team Leader:	<p>Kevin Creighton Probation Officer, Kootenai County Adult Misdemeanor Probation Department</p>
Aggressive Driving Team Leader:	<p>Ted Piche Sergeant, Lewiston Police Department</p>
Distracted Driving Team Leader:	<p>Matt Pavelek Sergeant, Nampa Police Department</p>
Youthful Driver Team Leader:	<p>Brian Johns Drivers Education Coordinator, Idaho Department of Education</p>
Motorcycle Safety Team Leader:	<p>Stacey Axmaker Director, Idaho STAR Program</p>
Vulnerable Users, Bike Pedestrian Team Leader:	<p>Nancy Rush Injury Prevention Coordinator, Central District Health</p>
Vulnerable Users, Mature Drivers Team Leader:	<p>Hal Putnam Motor Vehicle Program Supervisor, Idaho Transportation Department</p>
Commercial Vehicles Team Leader:	<p>Bill Reese Captain, Idaho State Police</p>
Lane Departure Team Leader:	<p>John Perry Field Operations Engineer, Federal Highway Administration</p>
Intersections Team Leader:	<p>Bruce Christensen Traffic Engineer, Idaho Transportation Department</p>
Emergency Response Team Leader:	<p>Lynette Sharp <i>BSN, RN</i> Regional Clinical Manager, Mountain Region, Omniflight Helicopters, Inc.</p>

Goals and Performance Measures

Mission Statement

We support the Department's mission of "Your Mobility" by conducting programs to reduce traffic deaths, serious injuries, and economic losses from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting and maintaining crash data and utilizing reliable crash statistics.

Vision Statement

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

Primary Goal

Consistent with our performance measures approved by the ITSC in October 2008 later updated on October 2009, our primary goal is to reduce traffic deaths to a 5-year average of no more than 218 by 2012.

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 averages and five-year rates. For example, the 2007 benchmark is comprised of five years of crash data and exposure data for the years 2003 through 2007. NHTSA has instituted a set of ten core outcome performance measures and one core behavioral performance measure for which the States shall set goals and report progress. There are three additional activity measures for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link:

<http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf>.

The data to be used in determining goals for the performance measures is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website:

<http://www-nrd.nhtsa.dot.gov/departments/nrd-0/ncsa/STSI/USA%20WEB%20REPORT.HTM>).

The goals listed below were presented to the Idaho Traffic Safety Commission in the October 2010 Performance Planning meeting and will be updated with new benchmarks in 2011.

C-1. Reduce the five year average number of fatalities.

		Goal	Actual
2007 Benchmark	-		269
2008	-	268	257
2009	-	251	250
2010	-	240	
2011	-	228	
2012	-	218	

C-2. Reduce the five year average number of serious injuries.

		Goal	Actual
2007 Benchmark	-		1,716
2008	-	1,705	1,695
2009	-	1,687	1,642
2010	-	1,670	
2011	-	1,652	
2012	-	1,634	

C-3. Reduce the five year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT).

		Goal	Actual
2007 Benchmark	-		1.80
2008	-	1.80	1.70
2009	-	1.64	1.63
2010	-	1.55	
2011	-	1.46	
2012	-	1.38	

C-4. Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed.

		Goal	Actual
2007 Benchmark	-		121
2008	-	120	113
2009	-	118	109
2010	-	114	
2011	-	108	
2012	-	100	

C-5. Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08.

		Goal	Actual
2007 Benchmark	-		84
2008	-	84	79
2009	-	82	75
2010	-	80	
2011	-	78	
2012	-	76	

C-6. Reduce the five-year average number of fatalities resulting from crashes involving speeding.

		Goal	Actual
2007 Benchmark	-		82
2008	-	80	80
2009	-	79	82
2010	-	79	
2011	-	78	
2012	-	77	

C-7. Reduce the five-year average number of motorcyclists killed.

		Goal	Actual
2007 Benchmark	-		27
2008	-	29	29
2009	-	29	31
2010	-	28	
2011	-	25	
2012	-	24	

C-8. Reduce the five-year average number of motorcyclists killed that were not wearing helmets.

		Goal	Actual
2007 Benchmark	-		17
2008	-	17	16
2009	-	17	17
2010	-	16	
2011	-	14	
2012	-	13	

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

		Goal	Actual
2007 Benchmark	-		48
2008	-	47	47
2009	-	46	45
2010	-	45	
2011	-	44	
2012	-	42	

C-10. Reduce the five-year average number of pedestrians killed by motor vehicles.

		Goal	Actual
2007 Benchmark	-		13
2008	-	13	12
2009	-	12	11
2010	-	11	
2011	-	10	
2012	-	10	

B-1. Increase the yearly observed seat belt use rate.

		Goal	Actual
2007 Benchmark	-		78%
2008	-	77%	77%
2009	-	80%	79%
2010	-	81%	
2011	-	83%	
2012	-	84%	

Activity Measures: Number of citations issued during grant funded activities.

	A-1 Seat Belt	A-2 DUI	A-3 Speeding
FFY2008 Benchmark	6,576	1,453	9,868*
FFY2009	10,763	2,110	20,773
FFY2010	11,276	1,352	16,464
FFY2011			
FFY2012			

*The speeding citations for FFY2008 had to be estimated based on the percentage of speeding citations issued during enforcement mobilizations. "Traffic Safety Performance Measures for States and Federal Agencies" was not released until August 2008. This was near the end of FFY2008 and the sub-grantees were not required to specifically report speeding violations as a part of their grant performance.

Reference Materials

- **List of items over \$5,000 for NHTSA approval**
This list provides information about equipment which needs NHTSA approval for items over the \$5,000 threshold.
- **List of ITSC members**
- **List of SHSP oversight members and SHSP respective team leaders**
- **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, updated by NHTSA in August 19th 2011, 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 the Highway Safety Principle Analyst, reviewed by the ITSC and is used to support and update SHSP goals and strategies. It is also 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.
- **ITD Organization Chart**
This chart, on the last page, is the organization chart for OHS, excluding the Governor's office. Here is the link for the State wide organizational chart:
<http://dfm.idaho.gov/citizensguide/statestructure.html>

List of Equipment over \$5,000

Below is the list of equipment request from various agencies for equipment over \$5,000. The extrication equipment, In-Car video cameras, Lidars, and Speed Trailers funds will be generated from Section 402 funds. The Intoxilyzer will be funded with Section 410 and Section 402.

	Agency	Equipment	Model/Maker	Price
1	Timberlake Fire Protection District	BCT 4120 Combi Tool	Holmatro	\$9,280
		(includes BCT4120, 2 batteries, carrying strap, AC/DC charger)		
2	Multiple	Intoxilyzer (3)	CMI	\$19,500
3	Multiple [Incentive Mobilization Enforcement FFY 2012 Participants]	Tru-Cam Lidars (4)	LTI	(not to exceed) \$24,400
4	Multiple [Incentive Mobilization Enforcement FFY 2012 Participants]	In-Car Video Camera (6)	Coban or Watch Guard	(not to exceed) \$36,600
5	Multiple [Incentive Mobilization Enforcement FFY 2012 Participants]	Speed Monitor Trailer (10)	MPH or other approved vendors	(not to exceed) \$90,000

THIS PAGE LEFT BLANK

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number 1
Date 05/11/11

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	Current Balance	
K9-2012-00-00-00	408 SAFETEA-LU		\$ 397,458.00	\$ -	\$ 1,574,718.00	\$ 1,574,718.00	\$ -
K8-2012-00-00-00	410 SAFETEA-LU		\$ 2,001,000.00	\$ -	\$ 971,000.00	\$ 971,000.00	\$ 300,000.00
K8PM-2012-00-00-00	410 SAFETEA-LU Paid Media		\$ -	\$ -	\$ 400,000.00	\$ 400,000.00	\$ -
K8PA-2012-00-00-00	410 SAFETEA-LU Planning and Admin		\$ 18,656.00	\$ -	\$ 31,000.00	\$ 31,000.00	\$ -
K6-2012-00-00-00	2010 SAFETEA-LU		\$ -	\$ -	\$ 135,000.00	\$ 135,000.00	\$ -
K10-2012-00-00-00	1906 SAFETEA-LU		\$ 30,153.00	\$ -	\$ 120,612.00	\$ 120,612.00	\$ -
	Total NHTSA INCENTIVE PROGRAMS		\$ 2,447,267.00	\$ -	\$ 3,232,330.00	\$ 3,232,330.00	\$ 300,000.00
KNxxxxx	FHWA FY'12 Flex		\$ 111,111.55	\$ -	\$ 1,000,000.00	\$ 1,000,000.00	\$ 400,000.00
	Total FHWA		\$ 111,111.55	\$ -	\$ 1,000,000.00	\$ 1,000,000.00	\$ 400,000.00
	Total NHTSA FFY 2012 PROGRAMS		\$ 2,973,897.00	\$ -	\$ 6,229,030.00	\$ 6,229,030.00	\$ 1,805,000.00
	Total NHTSA & FHWA FFY 2012 PROGRAMS		\$ 3,085,008.55	\$ -	\$ 7,229,030.00	\$ 7,229,030.00	\$ 2,205,000.00

State Official Authorized Signature: _____

NAME: Brian W. Ness
TITLE: Director, Idaho Transportation Department

DATE: 8/29/2011

HS Form 217

Federal Official Authorized Signature: _____

NHTSA

NAME: _____
TITLE: _____

DATE: _____

Effective Date: _____

FFY 2012 HIGHWAY SAFETY GRANT PROGRAM - PROJECT DESCRIPTIONS

IMPAIRED DRIVING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SAL1201	AL-2012-01	OHS Impaired Driving Statewide Svc.	This grant will provide funding for: compliance checks overtime to prevent the sale of alcohol to minors; overtime for "overservice" bar checks; overtime and equipment for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and alcohol enforcement equipment, support of the Drug Evaluation & Classification Program/Drug Recognition Expert Program, support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county DUI probation officer positions; funding for a NHTSA SFST Assessment, consultant fees, travel, and educational materials, to reduce impaired traffic crashes and fatalities, serious injuries, and economic losses.	\$280,000	\$75,000	\$250,000
SAL1203	AL-2012-03	Clearwater County Sheriff	This grant will fund overtime enforcement and education of youth and adult drivers to reduce impaired driving traffic related fatalities, serious injuries, and economic losses. (See also SSB1203 & SDD1203)	\$5,000	\$0	\$5,000
SAL1206	AL-2012-06	Idaho County Sheriff	Year 3 STEP funds for officer salary expenses and approved equipment will focus on education and enforcement to reduce impaired driving traffic related fatalities, serious injuries, and economic losses. (See additional description in SPT1206 and SSB1206.)	\$5,000	\$0	\$5,000
SAL1209	AL-2011-09	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to reduce impaired driving traffic related fatalities, serious injuries, and economic losses. Dedicated administrative expenses will be included. (See additional description in SSB1209, SPT1209, and SDD1209.)	\$70,000	\$0	\$0
S0012AL	AL-2012-AL	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental costs will provide program development, monitoring, and evaluation.	\$27,500	\$9,167	\$0
IMPAIRED DRIVING TOTAL				\$387,500	\$84,167	\$260,000

POLICE TRAFFIC SERVICES - AGGRESSIVE DRIVING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT1201	PT-2012-01	OHS Aggressive Driving Statewide Svc.	Grant funding will provide overtime enforcement (include focusing on aggressive "riders") and incentive equipment reimbursement, training costs, public awareness materials, presentations, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on reducing aggressive driving related fatalities, serious injuries, and economic losses.	\$300,000	\$75,000	\$270,000
SPT1206	PT-2012-06	Idaho County Sheriff	Year 3 STEP funds for officer salary expenses, training, and approved equipment will focus on education and enforcement to reduce aggressive driving-related fatalities, serious injuries, and economic losses. (See additional description in SAL1206 and SSB1206.)	\$3,000	\$39,000	\$3,000
SPT1209	PT-2012-09	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to reduce aggressive driving-related fatalities, serious injuries, and economic losses. Dedicated administrative expenses will be included. (See additional description in SAL1209, SSB1209, and SDD1209.)	\$65,000	\$0	\$0
S0012PT	PT-2012-PT	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$31,500	\$10,500	\$0
AGGRESSIVE DRIVING TOTAL				\$399,500	\$124,500	\$273,000

IMPAIRED DRIVING - YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
			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.	\$0	\$0	\$0
SAL1021	YA-2010-21	Office of Highway Operations and Safety				
S0010YA	YA-2010-YD	Office of Highway Operations and Safety	Personnel costs, data analysis, travel expenses, and other incidental costs to administer program development, monitoring, and evaluation.	\$0	\$0	\$0
IMPAIRED DRIVING - YOUTHFUL DRIVERS TOTAL				\$0	\$0	\$0

YOUTHFUL DRIVERS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPT1221	PT-2012-21	OHS Youthful Drivers Statewide Svc.	Funding is focused on reducing youthful driving fatalities, serious injuries, economic losses, and increasing youth accountability through educational opportunities, overtime enforcement, local agency administrative support, equipment, training, public awareness materials, consultant fees, printing and travel.	\$253,000	\$70,000	\$180,000
S0012YP	PT-2012-YD	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$29,000	\$9,667	\$0
YOUTHFUL DRIVERS TOTAL				\$282,000	\$79,667	\$180,000

SAFETY RESTRAINTS--ADULTS

OHOS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SSB1201	OP-2012-01	OHS Seat Belt Statewide Svc.	Funding for seat belt enforcement, seat belt survey, educational materials, travel, and training costs will increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	\$320,000	\$70,000	\$270,000
SSB1203	OP-2012-03	Clearwater County Sheriff	This grant will fund overtime enforcement and education of youth and adult drivers to increase the seat belt use rate and to reduce traffic crashes fatalities, serious injuries, and economic losses. (See also SDD1203 & SAL1203)	\$7,000	\$4,670	\$7,000
SSB1204	OP-2012-06	Idaho County Sheriff	Year 3 STEP funds for officer salary expenses and approved equipment will focus on education and enforcement to increase seat belt rate use and to reduce traffic crashes fatalities, serious injuries, and economic losses. (See additional description in SAL1206 and SPT1206.)	\$5,000	\$0	\$5,000
SSB1209	OP-2012-09	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to increase seat belt use rate and reduce traffic fatalities, serious injuries, and economic losses. Dedicated administrative expenses will be included. (See additional description in SAL1109, SPT1109, and SDD1109.)	\$65,000	\$0	\$0
S0012SB	OP-2012-SB	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	\$35,000	\$11,667	\$0
SAFETY RESTRAINT TOTAL				\$432,000	\$86,337	\$282,000

CHILD RESTRAINT

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SCR1201	CR-2012-01	OHS Child Restraint Statewide Svc.	Educational materials, presentations, and travel will focus on reducing traffic deaths, serious injuries, and economic losses among Idaho's children.	\$10,000	\$0	\$0
SCR1202	CR-2012-02	Idaho Chapter of the American Academy of Pediatrics (ICAAP)	Funding will provide statewide distribution of child safety seats and supervision of Idaho's Child Passenger Safety Technician Training program including educational materials, travel, and expenses related to the training through ICAAP.	\$75,000	\$0	\$60,000
S0012CR	CR-2012-CR	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	\$3,600	\$1,200	\$0
CHILD PASSENGER SAFETY TOTAL				\$88,600	\$1,200	\$60,000

EMERGENCY MEDICAL SERVICES

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SEM1201	EM-2012-01	OHS EMS Statewide Svc.	Funds will support training of emergency responders from various agencies to improve traffic incident management, ensure scene safety, and improve communication to reduce serious injuries and fatalities. In addition, funds will also be used for public awareness materials, presentations, consultant fees, printing costs, and travel. Prevent secondary crashes by providing equipment that improves crash scene safety & visibility.	\$112,000	\$0	\$70,000
SEM1202	EM-2012-02	Timberlake Fire Protection District	Extrication equipment 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. Portable extrication equipment will facilitate rescue efforts in difficult to access locations.	\$7,000	\$2,333	\$7,000
SEM1203	EM-2012-03	Donnelly Rural Fire Protection Distr	Extrication equipment 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. Air lifting equipment is essential to stabilize a crash vehicle when extricating the victim.	\$3,000	\$1,000	\$3,000
S0012EM	EM-2012-EM	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	\$18,000	\$6,000	\$0
EMERGENCY MEDICAL SERVICES TOTAL				\$140,000	\$9,333	\$80,000

BICYCLE AND PEDESTRIAN SAFETY

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPS1101	PS-2011-01	Office of Highway Operations and Safety	Funding will provide bicycle and pedestrian safety awareness materials, bicycle helmets, bicycle/pedestrian safety training, education, outreach, and enforcement.	\$0	\$0	\$0
SPS1102	PS-2011-02	Boise Bicycle Project	Funding will provide bicycle commuting safety and skills classes for refugee community. Instructor certification, course materials, helmets, repair kits, bicycle lights.	\$0	\$0	\$0
SPS1103	PS-2011-03	Treasure Valley YMCA	Funding will target teen bike safety and repair classes and provide helmets and safety lights.	\$0	\$0	\$0
S0011PS	PS-2011-PS	OHS Program Area Management	Personnel costs, data analysis and other incidentals to administer program development, monitoring, and evaluation.	\$0	\$0	\$0
BICYCLE AND PEDESTRIAN SAFETY TOTAL				\$0	\$0	\$0

MOTORCYCLE SAFETY

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
SMC1201	MC-2012-01	Office of Highway Operations and Safety	Funding will provide educational materials, travel & training costs, consultant fees, reimbursement for overtime enforcement, with a primary goal being to focus on reducing traffic related fatalities, serious injuries, and economic losses for motorcyclists.	\$25,000	\$0	\$15,000
S0012MC	MC-2012-MC	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$11,500	\$3,834	\$0
MOTORCYCLE TOTAL				\$36,500	\$3,834	\$15,000

TRAFFIC RECORDS/ROADWAY SAFETY

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
STR1201	TR-2012-01	OHS Traffic Record Statewide Svc.	Funding will provide consultant fees, printing costs, technical services, computer equipment software and hardware purchases, and travel for improving, maintaining, enhancing, evaluating and reporting crash data collection on transportation safety through elrmpact and CIRCA software.	\$130,000	\$0	\$0
S0012TR	TR-2012-TR	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$31,000	\$10,333	\$0
SR51201	RS-2012-01	OHS Roadway Safety Statewide Svc.	Funding will provide consultant fees, technical services, computer equipment software and hardware purchases, and travel for improving, maintaining, enhancing, evaluating and reporting roadway safety crash analysis development of WebCars software.	\$130,000	\$0	\$0
S0012RS	RS-2012-RS	OHS Program Area Management	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$3,400	\$1,133	\$0
TRAFFIC RECORDS/ROADWAY SAFETY TOTAL				\$294,400	\$11,467	\$0

DISTRACTED DRIVING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
SDD1201	DD-2012-01	OHS Distracted Driving Statewide Svc.	Funding will provide educational materials, media development, distribution, consultant fees, enforcement and travel to focus on reducing distracted driving fatalities, serious injuries, and economic loss from traffic crashes.	\$25,000	\$0	\$15,000
SDD1202	DD-2012-02	Meridian Police	This grant will fund overtime enforcement and education activities to decrease distracted driving and reduce traffic fatalities, serious injuries, and economic losses.	\$11,000	\$3,670	\$11,000
SDD1203	DD-2012-03	Clearwater County Sheriff	This grant will fund overtime enforcement and education of youth and adult drivers to reduce distracted driving related traffic crash fatalities, serious injuries and economic losses. (See also SSB1203 & SAL1203)	\$2,000	\$0	\$2,000
SDD1209	DD-2012-09	Idaho State Police	This grant will fund overtime enforcement and education of youth and adult drivers to reduce distracted driving related traffic crash fatalities, serious injuries, and economic losses. Administrative expenses will be included. (See additional description in SAL1209, SPT1209, and SSB1209.)	\$25,000	\$0	\$0
S0012DD	DD-2012-DD	OHS Program Area Management	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	\$4,000	\$1,334	\$0
DISTRACTED DRIVING TOTAL				\$67,000	\$5,004	\$28,000

PAID ADVERTISING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SPM1201	PM-2012-01	OHS - Paid Media	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, injuries and economic losses in traffic crashes in the areas of youthful drivers safety, impaired driving, aggressive driving, safety restraint use, child passenger safety, motorcycle safety, and distracted driving. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	\$504,000	\$0	\$252,000
SPM1202	PM-2012-02	OHS - 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.	\$25,000	\$0	\$0
PAID ADVERTISING TOTAL				\$529,000	\$0	\$252,000

COMMUNITY PROJECTS

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SCP1201	CP-2012-01	OHS - Highway Safety Summit	The summit will deliver technical and practical training to increase knowledge of traffic safety issues and strategies, provide opportunity for attendees to network and share best practices for effective enforcement and education in reducing deaths, injuries and economic losses in traffic crashes.	\$40,000	\$0	\$25,000
SCP1202	CP-2012-02	OHS - LEL	Funding of regional law enforcement liaisons to increase participation and effectiveness of state and local law enforcement agencies and officers for statewide mobilizations, education and outreach.	\$60,000	\$0	\$50,000
SCP1203	CP-2012-03	OHS - Coalition/Diversity Project	Funding will be used to support and promote the Idaho Highway Safety Coalition program (to include activities & projects for SHSP implementation), workshops (include Single Vehicle run off Road project), activities, website hosting, implementation, and administration, partnerships, outreach and education to promote highway safety. These efforts will increase effectiveness of our education, outreach and enforcements efforts statewide.	\$21,000	\$0	\$0
S0012CP	CP-2012-CP	OHS Program Area Management	Personnel costs and other incidental to administer program development, monitoring, and evaluation.	\$40,200	\$13,400	\$0
COMMUNITY PROJECT TOTAL				\$161,200	\$13,400	\$75,000

PLANNING AND ADMINISTRATION

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
S0012PA	PA-2012-PA	OHS Planning & Administration	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.	\$179,000	\$107,722	\$0
PLANNING AND ADMINISTRATION TOTAL				\$179,000	\$107,722	\$0

410 PLANNING AND ADMINISTRATION

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
SK812PA	K8-2012-PA	OHS Section 410 Planning & Administration	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.	\$31,000	\$18,656	\$0
410 PLANNING AND ADMINISTRATION TOTAL				\$31,000	\$18,656	\$0

410 ALCOHOL-IMPAIRED DRIVING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
SK81201	K8-2012-01	OHS Section 410 Statewide Svc.	This grant will provide funding for: compliance checks overtime to prevent the sale of alcohol to minors; overtime for "overservice" bar checks; overtime and equipment for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and alcohol enforcement equipment, support of the Drug Evaluation & Classification Program/Drug Recognition Expert Program, support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county DUI probation officer positions; funding for a NHTSA SFST Assessment, consultant fees, travel, and educational materials, to reduce impaired traffic crashes and fatalities, serious injuries, and economic losses.	\$600,000	\$1,971,000	\$300,000
SK81202	K8-2012-02	Traffic Safety Resource Prosecutor	Salary, benefits, travel, training, education, and professional equipment purchases for a Traffic Safety Resource Prosecutor will provide critical support, enhancing the capability of law enforcement to effectively pursue impaired drivers, traffic safety violations and Idaho's prosecutors to successfully convict those violations. Administrative expenses will be included.	\$181,000	\$0	\$0
SK81203	K8-2012-03	State Impaired Driving Coordinator (1st year)	The State Impaired Driving Coordinator will ensure that the Drug Evaluation & Classification Program is properly and effectively administered. This will include the DRE, ARIDE, SFST, & Law Enforcement Phlebotomy Programs . The state coordinator will work in partnership with federal, state, local agencies and organizations, and will ensure that training in the above focus areas is conducted within the state whenever needed and when resources and personnel allow.	\$120,000	\$0	\$0
SK81204	K8-2012-04	Elmore County DUI Court (2nd year)	Salary/benefits/travel/training for DUI Court Coordinator, alcohol test equipment. Salary & benefits for DUI Court Probation Officer.	\$30,000	\$30,000	\$0
S0012K8	K8-2012-K8	OHS Program Area Management Section 410	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	\$40,000	\$0	\$0
SECTION 410 TOTAL				\$971,000	\$2,001,000	\$300,000

410 PAID ADVERTISING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/LOCAL MATCH	LOCAL BENEFIT \$
SK812PM	K8PM-2012-01	OHS- Paid Advertising Section 410	Paid media buys and media development will raise awareness and affect behavioral changes to reduce impaired driving using radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.	\$400,000	\$0	\$0
410 PAID ADVERTISING TOTAL				\$400,000	\$0	\$0

SECTION 408 SAFETEA-LU DATA PROGRAM

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK91201	K9-2012-01	OHS Section 408 Statewide Svc.	Funding will provide improvements to the crash, roadway, driver, vehicle, citation/adjudication and injury surveillance traffic records systems with salaries and consultant services, computer software and hardware, travel and technical services, printing costs, and meeting or training expenditures to develop, document and collect traffic crash and citation data for accurate, uniform, consistent, accessible and integrated data and analysis.	\$900,000	\$350,000	\$0
SK91202	K9-2012-02	OHS Section 408 Statewide Svc. - MIMUCC	Funding will provide enhancement to the traffic crash system with additional Model Minimum Uniform Crash Criteria (MIMUCC) data elements and attributes, and include clarification of data field descriptions with impact.	\$360,000	\$0	\$0
SK91208	K9-2012-08	EMS PERC System Information Improvement	Funding will provide an enhancement for data acquisition and collection in roadway crashes by emergency hospital services agencies, to improve the accuracy, timeliness and integration of data, as well as increase the pre-hospital database with highway crash information.	\$120,000	\$0	\$0
SK91220	K9-2012-20	Jerome Police E-Citation	Funding will provide software and hardware enhancements to implement an electronic citation process for improving accuracy and timeliness of citations.	\$35,000	\$10,298	\$0
SK91221	K9-2012-21	Meridian Police E-Citation	Funding will provide software and hardware enhancements to implement an electronic citation process for improving accuracy and timeliness of citations.	\$76,338	\$9,930	\$0
SK91222	K9-2012-22	Pocatello Police E-Citation	Funding will provide software and hardware enhancements to implement an electronic citation process for improving accuracy and timeliness of citations.	\$76,000	\$25,385	\$0
SK91223	K9-2012-23	Twin Falls County Sheriff E-Citation	Funding will provide software improvements for the accurate and timely electronic citation data transfer process and integration with the records management system.	\$7,380	\$1,845	\$0
SECTION 408 TOTAL				\$1,574,718	\$397,458	\$0

Section 1906 PROHIBIT RACIAL PROFILING

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK11201	K10-2012-01	OHS Section 1906 Statewide Svc.	This grant will allow Idaho to establish a statewide Unbiased Policing program to assess the occurrence of racial profiling by law enforcement officers. Funds will be used for training, traffic safety equipment, related computer hardware/software costs, necessary to implement a regional project designed to address biased-based policing.	\$120,612	\$30,153	\$0
SECTION 1906 TOTAL				\$120,612	\$30,153	\$0

Section 2010 MOTORCYCLE SAFETY

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE/ LOCAL MATCH	LOCAL BENEFIT \$
SK61201	K6-2012-01	OHS Section 2010 Statewide Svc.	Funding provides for educational and development materials, procurement of rider training "practice" motorcycles, training & travel costs (SHSP), instructional/printed materials, leasing or purchasing of facilities for skill training, and evaluation of program impact.	\$35,000	\$0	\$0
SK61202	K6-2012-02	OHS- 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.	\$100,000	\$0	\$0
SECTION 2010 TOTAL				\$135,000	\$0	\$0

FFY 2012 FHWA FLEX FUND

OHS NUMBER	FEDERAL PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA \$	STATE MATCH	LOCAL BENEFIT \$
Vxxxxx	KNxxxxx	OHS - Behavioral Safety - Enforcement and other Pass Through programs	Funding will support enforcement efforts during high visibility enforcement campaigns intended to reduce traffic deaths, serious injuries, and economic losses. In addition, funding will support the continuation of the safety of youthful drivers (alive at 25 program) and child passenger safety (ICAAP). These funds will be used to enhance the current NHTSA-funded behavioral safety program.	\$425,000		
Vxxxxx	KNxxxxx	OHS - Behavioral Safety - Education	Funding will develop and purchase paid advertising to support high visibility enforcement campaigns and traffic safety culture change efforts (including television, radio, outdoor advertising, associated planning and development costs), and fund Strategic Highway Safety Plan (SHSP) and Idaho Highway Safety Coalition (IHSC) development and implementation activities.	\$575,000		
FLEX FUND TOTAL				\$1,000,000	\$111,112	\$400,000

THIS PAGE LEFT BLANK

State Certification 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
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 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

CERTIFICATION AND ASSURANCES

Section 402 Requirements

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 program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

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 subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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 (23 USC 402(b) (1) (D));

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.

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. (23 USC 402 (b)(1)(E)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

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 23 CFR 1200.21

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;

Federal Funding Accountability and Transparency Act

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;

- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (l) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying

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

Instructions for Primary Certification

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to 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 that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

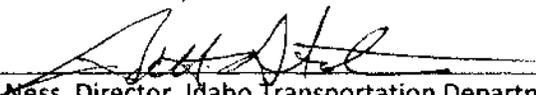
POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or --rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - c. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - d. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



 Brian Ness, Director, Idaho Transportation Department

8/29/2011
 Date

F&R

Governor's Representative for Highway Safety

State of Idaho Highway Safety Plan Certification, FFY 2012

Idaho
Problem
Identification
Report
FY 2012

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2009, 226 people were killed and 11,393 people were injured in traffic crashes.
- The fatality rate was 1.46 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2009. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was estimated to be 1.13 per 100 million AVMT in 2009.
- Motor vehicle crashes cost Idahoans just under \$2.52 billion in 2009. Fatal and serious injuries represented 70 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Crashes	28,238	24,225	26,452	25,002	22,992	-4.6%
Fatal Crashes	243	239	218	212	199	-4.8%
Total Deaths	275	267	252	232	226	-4.8%
Injury Crashes	9,810	9,536	9,234	8,227	7,861	-5.3%
Total Injured	14,436	13,950	13,594	11,995	11,393	-5.7%
Property -Damage-Only Crashes (Severity >\$1,500)	18,185	14,450	17,000	16,563	14,932	-3.8%
Idaho Population (thousands) ¹	1,429	1,466	1,499	1,524	1,546	2.0%
Licensed Drivers (thousands) ²	983	1,008	1,028	1,038	1,055	1.8%
Vehicle Miles Of Travel (millions) ²	14,969	15,259	15,837	15,281	15,430	0.8%
Registered Vehicles (thousands) ³	1,421	1,436	1,594	1,453	1,401	-0.1%

Economic Costs* of Idaho Crashes, 2009

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	226	\$5,996,456	\$1,355,198,972
Serious Injuries	1,399	\$298,629	\$417,781,308
Visible Injuries	3,353	\$83,644	\$280,458,968
Possible Injuries	6,641	\$55,444	\$368,206,415
Property Damage Only	14,932	\$6,419	\$95,847,320
Total Estimate of Economic Cost			\$2,517,492,984

*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on estimates released by the Federal Highway Administration and updated to reflect 2009 dollars.

Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2009

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	2,026	15%	62,912	6%	2.5
20-24	1,870	14%	93,562	9%	1.6
25-34	2,651	20%	189,251	18%	1.1
35-44	2,091	15%	176,679	17%	0.9
45-54	2,015	15%	197,215	19%	0.8
55-64	1,471	11%	171,059	16%	0.7
65 & Older	1,194	9%	164,591	16%	0.6
Missing	255	2%			
Total	13,573		1,055,269		

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

Location of Idaho Crashes, 2005-2009

Roadway Information	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Local:						
AVMT (100 millions) ¹	67.5	69.2	72.7	71.4	71.2	1.4%
Fatal Crash Rate	1.5	1.5	1.2	1.2	1.1	-7.2%
Injury Crash Rate	83.6	79.7	80.1	73.4	63.8	-6.4%
Total Crash Rate	249.3	202.6	233.1	225.2	189.7	-5.7%
State System (Non-Interstate):						
AVMT (100 millions) ¹	48.2	48.5	49.9	48.0	48.3	0.1%
Fatal Crash Rate	2.2	2.0	1.8	1.9	2.0	-2.1%
Injury Crash Rate	66.0	65.2	52.8	47.5	53.2	-4.6%
Total Crash Rate	182.2	160.8	142.2	136.1	149.2	-4.5%
Interstate:						
AVMT (100 millions) ¹	34.0	34.9	35.8	33.4	34.8	0.7%
Fatal Crash Rate	1.1	1.1	1.2	1.1	0.7	-7.4%
Injury Crash Rate	28.9	24.6	21.7	21.1	21.7	-6.7%
Total Crash Rate	77.3	68.7	67.4	71.5	65.6	-3.8%
Statewide Totals:						
AVMT (100 millions) ¹	149.7	152.6	158.4	152.8	154.3	0.8%
Fatal Crash Rate	1.6	1.6	1.4	1.4	1.3	-5.5%
Injury Crash Rate	65.5	62.5	58.3	53.8	50.9	-6.1%
Total Crash Rate	188.6	158.8	167.0	163.6	149.0	-5.4%

Aggressive Driving

The Definition

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

The Problem

- Aggressive driving was a factor in 52 percent of all crashes and 47 percent of all fatalities in 2009.
- Drivers, ages 19 and younger, are more than 4 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans over \$1.2 billion in 2009. This represented 49 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Aggressive Driving Crashes	15,572	13,037	14,364	13,570	12,044	-5.7%
Fatalities	133	116	108	100	105	-5.5%
Serious Injuries	975	902	928	746	638	-9.7%
Visible Injuries	2,511	2,399	2,283	1,867	1,778	-8.1%
Possible Injuries	5,295	4,858	4,784	4,326	3,920	-7.2%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	404	396	371	268	274	-8.5%
Fail to Yield Right of Way	391	303	366	334	264	-7.9%
Exceeded Posted Speed	168	173	135	103	91	-13.6%
Passed Stop Sign	114	111	134	92	85	-5.2%
Disregarded Signal	65	56	38	48	35	-11.7%
Following Too Close	59	71	59	47	38	-9.0%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.40	6.67	6.54	5.54	4.82	-10.1%

* Three contributing circumstances possible per unit involved in each collision

Distracted Driving

The Definition

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

•

The Problem

- In 2009, 60 fatalities resulted from distracted driving crashes. This represents 27 percent of all fatalities. Only 14 (or 41 percent) of the 34 passenger vehicle occupants killed in distracted driving crashes were wearing a seat belt.
- The other fatalities resulting from distracted driving in 2009 were 12 motorcyclists, 6 pedestrians, 4 bicyclists, 2 ATV riders, 1 commercial motor vehicle occupant and 1 snowmobile rider.
- Inattention and/or distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to about 1 out of 4 multiple vehicle crashes and 1 out 5 single-vehicle crashes.
- In 2009, drivers under the age of 25 comprised 40 percent of the drivers involved in all distracted driving crashes and 29 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 15 percent of the licensed drivers.
- In 2009, only 24 percent of the distracted driving crashes involved a single vehicle, while 44 percent of the fatal distracted driving crashes involved a single vehicle.
- Only 32 percent of the total distracted driving crashes occurred in rural areas, while 76 percent of the fatal distracted driving crashes occurred in rural areas.
- Distracted driving crashes cost Idahoans over \$751 million dollars in 2009. This represents 30 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Distracted Driving Crashes	8,033	7,059	7,515	6,672	6,120	-6.3%
Fatalities	81	84	79	71	60	-7.0%
Serious Injuries	634	607	677	527	491	-5.4%
Visible Injuries	1,591	1,520	1,484	1,144	1,153	-7.2%
Possible Injuries	2,910	2,790	2,802	2,411	2,277	-5.8%

Safety Restraints

The Problem

- In 2009, 79 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2009, seat belt usage varied by region around the state from a high of 91 percent in District 3 (Southwestern Idaho) to a low of 65 percent in District 5 (Southeastern Idaho).
- Only 41 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2009. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 64 lives were saved in Idaho in 2009 because they were wearing a seat belt and an additional 43 lives could have been saved if everyone had worn their seat belt.
- There were 4 children under the age of 7 killed (1 was restrained) and 25 seriously injured (12 were restrained) while riding in passenger vehicles in 2009. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate we can deduce that child safety seats saved 2 lives in 2009. Additionally, 27 serious injuries were prevented and 9 of the 13 unrestrained serious injuries may have been prevented if they had all been properly restrained
- Unrestrained passenger motor vehicle occupants cost Idahoans just over \$679 million in 2009. This represents 27 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Observational Seat Belt Survey						
District 1	76%	87%	87%	82%	77%	0.8%
District 2	81%	83%	82%	85%	83%	0.6%
District 3	85%	89%	87%	88%	91%	1.5%
District 4	71%	67%	69%	72%	70%	-0.3%
District 5	55%	63%	62%	63%	65%	4.1%
District 6	68%	66%	60%	60%	67%	-0.2%
Statewide Average	76%	80%	78%	77%	79%	1.1%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	40.0%	38.8%	34.8%	32.9%	41.0%	1.5%
In Serious Injury Crashes	64.7%	67.6%	66.1%	64.6%	65.9%	0.5%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	70.9%	76.2%	77.9%	81.6%	78.6%	2.7%

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

Impaired Driving

Definition

- Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

The Problem

- In 2009, 74 fatalities resulted from impaired driving crashes. This represents 33 percent of all fatalities. Only 13 (or 25 percent) of the 53 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt.
- Just more than 14 percent of impaired drivers involved in crashes were under the age of 21 in 2009, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$593 million in 2009. This represents 24 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Impaired Driving Crashes	1,952	1,877	1,936	1,783	1,579	-5.0%
Fatalities	100	110	101	96	74	-6.5%
Serious Injuries	367	316	309	285	269	-7.4%
Visible Injuries	522	610	568	433	461	-1.8%
Possible Injuries	630	593	628	569	474	-6.5%
Impaired Driving Crashes as a % of All Crashes	6.9%	7.7%	7.3%	7.1%	6.9%	0.1%
Impaired Driving Fatalities as a % of All Fatalities	36.4%	41.2%	40.1%	41.4%	28.8%	-4.2%
Impaired Driving Injuries as a % of All Injuries	10.5%	10.9%	11.1%	10.7%	10.6%	0.1%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	3.12	2.79	2.59	2.49	2.22	-8.1%
Annual DUI Arrests by Agency*						
Idaho State Police	817	1,744	1,654	1,977	2,441	37.8%
Local Agencies	8,255	9,637	9,997	10,195	9,886	4.9%
Total Arrests	9,072	11,381	11,651	12,172	12,327	8.4%
DUI Arrests per 100 Licensed Drivers	0.92	1.13	1.13	1.17	1.17	6.5%

*Source: Bureau of Criminal Identification, Idaho State Police

Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented 6 percent of licensed drivers in Idaho in 2009, yet they represented nearly 13 percent of the drivers involved in fatal and serious injury crashes.
- In 2009, drivers ages 15 to 19 constituted 14 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Of the 43 people killed in crashes with youthful drivers, 16 were the youthful drivers themselves. Only 5 of the 16 (31 percent) youthful drivers killed were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans over \$529 million in 2009. This represents 21 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Crashes Involving Drivers 15-19	7,309	6,216	6,734	5,909	5,393	-6.9%
Fatalities	38	38	42	39	43	3.4%
Serious Injuries	377	403	426	348	283	-6.1%
Visible Injuries	1,156	1,233	1,127	881	791	-8.5%
Possible Injuries	2,471	2,342	2,234	1,919	1,769	-7.9%
Drivers 15-19 in Fatal & Serious Injury Crashes	326	339	374	296	274	-3.5%
% of all Drivers involved in Fatal and Serious Injury Crashes	13.5%	14.1%	14.9%	13.8%	12.8%	-1.1%
Licensed Drivers 15-19	66,637	66,038	65,173	63,451	62,912	-1.4%
% of Total Licensed Drivers	6.8%	6.6%	6.3%	6.1%	6.0%	-3.2%
Fatal & Injury Crash Involvement*	1.99	2.15	2.34	2.26	2.15	2.2%
Drivers 15-19 - Fatal Crashes	35	35	36	36	37	1.4%
Impaired Drivers 15-19 - Fatal Crashes	10	7	9	10	9	-0.1%
% of Youthful Drivers that were Impaired in Fatal Crashes	28.6%	20.0%	25.0%	27.8%	24.3%	-1.6%

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

Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 3,118 crashes in 2009. This represents almost 14 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 20 percent of the total number of fatalities in 2009. Of the 46 people killed in crashes with mature drivers, 20 (43 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent nearly 16 percent of licensed drivers, but represent 9 percent of drivers involved in fatal and injury crashes.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans over \$442 million dollars in 2009. This represents 18 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Mature Driver Crashes	3,362	2,853	3,307	3,036	3,118	-1.2%
Fatalities	48	43	42	30	46	3.0%
Serious Injuries	224	240	244	192	202	-1.8%
Visible Injuries	533	531	540	415	452	-3.2%
Possible Injuries	1,067	1,088	1,063	928	1,004	-1.2%
Mature Drivers in Fatal & Injury Crashes	1,309	1,326	1,332	1,133	1,194	-2.0%
% of All Drivers in Fatal & Injury Crashes	7.6%	8.0%	8.3%	8.1%	8.8%	3.7%
Licensed Drivers 65 & Older	140,331	146,822	153,003	157,457	164,591	4.1%
% of Total Licensed Drivers	14.3%	14.6%	14.9%	15.2%	15.6%	2.2%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.54	0.55	0.55	0.60	0.56	1.4%
Mature Drivers-Fatal Crashes	44	39	42	28	43	4.1%
Mature Drivers-Impaired Fatal Crashes	3	1	4	2	2	45.8%
% Fatal Impaired Crashes	6.8%	2.6%	9.5%	7.1%	4.7%	37.3%

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

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

Motorcyclists

The Problem

- In 2009, motorcycle crashes represented fewer than 3 percent of the total number of crashes, yet accounted for just more than 13 percent of the total number of fatalities and serious injuries.
- Just over half of all motorcycle crashes (53 percent) and fatal motorcycle crashes (52 percent) involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2009, only 11 of the 23 (48 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.
- The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2009, only 48 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans nearly \$285 million dollars in 2009. This represents 11 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Motorcycle Crashes	549	516	615	678	571	1.9%
Fatalities	26	38	29	29	34	9.9%
Serious Injuries	185	149	194	192	182	1.1%
Visible Injuries	224	212	271	281	214	0.6%
Possible Injuries	110	119	123	180	146	9.7%
Motorcyclists in Crashes	625	589	718	773	660	2.3%
Registered Motorcycles	60,202	51,842	45,752	62,673	54,568	-0.4%
Motorcyclists Wearing Helmets	270	286	343	423	318	6.1%
% Motorcyclists Wearing Helmets	43.2%	48.6%	47.8%	54.7%	48.2%	3.3%

Pedestrians and Bicyclists

The Problem

- In 2009, 10 pedestrians and 7 bicyclists were killed in traffic crashes. The 17 pedestrians and bicyclists killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 21 percent of the fatalities and injuries sustained in pedestrian crashes and 19 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$166 million dollars in 2009. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Pedestrian Crashes	206	224	244	212	201	-0.2%
Fatalities	9	8	17	11	10	14.3%
Serious Injuries	51	56	65	50	56	3.7%
Visible Injuries	91	99	90	93	79	-3.0%
Possible Injuries	62	71	83	73	63	1.4%
Pedestrians in Crashes	218	236	259	230	214	0.0%
Pedestrian Fatal and Serious Injuries	60	64	82	61	66	4.3%
% of All Fatal and Serious Injuries	2.9%	3.3%	4.0%	3.5%	4.1%	9.8%
Impaired Pedestrian F&SI	11	15	14	9	13	9.6%
% of Pedestrian F&SI - Impaired	18.3%	23.4%	17.1%	14.8%	18.2%	2.6%
Bicycle Crashes	321	328	321	344	363	3.2%
Fatalities	3	2	2	2	7	54.2%
Serious Injuries	42	29	35	50	55	10.6%
Visible Injuries	167	180	161	146	157	-1.1%
Possible Injuries	106	120	124	143	140	7.4%
Bicyclists in Crashes	327	333	333	352	364	2.7%
Bicycle Fatal and Serious Injuries	45	31	37	52	62	12.0%
% of All Fatal and Serious Injuries	2.2%	1.6%	1.8%	3.0%	3.8%	20.2%
Bicyclists Wearing Helmets in Collisions	56	55	58	58	56	0.1%
% of Bicyclists Wearing Helmets	17.1%	16.5%	17.4%	16.5%	15.4%	-2.5%
Impaired Bicyclist F&SI	3	0	3	3	2	-8.3%
% of Bicycle F&SI - Impaired	6.7%	0.0%	8.1%	5.8%	3.2%	-18.2%

Crash Response (Emergency Medical Services)

The Problem

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

Crash Response (EMS) in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Crashes	28,238	24,225	26,452	25,002	22,992	-4.6%
EMS Response to Fatal & Injury Crashes	6,550	6,519	6,471	5,826	5,570	-3.9%
% of Fatal & Injury Crashes	65.2%	66.7%	68.5%	69.0%	69.1%	1.5%
Persons Injured in Crashes	14,436	13,950	13,594	12,227	11,619	-5.2%
Injured Transported from Rural Areas	3,234	3,063	3,110	2,761	2,584	-5.3%
Injured Transported from Urban Areas	2,740	2,777	2,871	2,480	2,445	-2.6%
Total Injured Transported by EMS	5,974	5,840	5,981	5,241	5,029	-4.1%
% of Injured Transported	41.4%	41.9%	44.0%	42.9%	43.3%	1.2%
Trapped and Extricated	651	586	566	495	556	-3.4%
Fatal and Serious Injuries Transported by Helicopter	258	201	233	173	156	-10.4%

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 2009, 27 people died in crashes with commercial motor vehicles. This represents 12 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 67 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2009, 53 percent of all crashes and 74 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- Local roadways had the most commercial motor vehicle crashes at 44 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 57 percent.
- Commercial motor vehicles crashes cost Idahoans just over \$219 million in 2009. This represents 9 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total CMV Crashes	1,983	1,710	1,878	1,838	1,355	-8.1%
Fatalities	37	30	32	36	27	-6.2%
Serious Injuries	133	144	118	99	73	-13.0%
Visible Injuries	257	249	262	207	169	-9.3%
Possible Injuries	353	322	444	374	269	-3.7%
Commercial AVMT (millions)	2,735	2,833	2,957	2,737	2,676	-0.4%
% of Total AVMT	18.3%	18.6%	18.7%	17.9%	17.3%	-1.3%
Fatalities per 100 Million CAVMT	1.35	1.06	1.08	1.32	1.01	-5.3%
Injuries per 100 Million CAVMT	27.17	25.24	27.87	24.85	19.09	-7.7%

Drowsy Driving Crashes

The Problem

- In 2009, 15 fatalities resulted from drowsy driving crashes. This represents 6 percent of all fatalities. Only 5 (or 36 percent) of the 14 passenger vehicle occupants killed in drowsy driving crashes were wearing a seat belt.
- The other fatality resulting from drowsy driving in 2009 was a commercial motor vehicle occupant.
- In 2009, 80 percent of the drowsy driving crashes involved a single vehicle, while 92 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2009, 13 percent of the drowsy driving crashes also involved impaired driving.
- In 2009, 43 percent of the drowsy driving crashes occurred between 2 AM and 10 AM, while 25 percent occurred between 1 PM and 6PM
- Drowsy driving crashes cost Idahoans more than \$135 million dollars in 2009. This represents 5 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Drowsy Driving Crashes	797	683	654	559	563	-8.1%
Fatalities	14	17	13	15	15	3.3%
Serious Injuries	101	69	80	62	68	-7.1%
Visible Injuries	198	178	151	152	151	-6.3%
Possible Injuries	222	220	210	215	197	-2.9%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2009, 23 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (73 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 46 percent of all fatalities in Idaho. Aggressive driving was a factor in 39 percent of the 94 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 39 percent of the 94 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 77 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 61 percent of the single-vehicle run-off road fatalities and nearly one-third (28 percent) of all fatalities in 2009. Of the 63 people killed in single-vehicle run-off-road rollovers, 44 (70 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans more than \$934 million in 2009. This represents 37 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Ran-Off-Road Crashes	6,272	5,471	5,940	5,985	5,291	-3.8%
Fatalities	134	126	132	117	103	-6.1%
Serious Injuries	582	546	625	515	468	-4.6%
Visible Injuries	1,254	1,236	1,169	1,026	968	-6.2%
Possible Injuries	1,566	1,504	1,507	1,415	1,360	-3.4%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	367	362	377	339	288	-5.6%
Ditch/Embankment	55	35	37	41	40	-5.6%
Tree	46	44	47	33	30	-9.1%
Poles/Posts	28	24	37	25	29	5.9%
Fence/Building/ Wall	15	15	16	17	16	1.8%
Other Fixed Object	14	14	8	14	8	-2.7%
Guardrail	11	11	17	12	13	8.4%
Immersion	5	13	8	3	9	64.8%
Culvert	6	1	5	4	1	55.4%
Bridge Rail/Abutment/End	3	1	3	1	0	-8.3%
All Other Most Harmful Events	28	33	44	40	26	1.8%

Intersection Crashes

The Problem

- In 2009, 40 percent of all crashes occurred at or were related to an intersection, while 18 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (82 percent) occurred on urban roadways in 2009, while 54 percent of the fatal intersection-related crashes occurred on urban roadways.
- While total intersection related crashes were fairly evenly split among intersections with stop signs, signals, and no control, 46 percent of fatal intersection crashes occurred at intersections with stop signs, 37 percent at intersections with no control, and 9 percent at intersections with traffic signals.
- Of the 40 people killed in crashes at intersections, 22 were passenger motor vehicle occupants. Of the 22 passenger motor vehicle occupants, 10 (45 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$710 million in 2009. This represents 28 percent of the total economic cost of crashes.

Intersection-Related Crashes on Idaho Highways, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Intersection Crashes	11,439	9,671	10,902	9,959	9,231	-4.7%
Fatalities	53	69	48	37	40	-3.8%
Serious Injuries	634	649	613	543	465	-7.2%
Visible Injuries	1,736	1,733	1,725	1,388	1,360	-5.5%
Possible Injuries	4,021	3,864	3,912	3,512	3,256	-5.0%
Traffic Control Device at Intersection						
Stop Sign	4,222	3,734	4,042	3,519	3,175	-6.5%
%	37%	39%	37%	35%	34%	-1.7%
Signal	3,896	3,159	3,687	3,539	3,315	-3.1%
%	34%	33%	34%	36%	36%	1.4%
None	2,951	2,476	2,797	2,587	2,419	-4.3%
%	26%	26%	26%	26%	26%	0.4%
Yield	219	160	215	189	159	-5.1%
%	2%	2%	2%	2%	2%	-1.8%
All Other	151	142	161	125	163	3.9%
%	1%	1%	1%	1%	2%	9.4%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2009, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 18 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While all head-on and sideswipe opposite crashes were pretty evenly distributed between urban (46 percent) and rural (54 percent) roadways in 2009, 81 percent of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.
- Drivers involved in a head-on or side swipe opposite crash that drove left of center were primarily just driving straight ahead (51 percent), while another 36 percent were negotiating a curve.
- Of the 47 people killed in head on or side swipe opposite crashes, 46 were passenger motor vehicle occupants. Of the 46 passenger motor vehicle occupants, 15 (33 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans nearly \$356 million in 2009. This represents 14 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Head-On/Side Swipe Opposite Crashes	826	815	823	841	710	-3.4%
Fatalities	49	34	26	42	47	4.8%
Serious Injuries	205	180	165	138	132	-10.3%
Visible Injuries	279	252	244	222	173	-11.0%
Possible Injuries	370	348	356	352	319	-3.5%

Work Zone Crashes

The Problem

- Work zone crashes are fairly rare, yet can often be severe when they occur. Of particular concern is the vulnerability of the workers in work zones.
- Single-vehicle crashes comprised 26 percent of the crashes in work zones in 2009. Overturn was the predominant most harmful event for single vehicle crashes, while rear end was the predominant most harmful event for multiple vehicle crashes.
- Crashes in work zones cost Idahoans nearly \$34 million dollars in 2009. This represents just more than 1 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Work Zone Crashes	197	198	297	279	378	20.0%
Fatalities	0	2	2	7	3	48.2%
Serious Injuries	14	21	20	27	13	7.1%
Visible Injuries	27	32	46	54	53	19.5%
Possible Injuries	71	71	68	108	110	14.1%
% All Crashes	0.7%	0.8%	1.1%	1.1%	1.6%	25.3%
Workers Injured	0	2	3	2	1	41.7%

Cross-Median Crashes

Definition

- Cross-median crashes are those where a vehicle crosses the raised or depressed median, separating the direction of travel, and results in a head-on or side swipe opposite crash. Cross-median crashes are a subset of head-on or sideswipe opposite crashes.

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. All 8 of the cross-median crashes in 2009 resulted in an injury.
- Cross-median crashes cost Idahoans just more than \$27 million dollars in 2009. This represents 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Cross Median Crashes	9	9	14	10	8	1.7%
Fatalities	5	2	5	3	4	20.8%
Serious Injuries	10	3	8	4	7	30.4%
Visible Injuries	6	3	10	4	7	49.6%
Possible Injuries	1	2	6	6	7	79.2%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur. Of the 8 crashes in 2009, 5 (63 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 2009, 63 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans just over \$1 million dollars in 2009. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total Train Crashes	20	17	18	16	8	-17.6%
Fatalities	0	3	2	2	0	41.7%
Serious Injuries	3	1	0	1	3	33.3%
Visible Injuries	1	2	4	4	2	37.5%
Possible Injuries	8	5	4	3	2	55.4%
Location of Crashes						
Rural Roads	14	12	14	13	5	-16.6%
Urban Roads	6	5	4	3	3	-15.4%

School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2007, there were 2 single-vehicle bus crashes that resulted in 16 visible injuries and 61 possible injuries. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- In 2009, 99 percent of the school bus occupants on buses involved in crashes sustained no injuries. However, 8 of the 22 injuries sustained in crashes with school buses were the school bus occupants: 1 was a visible injury the other 6 were possible injuries.
- Crashes with school buses cost Idahoans over \$8 million in 2009. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2005-2009

	2005	2006	2007	2008	2009	Avg. Yearly Change 2005-2009
Total School Bus Crashes	94	72	97	102	98	3.1%
Fatalities	1	0	0	0	1	0.0%
Serious Injuries	5	1	10	4	3	183.8%
Visible Injuries	13	13	29	5	6	15.1%
Possible Injuries	26	19	82	23	12	46.2%



OFFICE OF HIGHWAY SAFETY



Highway Safety Grant Request for Proposal Federal Fiscal Year 2012

Each year, the Office of Highway Safety (OHS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical behavioral traffic safety problems. Our goal is to reduce deaths and serious injuries from motor vehicle crashes by funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining and disseminating reliable crash statistics. Projects that are considered for funding must address the emphasis areas identified in Idaho's Strategic Highway Safety Plan. They include: safety restraints, impaired driving, aggressive driving, distracted driving, youthful drivers, commercial vehicles, motorcycle, and emergency response. Funding is also available for enhancement of data systems. Other highway safety problem areas may also be considered.

The highway safety grant year is the Federal Fiscal Year 2012, which begins October 1, 2011 and runs through September 30, 2012. The grants can provide startup or "seed" money for new programs, provide new direction to already existing safety programs, or support state planning to identify and quantify highway safety problems. Grant dollars may also be used for the 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 three years. Letters of Intent's must be submitted to OHS for the second or third year projects. Consideration is then given to new applicants that show the greatest potential for reduction of serious injuries, fatalities or system improvement.

Highway safety projects typically require the grantee agency to provide a portion of the funding for the project, referred to as matching funds. For 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 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 OHS does not fund the purchase of vehicles.

FOCUS AREA PROJECT EXAMPLES

Safety Restraint: The overall goal of the Safety Restraint Program is to reduce deaths and serious injuries from motor vehicle crashes by increasing the proper use of safety restraints, booster seats, and child safety seats. Projects may include a combination of safety restraint law enforcement, public awareness programs, purchase of traffic enforcement equipment, 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 to 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 activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and drug-impaired drivers from the roads and reduce recidivism. A project may include establishing DUI Courts, DUI probation positions, or 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 alcohol breath testing equipment, training for judges, law enforcement, prosecutors, probation officers, and education programs such as designated driver awareness, underage alcohol consumption, outreach and enforcement. The OHS is searching for creative programs that could reduce impaired driving in your community. All grants will also include an emphasis on seat belt use, emphasis/enforcement to reduce the serious 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 closely, 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, 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 use emphasis/enforcement to reduce the injuries and deaths resulting from aggressive driving crashes.

Youthful Drivers: Funding is provided to reduce the number of fatal and injury crashes by 15-19 year old drivers. Emphasis is placed on prevention through education and enforcement activities. Grant funding is directed toward youthful drivers and pre-teen drivers, grades K-12. Agencies are encouraged to work with local teen populations such as community service for impaired driving offenses, student governments, and other student organizations dedicated to traffic safety. Proposed projects will create a comprehensive program to change teen driving behaviors. The OHS urges agencies to think creatively and work closely with the OHS when developing a youth program.

Emergency Response: 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.

Distracted Drivers: The overall goal of this program is to reduce distracted driving fatalities, serious injuries, and economic loss from motor vehicle crashes by decreasing distracted driving. Projects may include a combination of distracted driving law enforcement, public awareness programs, purchase of traffic enforcement equipment, and creative education activities. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to their activities to increase program effectiveness.

Enhancement of Data Systems: Section 408 funding is available for improving timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic safety data, and to demonstrate improvement in an agency's traffic records system for measurement-driven data. A separate 2-page Letter of Intent application is provided to apply for these funds. Complete and submit both pages to be considered for the funding. Grant funding will be available October 1, 2011.

Other: This category includes all other potential focus areas such as motorcycle, commercial vehicles, etc. The goal of any project in this category must be to reduce roadway fatalities and injuries in Idaho.

ELIGIBILITY REQUIREMENTS

1. *Grant awards will be to local and state governmental entities, and non-profit organizations.*
2. There must be a data driven highway safety problem. Grant requests will be evaluated based on crash data.
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.

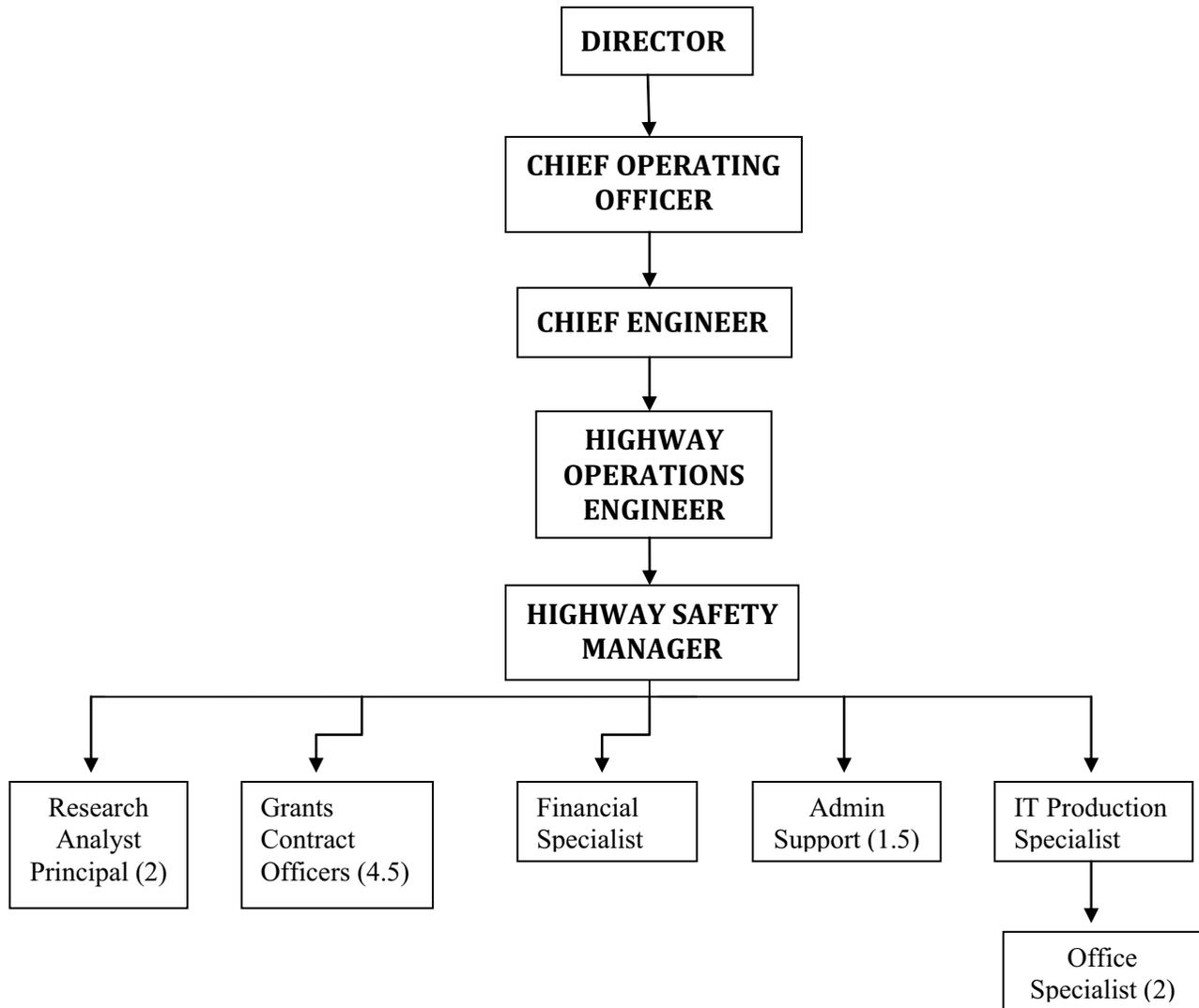
HOW TO APPLY

Interested agencies must complete a Letter of Intent (LOI) and have it postmarked no later than February 18, 2011. Faxed or e-mailed Letters of Intent must be received no later than 11:59 PM MST (before Midnight) on February 18, 2011. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/programs.htm>. Contact the Office of Highway Safety with any questions. Proposals may be mailed, faxed or e-mailed to:

Idaho Transportation Department
Office of Highway Safety
PO Box 7129, Boise, Idaho 83707-1129
Fax: (208) 334-4430 Phone: (208) 334-8100
ohsgrants@itd.idaho.gov

Idaho Transportation Department Organization Chart Supplement

Division of Highways – Office of Highway Safety



Highway Safety Staff includes:

- 1 Highway Safety Manager
- 4.5 Grant Program Coordinators
- 2 Research Analysts
- 1 Financial Specialist
- 1 Crash Analyst Unit Supervisor
- 4.5 Crash Analysts
- .5 Law Enforcement Trainer
- 1.5 Administrative Staff Support

