September 2019

Highway Safety Plan
FY 2020
Idaho

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **Yes**

S. 1906 Racial Profiling Data Collection: **Yes**

Highway safety planning process

Data Sources and Processes

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state shall have a highway safety program approved by the Secretary, designed to eliminate traffic crashes, deaths, injuries, property damage and economic losses resulting from traffic crashes on Idaho roadways. In order to secure funding each state must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The HSP must be a set of clear and measurable highway safety goals, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. This Idaho HSP for Federal Fiscal Year (FFY) 2020 serves as the State of Idaho's application to NHTSA for federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Fixing America's Surface Transportation (FAST) Act.

Mission Statement

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

Vision

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

Primary Goal

Target the 5-year average number of traffic deaths to 249 or fewer by 2020.

Establishing Goals and Performance Measures

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

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

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

The goals are determined by examining the trend of past data to determine likely future performance. The OHS tries to set goals that are aggressive, but also reasonable. An updated set of goals with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2018 meeting.

Primary Performance Measures, Benchmarks and Strategy

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2013-2017 benchmark is comprised of five years of crash data and exposure data for the years 2013 through 2017. NHTSA has instituted a set of eleven core outcome performance measures (C1 through C11) and one core behavioral performance measure (B1) for which the States shall set goals and report progress. There are three additional activity measures (A1 through A3) for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link:
http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf

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

The data to be used in determining goals for the required performance measures (C1, and C3 through C11) is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website:

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

The other performance measures are calculated using the yearly observed seat belt use rate (B1) which is determined from the yearly observational seat belt survey (B1) which is determined from the

observational seat belt survey and the state crash data (C2, and I1 through I5). The goals were presented to the Idaho Traffic Safety Commission in the October Performance Planning meeting and are the same goals and performance measures presented in the Idaho Strategic Highway Safety Plan.

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 5-Year Average Number of Fatalities is comprised of the sum of the number of fatalities over 5 years divided by 5 (for the 2013-2017 Benchmark, that would be for the years 2013 through 2017).The 5-Year Fatality Rate is the sum of the number of fatalities over the 5 year period divided by the sum of the annual vehicle miles of travel over the same 5 year period. Averaging the rates over the 5 year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

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

Processes Participants

Idaho Traffic Safety Commission Members

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

The following members represent the ITSC:

Idaho Transportation Department

L. Scott Stokes, Deputy Director

John Tomlinson, Highway Safety Manager

Law Enforcement

Lt. Colonel Sheldon Kelley, Idaho State Police

Chief Jeff Wilson, Orofino Police Department

Craig T Rowland, Bingham County Sheriff

Prosecutor/Legal

Louis Marshall, Bonner County Prosecutor

Medical Services

Stacey Carson, VP Operations, Idaho Hospital Association

Education

Sunshine Beer, Idaho STAR (Skills Training Advantage for Riders)

City Government

Brian Blad, Pocatello Mayor

Idaho Senate & House

Senator Bert Brackett, Idaho Senate Representative

Representative Joe Palmer, Idaho House Representative

Description of Highway Safety Problems

IDENTIFICATION REPORT

State Demographics

Idaho is geographically located in the Pacific Northwest. Idaho is the 11th largest State the nation in land area, but the 38th largest in population. Idaho consists of 82,750.9 square miles of land and is comprised of 44 Counties ranging in size from 407.5 square miles (Payette County) to 8,485.2 square miles (Idaho County). Two counties, Idaho County (8,485.2 square miles) and Owyhee County (7,678.4 square miles) encompass 19.5% of the State, although they only represent just 1.7 percent of the statewide population. Just over 63% of Idaho is federally owned land, primarily consisting of national forests, wilderness areas, and BLM land.

The United States Census Bureau estimates the population of Idaho in 2019 was 1, 790,777. Idaho is a rural State, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (434,211), Canyon (207,478), Kootenai (150,346), Bonneville (110,089), Bannock (83,744), and

Twin Falls (82,375).

Idaho

Problem Identification

Report FY 2020

Prepared by the Office of Highway Safety

Prepared by: Office of Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of $1500.

Statewide

The Problem

1. In 2017, 245 people were killed and 12,969 people were injured in traffic crashes.
1. The fatality rate was 1.42 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2017. The US fatality rate was estimated to be 1.17 fatalities per 100 million AVMT in 2017.
2. Motor vehicle crashes cost Idahoans nearly $4.2 billion in 2017. Fatal and serious injuries represented 72 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Crashes	22,347	22,134	24,018	25,328	25,851	3.8%
Fatal Crashes	200	175	198	232	224	3.6%
Total Deaths	214	186	216	253	245	4.3%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	3.1%
Total Injured	11,344	11,768	13,207	13,664	12,969	3.6%
Property-Damage-Only Crashes (Severity >$1,500)	14,298	13,742	14,770	15,769	16,809	4.2%
Idaho Population (thousands)[1]	1,612	1,634	1,655	1,683	1,717	1.6%
Licensed Drivers (thousands)[2]	1111	1,128	1,144	1,165	1,208	2.1%
Vehicle Miles Of Travel (millions)[2]	15,877	16,145	16,662	17,152	17,301	2.2%
Registered Vehicles (thousands)[3]	1,445	1,480	1,489	1,491	1,575	2.2%

Sources: 1: U.S. Census Bureau, 2: Economics and Research Section, Idaho Transpotation Department
3: Traffic Survey and Analysis Section, Idaho Transportation Department

Economic Costs* of Idaho Crashes, 2017

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	245	$9,794,407	$2,399,629,818
Serious Injuries	1,246	$468,418	$583,648,615
Visible Injuries	3,861	$127,582	$492,595,047
Possible Injuries	7,862	$65,148	$512,190,423
No Injuries	50,730	$3,300	$167,425,412
Total Estimate of Economic Cost			$4,155,489,315

*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on estimates released by the Federal Highway Administration and updated to reflect 2017 dollars.

Fatal and Injury Crash Involvement by Age of Driver, 2017

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	2,018	12%	71,523	6%	2.1
20-24	2,137	13%	100,802	8%	1.6
25-34	3,316	21%	204,233	17%	1.2
35-44	2,606	16%	197,924	16%	1.0
45-54	2,126	13%	186,933	15%	0.9
55-64	1,852	11%	204,129	17%	0.7
65 & Older	1,861	12%	242,833	20%	0.6
Missing	244	2%			
Total	16,160		1,208,377		

*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, 2013-2017

Roadway Information	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Local:						
AVMT (100 millions)[1]	73.5	74.5	75.8	77.3	76.6	1.0%
Fatal Crash Rate	1.1	1.0	1.1	1.2	1.2	1.9%
Injury Crash Rate	62.6	64.7	68.7	68.8	64.7	0.9%
Total Crash Rate	183.6	185.9	191.2	195.0	199.1	2.0%
State System (Non-Interstate):						
AVMT (100 millions)[1]	48.8	49.5	51.1	52.1	53.1	2.2%
Fatal Crash Rate	1.8	1.5	1.6	1.8	1.7	-0.2%
Injury Crash Rate	51.9	50.4	56.5	57.6	53.4	1.0%
Total Crash Rate	139.5	133.4	149.2	154.6	154.5	2.8%
Interstate:						
AVMT (100 millions)[1]	36.5	37.4	39.7	42.1	43.2	4.4%
Fatal Crash Rate	0.8	0.7	0.9	1.1	0.9	6.3%
Injury Crash Rate	19.6	24.2	24.1	23.9	23.6	5.2%
Total Crash Rate	56.0	44.8	47.9	52.4	55.1	0.4%
Statewide Totals:						
AVMT (100 millions)[1]	158.8	161.5	166.6	171.5	173.0	2.2%
Fatal Crash Rate	1.3	1.1	1.2	1.4	1.3	1.4%
Injury Crash Rate	49.4	50.9	54.3	54.4	51.0	0.9%
Total Crash Rate	140.8	137.1	144.1	147.7	149.4	1.5%

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

Aggressive Driving

The Definition

1. 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.

2. 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

1. Aggressive driving was a factor in 51 percent of all crashes and 33 percent of all fatalities in 2017.

2. Drivers, ages 19 and younger, are 3.8 times as likely to be involved in an aggressive driving collision as all other drivers.

3. Aggressive driving crashes cost Idahoans more than $1.7 billion in 2017. This represented 42 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Aggressive Driving Crashes	12,522	12,366	12,383	12,793	13,149	1.2%
Fatalities	84	72	77	83	82	-0.2%
Serious Injuries	635	649	637	612	582	-2.1%
Visible Injuries	2,109	2,077	2,282	2,164	2,064	-0.4%
Possible Injuries	4,255	4,356	4,652	4,706	4,627	2.2%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	244	229	276	266	259	2.0%
Fail to Yield Right of Way	219	205	171	174	148	-9.0%
Exceeded Posted Speed	97	124	115	93	95	0.9%
Passed Stop Sign	95	102	92	89	75	-5.4%
Disregarded Signal	50	60	50	67	61	7.1%
Following Too Close	68	58	49	69	78	5.9%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.53	4.47	4.29	4.05	3.84	-4.0%

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

Distracted Driving

The Definition

4. 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

1. In 2017, 39 fatalities resulted from distracted driving crashes. This represents 16 percent of all fatalities. Of the 26 passenger vehicle occupants killed in distracted driving crashes, 11 (42 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2017 were 7 motorcyclists, 1 bicyclist, 2 pedestrians, and 2 commercial vehicle occupants.

1. In 2017, drivers under the age of 25 comprised 37 percent of the drivers involved in all distracted driving crashes and 12 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 14 percent of the licensed drivers.

2. Distracted driving crashes cost Idahoans just over $820 million in 2017. This represents 20 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Distracted Driving Crashes	4,757	4,781	5,470	4,973	4,808	0.6%
Fatalities	43	39	51	64	39	2.0%
Serious Injuries	339	364	425	367	318	-0.7%
Visible Injuries	996	1,033	1,285	1,193	989	1.0%
Possible Injuries	1,831	1,846	2,211	2,121	2,020	2.9%
Distracted Driving Crashes as a % of All Crashes	21.3%	21.6%	22.8%	19.6%	18.6%	-3.0%
Distracted Driving Fatalities as a % of All Fatalities	20.2%	21.0%	23.6%	25.3%	15.9%	-3.4%
Distracted Driving Injuries as a % of All Injuries	27.9%	27.6%	29.7%	26.9%	25.7%	-1.9%
All Fatal and Injury Crashes	8,049	8,392	9,248	9,559	9,042	3.1%
Distracted Fatal/Injury Crashes	2,096	2,182	2,568	2,355	2,151	1.2%
% DistractedDriving	26.0%	26.0%	27.8%	24.6%	23.8%	-2.0%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.41	2.50	2.86	2.51	2.06	-2.9%

Safety Restraints

The Problem

1. In 2017, 81 percent of Idahoans were using seat belts, based on seat belt survey observations.

2. In 2017, seat belt usage varied by region around the state from a high of 89 percent in District 3 (Southwestern Idaho) to a low of 73 percent in District 4 (South-Central Idaho).

3. Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2017. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 61 lives were saved in Idaho in 2017 because they were wearing a seat belt and an additional 48 lives could have been saved if everyone had worn their seat belt.

4. There were 3 children under the age of 7 killed (1 was restrained) and 7 seriously injured (5 were restrained) while riding in passenger vehicles in 2017. 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 2017. If all of the children under 7 had been properly restrained, an additional life may have been saved. Furthermore, 11 serious injuries were prevented and 1of the unrestrained serious injuries may have been prevented if they had all been properly restrained.

5. Unrestrained passenger motor vehicle occupants cost Idahoans nearly $1.1 billion in 2017. This represents 27 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Observational Seat Belt Survey						
District 1	72%	76%	74%	77%	76%	1.3%
District 2	85%	80%	79%	78%	84%	-0.1%
District 3	86%	91%	89%	90%	89%	1.1%
District 4	74%	67%	58%	66%	73%	0.2%
District 5	81%	80%	87%	86%	89%	2.4%
District 6	77%	71%	66%	67%	74%	-0.6%
Statewide Average	**82%**	**80%**	**81%**	**83%**	**81%**	-0.1%
Seat Belt Use - Age 4 and Older* Cars, Pickups, Vans and SUV's						
In Fatal Crashes	33.3%	44.3%	37.6%	34.6%	34.7%	2.5%
In Serious Injury Crashes	63.2%	64.2%	66.8%	69.3%	65.4%	0.9%
Self Reported Child Restraint Use* in Cars, Pickups, Vans and SUV's	79.3%	80.4%	80.3%	96.4%	79.8%	1.0%

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

Impaired Driving

Definition

1. 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

2. In 2017, 80 fatalities resulted from impaired driving crashes. This represents 33 percent of all fatalities. Only 19 (or 34 percent) of the 56 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 13 motorcyclists, 7 pedestrians, 1 ATV rider, 2 commercial vehicle occupants, and 1 UTV occupant killed in impaired driving crashes.

3. Of the 80 people killed in impaired driving crashes in 2017, 71 (or 89%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.

4. Eight percent of the impaired drivers involved in crashes were under the age of 21 in 2017, even though they are too young to legally purchase alcohol.

5. Impaired driving crashes cost Idahoans over $966 million in 2017. This represents 23 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Impaired Driving Crashes	1,425	1,378	1,367	1,535	1,529	2.0%
Fatalities	96	72	87	88	80	-3.0%
Serious Injuries	228	227	219	223	218	-1.1%
Visible Injuries	362	383	350	397	338	-1.1%
Possible Injuries	445	443	477	482	489	2.4%
Impaired Driving Crashes as a % of All Crashes	6.4%	6.2%	5.7%	6.1%	5.9%	-1.7%
Impaired Driving Fatalities as a % of All Fatalities	45.1%	38.7%	40.3%	34.8%	32.7%	-7.5%
Impaired Driving Injuries as a % of All Injuries	9.1%	8.9%	7.9%	8.1%	8.1%	-2.9%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.04	1.85	1.84	1.81	1.72	-4.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,304	1,197	1,089	1,305	1,400	2.5%
Local Agencies	6,825	6,248	6,298	6,015	5,927	-3.4%
Total Arrests	8,129	7,445	7,387	7,320	7,327	-2.5%
DUI Arrests per 100 Licensed Drivers	0.73	0.66	0.65	0.63	0.61	-4.5%

*Source: Bureau of Criminal Identification, Idaho State Police

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Impaired Driving Crashes	1,425	1,378	1,367	1,535	1,529	2.0%
Fatalities	96	72	87	88	80	-3.0%
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Total Arrests	8,129	7,445	7,387	7,320	7,327	-2.5%
DUI Arrests per 100 Licensed Drivers	0.73	0.66	0.65	0.63	0.61	-4.5%

*Source: Bureau of Criminal Identification, Idaho State Police

Young Drivers

The Problem

1. Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2017, yet they represented 11 percent of the drivers involved in fatal and serious injury crashes.

2. In 2017, drivers ages 15 to 19 constituted 6 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.

3. National and international research indicates young 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.

4. Of the 31 people killed in crashes with young drivers, 11 were the young drivers themselves. Of the 10 young drivers killed that were in passenger motor vehicles, 5 were wearing a seat belt. The other driver was in a commercial motor vehicle.

5. Crashes involving young drivers cost Idahoans more than $680 million in 2017. This represents 16 percent of the total economic cost of crashes.

Crashes involving Young Drivers in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Crashes Involving Drivers 15-19	4,825	4,668	5,374	5,622	5,464	3.4%
Fatalities	26	20	34	27	31	10.3%
Serious Injuries	214	198	270	238	225	2.9%
Visible Injuries	785	812	997	1,011	886	3.8%
Possible Injuries	1,524	1,547	1,903	1,986	1,795	4.8%
Drivers 15-19 in Fatal & Serious Injury Crashes	197	182	232	232	206	2.2%
% of all Drivers involved in Fatal and Serious Injury Crashes	10.5%	9.4%	12.0%	12.0%	10.7%	1.6%
Licensed Drivers 15-19	62,398	62,895	65,264	65,940	71,523	3.5%
% of Total Licensed Drivers	5.6%	5.6%	5.7%	5.7%	5.9%	1.4%
Fatal & Injury Crash Involvement*	1.87	1.69	2.11	2.13	1.81	0.3%
Drivers 15-19 - Fatal Crashes	22	19	32	25	27	10.2%
Impaired Drivers 15-19 - Fatal Crashes	5	4	7	4	2	-9.5%
% of Youthful Drivers that were Impaired in Fatal Crashes	22.7%	21.1%	21.9%	16.0%	7.4%	-21.0%

** 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.*

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Crashes Involving Drivers 15-19	4,825	4,668	5,374	5,622	5,464	3.4%
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% of all Drivers involved in Fatal and Serious Injury Crashes	10.5%	9.4%	12.0%	12.0%	10.7%	1.6%
Licensed Drivers 15-19	62,398	62,895	65,264	65,940	71,523	3.5%
% of Total Licensed Drivers	5.6%	5.6%	5.7%	5.7%	5.9%	1.4%
Fatal & Injury Crash Involvement*	1.87	1.69	2.11	2.13	1.81	0.3%
Drivers 15-19 - Fatal Crashes	22	19	32	25	27	10.2%
Impaired Drivers 15-19 - Fatal Crashes	5	4	7	4	2	-9.5%
% of Youthful Drivers that were Impaired in Fatal Crashes	22.7%	21.1%	21.9%	16.0%	7.4%	-21.0%

** 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.*

Motorcycles

The Problem

6. In 2017, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 11 percent of the total number of fatalities and serious injuries.

7. Almost half of all motorcycle crashes (44 percent) and more than half of fatal motorcycle crashes (42 percent) involved just the motorcycle (no other vehicles were involved) in 2017.

8. Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2017, 16 of the 19 (84 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.

9. The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2017, only 42 percent of motorcyclists killed in crashes were wearing helmets.

10. Motorcycle crashes cost Idahoans nearly $359 million in 2017. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Motorcycle Crashes	517	510	546	528	507	-0.4%
Fatalities	26	25	28	22	26	1.2%
Serious Injuries	150	146	174	164	139	-1.1%
Visible Injuries	221	207	225	223	230	1.2%
Possible Injuries	95	87	131	123	123	9.0%
Motorcyclists in Crashes	584	562	611	591	574	-0.3%
Registered Motorcycles	54,813	60,160	51,219	55,865	55,806	1.0%
Motorcyclists Wearing Helmets	306	328	347	329	341	2.9%
% Motorcyclists Wearing Helmets	52.4%	58.4%	56.8%	55.7%	59.4%	3.4%

Pedestrians and Bicyclists

The Problem

1. In 2017, 16 pedestrians and 3 bicyclists were killed in traffic crashes. The 16 pedestrians killed represented 7 percent of all fatalities in Idaho. The other fatality was a passenger vehicle driver that struck a vehicle that was disabled from a previous crash. The driver of the disabled vehicle was outside of their vehicle and struck.

2. Children, ages 4 to 14, accounted for 12 percent of the fatalities and injuries sustained in pedestrian crashes and 26 percent of the fatalities and injuries sustained in bicycle crashes.

3. Crashes involving pedestrians and bicyclists cost Idahoans over $283 million in 2017. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Pedestrian Crashes	206	232	207	236	219	2.2%
Fatalities	14	14	8	18	17	19.1%
Serious Injuries	53	55	51	66	79	11.4%
Visible Injuries	88	87	103	102	75	-2.5%
Possible Injuries	53	78	66	80	78	12.6%
Pedestrians in Crashes	218	245	224	249	247	3.5%
Pedestrian Fatal and Serious Injuries	67	69	59	81	95	10.8%
% of All Fatal and Serious Injuries	4.5%	4.7%	3.8%	5.1%	6.4%	11.0%
Impaired Pedestrian F&SI	10	7	6	17	14	30.4%
% of Pedestrian F&SI - Impaired	14.9%	10.1%	10.2%	21.0%	14.7%	11.2%
Bicycle Crashes	334	296	286	319	223	-8.3%
Fatalities	3	2	0	6	3	-20.8%
Serious Injuries	51	41	36	52	29	-7.9%
Visible Injuries	167	152	149	158	128	-6.0%
Possible Injuries	104	100	101	109	62	-9.5%
Bicyclists in Crashes	341	305	353	322	224	-8.5%
Bicycle Fatal and Serious Injuries	54	43	36	57	31	-6.0%
% of All Fatal and Serious Injuries	3.7%	2.9%	2.3%	3.6%	2.1%	-6.8%
Bicyclists Wearing Helmets in Collisions	69	82	63	76	45	-6.1%
% of Bicyclists Wearing Helmets	20.2%	26.9%	17.8%	23.6%	20.1%	4.2%
Impaired Bicyclist F&SI	1	2	0	2	5	62.5%
% of Bicycle F&SI - Impaired	1.9%	4.7%	0.0%	3.5%	16.1%	127.7%

1. In 2017, 49 percent of all crashes and 86 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
2. Local roadways had the most commercial motor vehicle crashes at 48 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 45 percent.
3. Commercial motor vehicles crashes cost Idahoans over $596 million in 2017. This represents 14 percent of the total economic cost of crashes.

Methods for Project Selection

Project Selection and Development

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

Analysis of the crash data for all counties and cities with a population of 2,000 people or greater is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations. This analysis is done for each focus area and includes the number of fatal and

injury crashes over the last three years and the 3-year fatal and injury crash rate per 100,000 population. Fatal and serious injury crashes are also used if the number of crashes is large enough to provide guidance of areas that may have a more severe crash problem.

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

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

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

Linking with the Strategic Highway Safety Plan (SHSP)

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

1. **Data- Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

1. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho.

2. **Commitment:** Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

3. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

4. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

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

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

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

List of Information and Data Sources

Sources that are used in our Highway Safety Plan (HSP) process are: 1) Idaho Annual Crash Report, 2) SHSP 2015-2023 Goals and Data, 3) FARS 5 Year Performance Measure Data, 4)Idaho's Problem Identification Report, 5) GHSA's 2017 Guidance for Developing Highway Safety Plans.

Description of Outcomes

Primary Performance Measures, Benchmarks and Strategy

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2014 benchmark is comprised of five years of crash data and exposure data for the years 2010 through 2014. NHTSA has instituted a set of eleven core outcome performance measures (C1 through C11) and one core behavioral performance measure (B1) for which the States shall set goals and report progress. There are three additional activity measures (A1 through A3) for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link: http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf. In addition, states are required to have performance measures which for state specific focus areas that fall outside of the core measures. In Idaho these focus areas and corresponding measures include Distracted Driving (I1), Mature Drivers (I2), Commercial Motor Vehicles (I3), Run-Off-Road (I4), Head-On/Side-Swipe Opposite (I5), and Intersections (I6).

The data to be used in determining goals for the required performance measures (C1, and C3 through C11) is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website:

http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/16_ID/2010/16_ID_2010.htm. The other performance measures are calculated using the yearly observed seat belt use rate (B1) which is determined from the observational seat belt survey and the state crash data (C2, and I1 through I5). The goals were presented to the Idaho Traffic Safety Commission in the October Performance Planning meeting and are the same goals and performance measures presented in the Idaho Strategic Highway Safety Plan.

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

2010 through 2014).The 5-Year Fatality Rate is the sum of the number of fatalities over the 5 year period divided by the sum of the annual vehicle miles of travel over the same 5 year period. Averaging the rates over the 5 year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

PERFORMANCE PLAN

Performance Measures: Goals and Actual Values

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

		Benchmark 2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Primary Goal							
C1	5-Year Ave Fatalities - Goals		230	243	249	247	245
	Actual Values	223					
Secondary Goals							
C2	5-Year Ave Serious Injuries - Goals		1,292	1,290	1,287	1,285	1,283
	Actual Values	1,293					
C3	5-Year Fatality Rate - Goals		1.35	1.40	1.41	1.38	1.36
	Actual Values	1.33					
FHWA-1	5-Year Serious Injury Rate - Goals		7.59	7.48	7.30	7.21	7.13
	Actual Values	7.74					
Aggressive Driving							
C6	5-Year Ave Speeding Fatalities - Goals		53	56	59	60	63
	Actual Values	50					
Distracted Driving							
I1	5-Year Ave Distracted Fatalities - Goals		49	53	53	53	54
	Actual Values	47					
Safety Restraint Use in Passenger Motor Vehicles (PMV)							
C4	5-Year Ave Unrestrained PMV Fatalities - Goals		95	103	106	106	105
	Actual Values	94					
B1	Yearly Observed Seat Belt Use - Goals		81.8%	82.1%	82.4%	82.7%	83.0%
	Actual Values	81.2%					
Impaired Driving							
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Goals		67	71	72	72	73
	Actual Values	63					
Vulnerable Users (Bike, Pedestrian, Mature)							
C11	5-Year Ave Bicyclist Fatalities - Goals		3	3	3	3	3
	Actual Values	3					
C10	5-Year Ave Pedestrian Fatalities - Goals		14	14	15	14	14
	Actual Values	14					
I2	5-Year Ave Drivers >=65 In Fatal Crashes - Goals		51	53	52	50	48
	Actual Values	49					
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injures		120	120	120	120	120
	Actual Values	117					
Youthful Driver							
C9	5-Year Ave Drivers <=20 In Fatal Crashes - Goals		32	33	32	32	31
	Actual Values	32					
Motorcycle (MC)							
C7	5-Year Ave Motorcycle Fatalities - Goals		28	29	29	29	29
	Actual Values	26					
C8	5-Year Ave Unhelmeted MC Fatalities - Goals		15	16	17	16	16
	Actual Values	15					
Commercial Motor Vehicle (CMV)							
I3	5-Year Ave CMV Fatalities - Goals		35	38	39	39	38
	Actual Values	34					
Lane Departure							
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Goals		112	115	116	115	114
	Actual Values	110					
I5	5-Year Ave Head-On/SS Opposite Fatalities - Goals		37	39	42	44	42
	Actual Values	35					
Intersections							
I6	5-Year Ave Intersection-Related Fatalities - Goals		43	46	47	46	46
	Actual Values	42					
Items for Reporting							
		2017	2018	2019	2020	2021	2022
	Yearly Total Fatality Rate	1.42					
	Yearly Urban Fatality Rate	0.52					
	Yearly Rural Fatality Rate	1.36					
			FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
A1	Seat Belt Citations Issued during Grant Funded Activities		4,732				
A2	DUI Arrests made during Grant Funded Activities		548				
A3	Speeding Citations Issued during Grant Funded Activities		11,093				

Updated: 8/12/2019

Performance report

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

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Not Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met
7	C-7) Number of motorcyclist fatalities (FARS)	Not Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Not Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
10	C-10) Number of pedestrian fatalities (FARS)	Not Met
11	C-11) Number of bicyclists fatalities (FARS)	Not Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met
13	I-1) Distracted Driving Fatalities	Not Met
13	I-2) Drivers > = 65 Involved in Fatal Crashes	Not Met
13	I-3) Reduce CMV Fatalities	Not Met
13	I-4) Number of Single Vehicle Run Off Road Fatalities	Not Met
13	I-5) Number of Head On/Side Swiped Opposite Direction Fatalities	Not Met
13	I-6) Number of Intersection-Related Fatalities	Not Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

C1 – 5-Year Average Number of Fatalities

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities was 190 (2013-2017 5-year average), while the actual 5-year average number of fatalities was 223. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities for 2014-2018 is 230.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **Not Met**

Program-Area-Level Report

C2 – 5-Year Average Number of Serious Injuries

Progress: Not Met

The target in the FFY 2019 HSP for the number of serious injuries was 1,250 (2013-2017 5-year average), while the actual 5-year average number of serious injuries was 1,293. Because of considerable variability in the number of serious injuries over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of serious injuries for 2014-2018 is 1,292.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the 5-year fatality rate was 1.17 (2013-2017), while the actual 5-year fatality rate was 1.33. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year fatality rate for 2014-2018 is 1.35.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of unrestrained passenger motor vehicle occupants killed was 73 (2013-2017 5-year average), while the actual 5-year average number of unrestrained passenger motor vehicle occupants killed was 94. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of unrestrained passenger motor vehicle occupants killed for 2014-2018 is 95.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 53 (2013-2017 5-year average), while the actual 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 63. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 for 2014-2018 is 67.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Met

The target in the FFY 2019 HSP for the number of fatalities resulting from crashes involving speeding was 51 (2013-2017 5-year average), while the actual 5-year average number of fatalities resulting from crashes involving speeding was 50. Because of considerable variability

in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities resulting from crashes involving speeding for 2014-2018 is 53.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

C7 – 5-Year Average Number of Motorcyclists Killed

Progress: Not Met

The target in the FFY 2019 HSP for the number of motorcyclists killed was 21 (2013-2017 5-year average), while the actual 5-year average number of motorcyclists killed was 26. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of motorcyclists killed for 2014-2018 is 28.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of motorcyclists that were not wearing helmets killed was 11 (2013-2017 5-year average), while the actual 5-year average number of motorcyclists killed that were not wearing helmets was 15. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of motorcyclists killed that were not wearing helmets for 2014-2018 is 15.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **Not Met**

Program-Area-Level Report

C9 – 5-Year Average Number of Drivers, 20 Years Old and Younger, Involved in Fatal Crashes
Progress: Not Met

The target in the FFY 2019 HSP for the number of drivers, 20 years old and younger, involved in fatal crashes was 27 (2013-2017 5-year average), while the actual 5-year average number of drivers, 20 years old and younger, involved in fatal crashes was 32. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of drivers, 20 years old and younger, involved in fatal crashes for 2014-2018 is 32.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

C10 – 5-Year Average Number of Pedestrian Fatalities
Progress: Not Met

The target in the FFY 2019 HSP for the number of pedestrians killed by motor vehicles was 11 (2013-2017 5-year average), while the actual 5-year average number of pedestrians killed by motor vehicles was 14. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of pedestrians killed by motor vehicles for 2014-2018 is 14.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

C11 – 5-Year Average Number of Bicyclist Fatalities

Progress: Not Met

The target in the FFY 2019 HSP for the number of bicyclists killed by motor vehicles was 2 (2013-2017 5-year average), while the actual 5-year average number of bicyclists killed by motor vehicles was 3. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of bicyclists killed by motor vehicles for 2014-2018 is 3.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **Not Met**

Program-Area-Level Report

B1 – Yearly Observed Seat Belt Use Rate

Progress: Not Met

The target in the FFY 2019 HSP for the yearly observed seat belt use rate was 82.5%, while the actual yearly observed seat belt use rate was 81.2%. The target for the yearly observed seat belt use rate for is 81.8%.

Performance Measure: I-1) Distracted Driving Fatalities

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from distracted driving was 41 (2013-2017 5-year average), while the actual 5-year average number of resulting from distracted driving was 47. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of resulting from distracted driving for 2014-2018 is 49.

Performance Measure: I-2) Drivers > = 65 Involved in Fatal Crashes

Progress: **Not Met**

Program-Area-Level Report

Performance Measure: I-3) Reduce CMV Fatalities

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from commercial motor vehicle crashes was 21 (2013-2017 5-year average), while the actual 5-year average number of resulting from commercial motor vehicle crashes was 34. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of resulting from commercial motor vehicle crashes for 2014-2018 is 35.

Performance Measure: I-4) Number of Single Vehicle Run Off Road Fatalities

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from single-vehicle run off the road crashes was 98 (2013-2017 5-year average), while the actual 5-year average number of resulting from single-vehicle run off the road crashes was 110. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of resulting from single-vehicle run off the road crashes for 2014-2018 is 112.

Performance Measure: I-5) Number of Head On/Side Swiped Opposite Direction Fatalities

Progress: **Not Met**

Program-Area-Level Report

I5 – 5-Year Average Number of Fatalities Resulting from Head-On or Sideswiped Opposite Direction Crashes
Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from head-on or sideswiped opposite direction crashes was 26 (2013-2017 5-year average), while the actual 5-year average number of resulting from head-on or sideswiped opposite direction crashes was 35. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of resulting from head-on or sideswiped opposite direction crashes for 2014-2018 is 37.

Performance Measure: I-6) Number of Intersection-Related Fatalities

Progress: **Not Met**

Program-Area-Level Report

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

Progress: Not Met

The target in the FFY 2019 HSP for the number of fatalities resulting from intersection-related crashes was 35 (2013-2017 5-year average), while the actual 5-year average number of resulting from intersection-related crashes was 42. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY2020 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of resulting from intersection-related crashes for 2014-2018 is 43.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	299.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1293
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.41
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	106
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	72
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	59
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	29
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	17
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	32
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	15
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	3
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	82.4
13	I-1) Distracted Driving Fatalities	5 Year	2016	2020	53
14	I-2) Drivers > = 65 Involved in Fatal Crashes	5 Year	2016	2020	52
15	I-3) Reduce CMV Fatalities	5 Year	2016	2020	39

16	I-4) Number of Single Vehicle Run Off Road Fatalities	5 Year	2016	2020	116
17	I-5) Number of Head On/Side Swiped Opposite Direction Fatalities	5 Year	2016	2020	47
18	I-6) Number of Intersection-Related Fatalities	5 Year	2016	2020	47

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	299.00	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1293	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.41	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	106	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	72	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	59	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	29	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	17	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	32	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	15	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	3	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	82.4	5 Year	2016

Performance Target Justification

Click or tap here Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities to enter text.

Performance Measure: I-1) Distracted Driving Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-1) Distracted Driving Fatalities-2020	Numeric	53	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: I-2) Drivers > = 65 Involved in Fatal Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-2) Drivers > = 65 Involved in Fatal Crashes-2020	Numeric	52	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: I-3) Reduce CMV Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-3) Reduce CMV Fatalities-2020	Numeric	39	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: I-4) Number of Single Vehicle Run Off Road Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-4) Number of Single Vehicle Run Off Road Fatalities-2020	Numeric	116	5 Year	2016

Performance Target Justification

Click or tap here to enter text.

Performance Measure: I-5) Number of Head On/Side Swiped Opposite Direction Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-5) Number of Head On/Side Swiped Opposite Direction Fatalities-2020	Numeric	47	5 Year	2016

Performance Target Justification

Goals were determined by examining the trend of the performance measure with emphasis on the most recent data available. Consideration of funding and input from the executive safety team were also factors that influenced the target selection. The current set of goals was established with 2013-2017 data as the benchmark (i.e. the most current data available). The number of fatalities experienced in 2011 was the lowest ever at 167 and the other 4 years in that benchmark were the other 4 lowest years since we began tracking the numbers. Since then, fatalities and serious injuries have drastically increased with the improving economy. Each program area performance target was evaluated so that it was an appropriate target in relation to the overall goal of the total motor vehicle fatalities

Performance Measure: I-6) Number of Intersection-Related Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-6) Number of Intersection-Related Fatalities-2020	Numeric	47	5 Year	2016

Performance Target Justification

Click or tap here to enter text.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **3110**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **1544**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **12993**

Fiscal Year A-3: **2018**

Program areas

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

The Problem

5. In 2017, 245 people were killed and 12,969 people were injured in traffic crashes.

6. The fatality rate was 1.42 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2017. The US fatality rate was estimated to be 1.17 fatalities per 100 million AVMT in 2017.

7. Motor vehicle crashes cost Idahoans nearly $4.2 billion in 2017. Fatal and serious injuries represented 72 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Crashes	22,347	22,134	24,018	25,328	25,851	3.8%
Fatal Crashes	200	175	198	232	224	3.6%
Total Deaths	214	186	216	253	245	4.3%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	3.1%
Total Injured	11,344	11,768	13,207	13,664	12,969	3.6%
Property-Damage-Only Crashes (Severity >$1,500)	14,298	13,742	14,770	15,769	16,809	4.2%
Idaho Population (thousands)[1]	1,612	1,634	1,655	1,683	1,717	1.6%
Licensed Drivers (thousands)[2]	1111	1,128	1,144	1,165	1,208	2.1%
Vehicle Miles Of Travel (millions)[2]	15,877	16,145	16,662	17,152	17,301	2.2%
Registered Vehicles (thousands)[3]	1,445	1,480	1,489	1,491	1,575	2.2%

Sources: 1: U.S. Census Bureau, 2: Economics and Research Section, Idaho Transpotation Department
3: Traffic Survey and Analysis Section, Idaho Transportation Department

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	299.00

2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1293
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.41

Countermeasure Strategies in Program Area

Countermeasure Strategy
Behavioral Safety Education
Highway Safety Office Program Management
Law Enforcement Outreach Liason
Media Supporting Enforcement

Countermeasure Strategy: Behavioral Safety Education

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

Through education and outreach programs, we hope to see a significant reduction in the number of overall fatal and serious injury crashes.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

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

4. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

Funds wills support Education and Outreach Programs which are a vital component of statewide traffic safety efforts. Funding for these activiites is based on the number of outreach activities we have planned for the fiscal year.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCP2001	Highway Safety Summit
SCP2003	SHIFT Outreach & Education
SPM2002	Public Opinion Survey

Planned Activity: Highway Safety Summit

Planned activity number: **SCP2001**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

Objective is to conduct the Annual Highway Safety Summit in April 28-29, 2020 in Sun Valley, Idaho. The Summit will include training and education opportunities for highway safety 4E partners and stakeholders. Funding will provide contractor technical fees and services to produce and support the Idaho Highway Safety Summit. The Summit will also include training and education opportunities for highway safety 4E partners, EMS and first responders and stakeholders.

Intended Subrecipients

Sub-recipients will be law enforcement (state, city, county) represented statewide, and a variety of other highway safety advocates (injury prevention, safety, prosecution, education, etc.)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Behavioral Safety Education
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$12,500.00	$20,000.00

Planned Activity: SHIFT Outreach & Education

Planned activity number: **SCP2003**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

Funding will support SHIFT outreach and education efforts, which is a vital component of our statewide traffic safety efforts. Educational efforts will target all age groups, businesses, schools to raise awareness of traffic safety laws, resources/training.

Outreach will be directed to schools, community groups, businesses, police departments, EMS/Fire and the judicial community to increase awareness of traffic safety, mobilizations/campaigns that are conducted throughout the year and to provide opportunities for collaboration which will enhance program effectiveness and to standardize messaging among safety partners.

Intended Subrecipients

There will be a variety of sub-recipients, as mentioned above.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Behavioral Safety Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$12,000.00

Planned Activity: Public Opinion Survey

Planned activity number: **SPM2002**

Primary Countermeasure Strategy ID: **Behavioral Safety Education**

Planned Activity Description

Funding provides contractor technical fees and services to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations regarding valuable information about driving behavior in the State of Idaho.

The information gathered is utilized in raising awareness and affecting behavioral changes to eliminate death and serious injuries in traffic crashes.

Intended Subrecipients

Sub recipients will be citizens from Idaho, OHS will contract with local university to conduct the survey.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Behavioral Safety Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$25,000.00	$6,250.00	$10,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

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

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

Traffic Safety Impact is to reduce the five year average number of fatalities and serious injuries. Planned Activities to be funded are Highway Safety Summit, Law Enforcement Liason Program, Idaho Highway Safety Coalition, St Lukes Youth Action Team (Youth project), Alive at 25 activities, Media Survey, Public Opinion Poll, and Paid Media (402).

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

5. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

6. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

7. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

8. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

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

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

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

A = Aggressive

D = Distracted Driving

I = Impaired Drivers

OP = Occupant Protections

CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

Funding will support the cost of Program Management to implement all activities under the umbrella of Community Traffic Programs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

S0020CP	Community Traffic Program Area Management

Planned Activity: Community Traffic Program Area Management

Planned activity number: **S0020CP**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Funding will support implementation and management of the Community Traffic Safety highway safety program.

Intended Subrecipients

N/A.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$70,000.00	$0.00	$0.00

Countermeasure Strategy: Law Enforcement Outreach Liason

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

Our LEL Program in Idaho offers such a great support system for LE agencies statewide, and we strongly feel that their presence is key to getting us towards zero. This is one avenue that helps us reduce our overall fatal and serious injury crashes.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

9. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

10. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

11. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

12. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

Law Enforcement Outreach Liason has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. Our LEL program is influential amd interfaces with all of our behaviorial safety program areas, which is why we have it under the umbrella of Community Traffic Safety.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCP2002	Law Enforcement Liaison Program

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **SCP2002**

Primary Countermeasure Strategy ID: **Law Enforcement Outreach Liason**

Planned Activity Description

The goal of this planned activity is to increase law enforcement agency High Visibility Enforcement participation for each district. One Law Enforcement Liaison for each of the 6

Transportation Districts to promote NHTSA priority programs and to provide technical assistance at the community level. LEL outreach will be measured by an increase in participation on statewide HVE's.

Intended Subrecipients

Intended sub-recipients will be LEL's in each district, their respective agencies, and also law enforcement agencies statewide.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Outreach Liason

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$60,000.00	$15,000.00	$24,000.00

Countermeasure Strategy: Media Supporting Enforcement

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

Through paid media, oHS will use all resources to educate the public about all of our highway safety programs, with the goal of reducing the overall fatality and injury rates in Idaho.

Funding will cover media for the following programs/HVE's: Occupant Protection, Aggressive Driving, Impaired Driving, Distracted Driving, Motorcycle, and Bicycle/Pedestrian.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

13. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

14. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

15. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

16. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

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

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

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

A = Aggressive

D = Distracted Driving

I = Impaired Drivers

OP = Occupant Protections

CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

In NHTSA's 2015 Countermeasures that Work, Public Information Supporting Enforcement (Paid Media) is identified as a highly effective countermeasure. Effective, high visibility communications and outreach are an essential part of all our enforcement programs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SPM2001	Paid Media

Planned Activity: Paid Media

Planned activity number: **SPM2001**

Primary Countermeasure Strategy ID: **Mass Media Campaigns**

Planned Activity Description

Develop, produce and disseminate public information materials to be used to educate the public regarding all of our behavioral safety programs. In addition, OHS will support outreach efforts including the use of educational materials. OHS will undertake communication campaigns using all media sources to educate the public.

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

402 Paid Media	Budget
Occupant Protection	$50,000
Aggressive Driving	$75,000
Impaired Driving	$50,000
Distracted Driving	$75,000
Motorcycle	$50,000
Bicycle and Pedestrian Safety	$50,000

Intended Subrecipients

Sub-recipients not yet determined.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$350,000.00	$87,500.00	$140,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Impaired Driving PROGRAM

Driving while impaired refers to operating a motor vehicle while under the influence of alcohol, drugs, or both. Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

Goal:

Target the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater from 63 (2013-2017) to no more than 72 (2016-2020).

Definition

17. 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

18. In 2017, 80 fatalities resulted from impaired driving crashes. This represents 33 percent of all fatalities. Only 19 (or 34 percent) of the 56 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 13 motorcyclists, 7 pedestrians, 1 ATV rider, 2 commercial vehicle occupants, and 1 UTV occupant killed in impaired driving crashes.

19. Of the 80 people killed in impaired driving crashes in 2017, 71 (or 89%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.

20. Eight percent of the impaired drivers involved in crashes were under the age of 21 in 2017, even though they are too young to legally purchase alcohol.

21. Impaired driving crashes cost Idahoans over $966 million in 2017. This represents 23 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Impaired Driving Crashes	1,425	1,378	1,367	1,535	1,529	2.0%
Fatalities	96	72	87	88	80	-3.0%
Serious Injuries	228	227	219	223	218	-1.1%
Visible Injuries	362	383	350	397	338	-1.1%
Possible Injuries	445	443	477	482	489	2.4%
Impaired Driving Crashes as a % of All Crashes	6.4%	6.2%	5.7%	6.1%	5.9%	-1.7%
Impaired Driving Fatalities as a % of All Fatalities	45.1%	38.7%	40.3%	34.8%	32.7%	-7.5%
Impaired Driving Injuries as a % of All Injuries	9.1%	8.9%	7.9%	8.1%	8.1%	-2.9%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.04	1.85	1.84	1.81	1.72	-4.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,304	1,197	1,089	1,305	1,400	2.5%
Local Agencies	6,825	6,248	6,298	6,015	5,927	-3.4%
Total Arrests	8,129	7,445	7,387	7,320	7,327	-2.5%
DUI Arrests per 100 Licensed Drivers	0.73	0.66	0.65	0.63	0.61	-4.5%

*Source: Bureau of Criminal Identification, Idaho State Police

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	72

Countermeasure Strategies in Program Area

Countermeasure Strategy
AL Program Administration
Communication Campaign
High Visibility Enforcement
Law Enforcement Training
Mass Media Campaigns
Traffic Safety Resource Prosecutor

Countermeasure Strategy: AL Program Administration

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Reduce the number of Fatal and Serious Injury crashes, involving some level of impairment. Objective will be to support the cost of Program Administration to implement the Impaired Driving program.

Linkage Between Program Area

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

22. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

23. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

24. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

25. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

Highway Safety Program Management is an effective coutermeasure identified by NHTSA.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020AL	(402) Impaired Driving Program Administratoin
S2099ID	(405d) Impaired Driving Program Administration

Planned Activity: (402) Impaired Driving Program Administratoin

Planned activity number: **S0020AL**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Funding will be used to support the development and support to implement and manage highway safety programs.

Intended Subrecipients

OHS.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
AL Program Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$27,000.00	$0.00	$0.00

Planned Activity: (405d) Impaired Driving Program Administration

Planned activity number: **S2099ID**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Support the cost of Program Management to implement and manage the highway safety program - specifically Impaired Driving. Funding will provide support to implement and manage impaired driving programs/projects.

Intended Subrecipients

OHS staff.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
AL Program Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$70,000.00	$0.00	$0.00

Countermeasure Strategy: Communication Campaign

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Traffic Safety Impact is to:

26. Target the five-year average number of fatalities from 223 (2013-2017) to no more than 249 (2016-2020).

27. Target the five-year average number of serious injuries from 1,293 (2013-2017) to no more than 1,287 (2016-2020).

28. Target the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.33 (2013-2017) to no more than 1.41 (2016-2020).

Linkage Between Program Area

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

30.

31. **Data- Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

32. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho.

33.

34. **Commitment:** Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

35. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

36. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

37.

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

39.

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

41.

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

42.

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

44.

A = Aggressive

CMV = Commercial Motor Vehicles

BP = Bicycle and Pedestrian

D = Distracted Driving

INT = Intersections

MD= Mature Drivers

I = Impaired Drivers

LD = Lane Departure

M = Motorcycle

OP = Occupant Protections

YD = Young Drivers

45.

Rationale

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

In 2015 Countermeasures that Work document, Section 5. lists Communication/Mass Media campaigns as an effective countermeasure. Media campaigns such as these are associated with a 13% reduction in alcohol related crashes.These campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SAL2001	Alcohol Statewide Services

Planned Activity: Alcohol Statewide Services

Planned activity number: **SAL2001**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

This grant will pay for education materials regarding the dangers of impaired driving which will help eliminate traffic crashes and fatalities, serious injuries and economic losses. the funding will also be used to enhance impaired driving outreach to the motoring public and law enforcement and to facilitate an Impaired Driving Advisory Council (IDAC).

Intended Subrecipients

Sub Recipients will be determined during the grant cycle.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$50,000.00	$12,500.00	$20,000.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

To reduce the number of impaired driving crashes throughout Idaho by scheduling impaired driving high visibility enforcement campaigns.

Linkage Between Program Area

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

46. **Data -Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

47. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

48. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

49. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

To support the overall safety goal, the SHSP is a fundamental guiding document for eleven Focus Area Groups. The SHSP and participants of the eleven Focus Area Groups

integrate the four E's (engineering, education, enforcement, and emergency response) to meet Idaho's goal in eliminating highway fatalities and serious injuries on all public roads. The collaborative process of developing and implementing the SHSP brings together and draws on the strengths and resources of Idaho's safety partners. This process also helps coordinate goals and highway safety programs across the state.

Rationale

High visibility enforcement has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. HVEs allow all law enforcement agencies throughout the state to participate and focus on impaired driving at the same time.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SID2001	Impaired Driving Statewide Services
SID2004	Coeur d' Alene DUI StepProgram - Year 2
SID2006	ISP - DUI Strike Team (Impaired enforcement)
SID20EA	HVE - Impaired Dec/Jan Mobilization
SID20EB	HVE - Impaired Driving 4th of July Mobilization
SID20EC	HVE - Impaired Labor Day Mobilization
SPT2009	Idaho State Police

Planned Activity: Impaired Driving Statewide Services

Planned activity number: **SID2001**

Primary Countermeasure Strategy ID: **Alcohol Impairment: Detection, Enforcement and Sanctions**

Planned Activity Description

This grant will fund overtime hours for Impaired Driving Enforcement for special events and support the purchase of tools to aid effective enforcement. The funding will also support the training of law enforcement, judicial, probation and prosecutorial professionals which will help with the effectiveness of the high visibility mobilizations.

Intended Subrecipients

judicial, law enforcement agencies, probation professionals, prosecution, consultant companies, etc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	$250,000.00	$62,500.00	

Planned Activity: Coeur d' Alene DUI StepProgram - Year 2

Planned activity number: **SID2004**

Primary Countermeasure Strategy ID: **Zero-Tolerance Law Enforcement**

Planned Activity Description

The Coeur d' Alene PD will use the funding to support year two (2) of the DUI STEP program. The DUI STEP project goal is to target impaired driving through on-going public education, awareness and enforcement in the City of Coeur d' Alene as well as participate and coordinate with multi-jurisdictional enforcement efforts.

Intended Subrecipients

Coeur d' Alene Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$60,000.00	$15,000.00	

Planned Activity: ISP - DUI Strike Team (Impaired enforcement)

Planned activity number: **SID2006**

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description

This grant will provide funding for overtime emphasis patrols in District 1 and 3. Funding will also provide paid media to support the HVE efforts.

Intended Subrecipients

Idaho State Police, Regions 1 and 3.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$20,000.00	$5,000.00	$0.00

Planned Activity: HVE - Impaired Dec/Jan Mobilization

Planned activity number: **SID20EA**

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description

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

OHS will conduct a 2 week HVE Impaired Driving Campaign used best practices and lessons learned from previous mobilizations.

Intended Subrecipients

Intended sub-recipients will be participating law enforcement agencies statewide.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$200,000.00	$50,000.00	

Planned Activity: HVE - Impaired Driving 4th of July Mobilization

Planned activity number: **SID20EB**

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description

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

Intended Subrecipients

Law Enforcement agencies statewide.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$150,000.00	$37,500.00	

Planned Activity: HVE - Impaired Labor Day Mobilization

Planned activity number: **SID20EC**

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description
Conduct a two week HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.

Intended Subrecipients
Sub Recipients will be participating law enforcement agencies.

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$150,000.00	$37,500.00	

Planned Activity: Idaho State Police
Planned activity number: **SPT2009**

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description
A year long grant dedicated to the enforcement of driving laws related to impaired, aggressive and distracted driving, and occupant protection (seat belt and child passenger safety).

Intended Subrecipients
Idaho State Police

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$400,000.00	$100,000.00	$160,000.00

Countermeasure Strategy: Law Enforcement Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

By conducting training for all of our LE officers, we believe this will make a significant impact in our state by reducing fatalities and serious injuries. Funding will cover all costs needed for the annual Highway Safety Summit.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

50. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

51. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

52. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

53. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

resources of Idaho's safety partners. This process also helps coordinate goals and highway safety programs across the state.

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

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

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

A = Aggressive

D = Distracted Driving

I = Impaired Drivers

OP = Occupant Protections

CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

This countermeasure is part of the Impaired Driving program strategies, just structured differently under our Community Traffic Safety Program. Funding is based on the number of participants we anticipate, based on the designated location each year.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SID2003	State Impaired Driving Coordinating (SIDC) Program

Planned Activity: State Impaired Driving Coordinating (SIDC) Program

Planned activity number: **SID2003**

Primary Countermeasure Strategy ID: **Drug Recognition Expert (DRE) Training**

Planned Activity Description

This grant will fully fund the SIDC program which is housed under the Idaho State Police (ISP). The SIDC coordinates the following programs: Drug Evaluation and Classification (DEC), Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), Standard Field Sobriety Test (SFST), and Law Enforcement Phlebotemy Program (LEPP). The program provides training, disseminates information and resources, and manages the operation of each of the impaired driving programs mentioned above.

Intended Subrecipients

Sub-recipient for this award will be Idaho State Police, ISP Region 3.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$240,000.00	$60,000.00	$0.00

Countermeasure Strategy: Mass Media Campaigns

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

TS Impact would be to see a significant decrease in alcohol/drug related fatal and serious injury crashes in Idaho. Planned activities will be public media campaigns ran in conjunction with high visibility statewide impaired mobilizations.

Linkage Between Program Area

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

54. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this

investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

55. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

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Rationale

Under Section 5. Prevention, Intervention, Communications and Outreach, 5.2 Mass Media is listed as an affective countermeasure when planned in conjunction with high visibility mobilizations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SID20PM	Impaired Driving Paid Media

Planned Activity: Impaired Driving Paid Media

Planned activity number: **SID20PM**

Primary Countermeasure Strategy ID: **Communications & Outreach: Supporting Enforcement**

Planned Activity Description

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

The purchases support the scheduled Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports. OHS will fund, at minimum, 3 HVE media campaigns during FFY2020, and sustained impaired driving messages on social media throughout the year.

Intended Subrecipients

Media marketing firms, law enforcement, and statewide partners.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$300,000.00	$75,000.00	

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Overall traffic safety impact is to reduce the number of impaired driving fatal and serious injury crashes in Idaho. Planned activities will fund the Traffic Resource Prosecutor position.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

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60. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

61. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

Rationale

NHSA has identified in the Effective Countermeasures manual (2015) that the TSRP position is a highly effective countermeasure. The TSRP works closely with our office and the State of Idaho to implement the strategies of the SHSP through education, enforcement, and prosecution of Idaho's impaired driving laws.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SID2002	Traffic Safety Resource PRosecutor

Planned Activity: Traffic Safety Resource PRosecutor

Planned activity number: **SID2002**

Primary Countermeasure Strategy ID: **Traffic Safety Resource Prosecutor**

Planned Activity Description

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

TSRP provides legal research and guidance, is involved in governmental relations, policy development, technical assistance and training for OHS and law enforcement partners.

Intended Subrecipients

Idaho Prosecuting Attorney Association.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Resource Prosecutor

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$285,000.00	$71,250.00	$0.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Motorcycles

The Problem

The number of motorcycle crashes decreased in 2017 by 4 percent, but the number of motorcycle fatalities increased 18 percent. Of all motorcyclists in crashes in 2017, 86 percent received some degree of injury. Of all motorcycle crashes, 9 percent involved impaired motorcyclists. Roughly four out of every ten motorcycle cashes were single vehicle crashes and 44 percent of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2017, 73 percent were 40 years of age or older.

Only 59 percent of riders 18 and older involved in motorcycle crashes were wearing a helmet. In 2017, the economic cost of crashes involving motorcyclists was $359 million dollars, which represents 9 percent of the total cost of Idaho crashes.

62. In 2017, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 11 percent of the total number of fatalities and serious injuries.

63. Almost half of all motorcycle crashes (44 percent) and fatal motorcycle crashes (42 percent) involved just the motorcycle (no other vehicles were involved) in 2017.

64. Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2017, 16 of the 19 (84 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.

65. The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2017, only 42 percent of motorcyclists killed in crashes were wearing helmets.

66. Motorcycle crashes cost Idahoans nearly $359 million in 2017. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Motorcycle Crashes	517	510	546	528	507	-0.4%
Fatalities	26	25	28	22	26	1.2%
Serious Injuries	150	146	174	164	139	-1.1%
Visible Injuries	221	207	225	223	230	1.2%
Possible Injuries	95	87	131	123	123	9.0%
Motorcyclists in Crashes	584	562	611	591	574	-0.3%
Registered Motorcycles	54,813	60,160	51,219	55,865	55,806	1.0%
Motorcyclists Wearing Helmets	306	328	347	329	341	2.9%
% Motorcyclists Wearing Helmets	52.4%	58.4%	56.8%	55.7%	59.4%	3.4%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	29
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	17

Countermeasure Strategies in Program Area

Countermeasure Strategy
Alcohol Impairment: Communications
Highway Safety Office Program Management
Motorcycle Rider Training
Other Driver Awareness of MC's

Countermeasure Strategy: Alcohol Impairment: Communications

Program Area: **Motorcycle Safety**

Project Safety Impacts

In our state, we are continuing to see an increase in the number of riders killed, while riding impaired. Our Traffic Safety impact is to see the number of impaired involved fatal and seroius injury crashes reduced signifcantly.

Linkage Between Program Area

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

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

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

Rationale

Under Section 2, Alcohol Impairment, 2.2 Communications is listed as a countermeasure for addressing impaired riders.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SID2005	Impaired Motorcyclist Paid Media

Planned Activity: Impaired Motorcyclist Paid Media

Planned activity number: **SID2005**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

Paid media campaign that will address motorcycle riders in our state, through education and outreach efforts designed to promote safe and sober motorcycle riding in our beautiful state during the July 1-7, 2020 High Visibility Impaired Enforcement campaign.

Intended Subrecipients

N/A.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol Impairment: Communications

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$35,000.00	$8,750.00	

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Motorcycle Safety**

Project Safety Impacts

Traffic Safety Impact is to reduce the five year average number of motorcyclists killed from 24 (2011-2015) to 21 (2014-2018). Funding under this Countermeasure will be specifically to cover time/costs needed for Program Management of the Motorcycle Safety Program.

Linkage Between Program Area

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Rationale

Highway Safety Program Management is a countermeasure that Idaho uses for all of the behavioral safety programs that we manage.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020MC	Motorcycle Program Management

Planned Activity: Motorcycle Program Management

Planned activity number: **S0020MC**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's motorcycle safety laws, and to reduce motorcycle riders killed and/or seriously injured.

Intended Subrecipients

OHS.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$17,000.00	$0.00	$0.00

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts

Traffic Safety Impacts: is to reduce the number of motorcycle fatal and serious injury crashes through outreach, communication, and education.

Planned Activities: we will continue to work with stakeholders to develop and implement a statewide, community-based, grassroots and peer to peer outreach efforts to raise awareness about importance of making better riding choices.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

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

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

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

A = Aggressive

D = Distracted Driving

I = Impaired Drivers

OP = Occupant Protections

CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

When determining projects for funding, OHS relies on NHTSA's 2015 Effective Countermeasures document to determine funding. We also look at where the key problem areas/counties, are and develop partnerships to target problems in specific regions of the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SMC2001	Motorcycle Safety Statewide Services
SMC2002	Motorcycle Safety Training and Education
SMC2004	Motorcycle Trike Training Program

Planned Activity: Motorcycle Safety Statewide Services

Planned activity number: **SMC2001**

Primary Countermeasure Strategy ID: **Motorcycle Rider Training**

Planned Activity Description

Project objective is to continue our partnership with motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.
The SHSP Motorcycle Committee members work closely with OHS to undertake projects that promote motorcycle safety and awareness across the State.

Intended Subrecipients

Sub-recipients not known at this time.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$10,000.00	$0.00	$0.00

Planned Activity: Motorcycle Safety Training and Education

Planned activity number: **SMC2002**

Primary Countermeasure Strategy ID: **Motorcycle Rider Training**

Planned Activity Description

OHS will focus on specific training and educational efforts, partnering with our motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.

Grant funds will be used for motorcycle safety printed educational materials, training/travel costs for SHSP members/partners, and outreach reimbursement costs.

Intended Subrecipients

Sub recipients include: local rider groups, law enforcement agencies, coalitions, motorcycle dealerships, and other entities.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$2,000.00	$500.00	$800.00

Planned Activity: Motorcycle Trike Training Program

Planned activity number: **SMC2004**

Primary Countermeasure Strategy ID: **Motorcycle Rider Training**

Planned Activity Description

As more riders are starting to migrate from two-wheeled motorcycles to trikes, there is an increase in demand for trike training classes. This new trike would allow High Desert to offer additional classes to these Idaho riders.

Many of the motorcycle fatalities we see in Idaho, are riders on Harley Davidson style cruiser bikes. High Desert, Learn to Ride program takes the mission of Safety and Training very seriously, their mission is to ensure that all riders who come in to purchase a bike have adequate training and skills.

Intended Subrecipients

High Desert –Learn to Ride.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$20,000.00	$5,000.00	$8,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Harley Davidson Trike	1	$38,000.00	$38,000.00	$20,000.00	$20,000.00

Countermeasure Strategy: Other Driver Awareness of MC's

Program Area: **Motorcycle Safety**

Project Safety Impacts

Traffic Safety Impact is to use communication campaign and media sources to educate the public about the importance of motorcycle awareness, with the goal to reduce fatal and serious injury crashes for motorcycle riders.

Activities to be funded: media campaign that promotes driver awareness of motorcycles and motorcyclist conspicuity.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

In the 2015 Countermeasures that Work document by NHTSA, Communications and Outreach is one of the key areas identified to focus on. Funding allocation is a small amount, based on the overall funding for this program that we receive.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SMA2002	Motorcycle Awareness Paid Media
SMC2003	ICMS Awareness Rally Grant

Planned Activity: Motorcycle Awareness Paid Media

Planned activity number: **SMA2002**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

Education efforts and outreach that support and promote driver awareness of motorcycle riders. Grant funds will be used to fund a Motorist Awareness outreach campaign during the month of May. This will include placement of media (television, radio, social media, video) directed at drivers, encouraging them to be aware and courteous of motorcycle riders.

Intended Subrecipients

Media and motorcycle riders

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Other Driver Awareness of MC's

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$60,000.00	$15,000.00	

Planned Activity: ICMS Awareness Rally Grant

Planned activity number: **SMC2003**

Primary Countermeasure Strategy ID: **Other Driver Awareness of MC's**

Planned Activity Description

The first weekend in May every year is the annual Motorist Awareness rally hosted by ICMS in Boise, and by Abate of N. Idaho in Coeur d' Alene. OHS partners with ICMS to fund activities associated with this rally.

Intended Subrecipients

Idaho Coalition for Motorcycle Safety (ICMS)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Other Driver Awareness of MC's

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$5,500.00	$1,375.00	$2,200.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Pedestrians and Bicyclists

The Problem

83. In 2017, 16 pedestrians and 3 bicyclists were killed in traffic crashes. The 16 pedestrians killed represented 7 percent of all fatalities in Idaho. The other fatality was a passenger vehicle driver that struck a vehicle that was disabled from a previous crash. The driver of the disabled vehicle was outside of their vehicle and struck.

84. Children, ages 4 to 14, accounted for 12 percent of the fatalities and injuries sustained in pedestrian crashes and 26 percent of the fatalities and injuries sustained in bicycle crashes.

85. Crashes involving pedestrians and bicyclists cost Idahoans over $283 million in 2017. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Pedestrian Crashes	206	232	207	236	219	2.2%
Fatalities	14	14	8	18	17	19.1%
Serious Injuries	53	55	51	66	79	11.4%
Visible Injuries	88	87	103	102	75	-2.5%
Possible Injuries	53	78	66	80	78	12.6%
Pedestrians in Crashes	218	245	224	249	247	3.5%
Pedestrian Fatal and Serious Injuries	67	69	59	81	95	10.8%
% of All Fatal and Serious Injuries	4.5%	4.7%	3.8%	5.1%	6.4%	11.0%
Impaired Pedestrian F&SI	10	7	6	17	14	30.4%
% of Pedestrian F&SI - Impaired	14.9%	10.1%	10.2%	21.0%	14.7%	11.2%
Bicycle Crashes	334	296	286	319	223	-8.3%
Fatalities	3	2	0	6	3	-20.8%
Serious Injuries	51	41	36	52	29	-7.9%
Visible Injuries	167	152	149	158	128	-6.0%
Possible Injuries	104	100	101	109	62	-9.5%
Bicyclists in Crashes	341	305	353	322	224	-8.5%
Bicycle Fatal and Serious Injuries	54	43	36	57	31	-6.0%
% of All Fatal and Serious Injuries	3.7%	2.9%	2.3%	3.6%	2.1%	-6.8%
Bicyclists Wearing Helmets in Collisions	69	82	63	76	45	-6.1%
% of Bicyclists Wearing Helmets	20.2%	26.9%	17.8%	23.6%	20.1%	4.2%
Impaired Bicyclist F&SI	1	2	0	2	5	62.5%
% of Bicycle F&SI - Impaired	1.9%	4.7%	0.0%	3.5%	16.1%	127.7%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	15
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Traffic Safety Impacts: reduction in pedestrian and bicycle deaths and serious injuries.

Planned Activities: management of pedestrian and bicycle safety programs.

Linkage Between Program Area

Linking with the Strategic Highway Safety Plan (SHSP)

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

86. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

87. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

88. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

89. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

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

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

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

A = Aggressive

D = Distracted Driving

I = Impaired Drivers

OP = Occupant Protections

CMV = Commercial Motor Vehicles

INT = Intersections

LD = Lane Departure

BP = Bicycle and Pedestrian

MD= Mature Drivers

M = Motorcycle

YD = Youthful Drivers

Rationale

When selecting projects for Bicycle/Pedestrian strategies, OHS primarily uses NHTSA's 2015 Countermeasures that Work reference guide. We determined specific countermeasures based on the specific problem ID for that focus area. Projects are implemented within those countermeasures.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020PS	Bicycle and Pedestrian Safety Program Management

Planned Activity: Bicycle and Pedestrian Safety Program Management

Planned activity number: **S0020PS**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Provide funding to effectively develop and coordinate programs, directly related to increasing education of bike/ped laws.

Intended Subrecipients

Office of Highway Safety.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$20,000.00	$5,000.00	$0.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Safety Restraints

The Problem

90. In 2017, 81 percent of Idahoans were using seat belts, based on seat belt survey observations.

91. In 2017, seat belt usage varied by region around the state from a high of 89 percent in District 3 (Southwestern Idaho) to a low of 73 percent in District 4 (South-Central Idaho).

92. Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2017. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 61 lives were saved in Idaho in 2017 because they were wearing a seat belt and an additional 48 lives could have been saved if everyone had worn their seat belt.

93. There were 3 children under the age of 7 killed (1 was restrained) and 7 seriously injured (5 were restrained) while riding in passenger vehicles in 2017. 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 2017. If all of the children under 7 had been properly restrained, an additional life may have been saved. Furthermore, 11 serious injuries were prevented and 1of the unrestrained serious injuries may have been prevented if they had all been properly restrained.

94. Unrestrained passenger motor vehicle occupants cost Idahoans nearly $1.1 billion in 2017. This represents 27 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Observational Seat Belt Survey						
District 1	72%	76%	74%	77%	76%	1.3%
District 2	85%	80%	79%	78%	84%	-0.1%
District 3	86%	91%	89%	90%	89%	1.1%
District 4	74%	67%	58%	66%	73%	0.2%
District 5	81%	80%	87%	86%	89%	2.4%
District 6	77%	71%	66%	67%	74%	-0.6%
Statewide Average	**82%**	**80%**	**81%**	**83%**	**81%**	-0.1%
Seat Belt Use - Age 4 and Older* Cars, Pickups, Vans and SUV's						
In Fatal Crashes	33.3%	44.3%	37.6%	34.6%	34.7%	2.5%
In Serious Injury Crashes	63.2%	64.2%	66.8%	69.3%	65.4%	0.9%
Self Reported Child Restraint Use* in Cars, Pickups, Vans and SUV's	79.3%	80.4%	80.3%	96.4%	79.8%	1.0%

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2019	5 Year	70.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2019	5 Year	83.3
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	106
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	82.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications & Outreach: Supporting Enforcement
Communications and Outreach: Strategies for Low Belt Use Groups

SB Program Management
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Communications & Outreach: Supporting Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Traffic Safety Impact is to increase the yearly observed seat belt use rate by 1 percent, increase seat belt and child passenger safety education and training activities in Hispanic and refugee communities, and all Idaho Tribal nations.

Planned Activities will include: all costs associated with outreach and grassroots efforts which will be completed statewide to raise awareness about Occupant Protection.

Linkage Between Program Area

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

95. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

96. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

97. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

98. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

Communications and Outreach is an area identifed by NHTSA in the 2015 Countermeasures that Work publication. Also enforcement that is supporte by the enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SOP2001	Seat Belt Statewide Services

Planned Activity: Seat Belt Statewide Services

Planned activity number: **SOP2001**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

Develop and or purchase educational outreach opportunities/materials for parents, caregivers, first responders, employers, about the proper use and importance of occupant protection. Expand program to include and educate Hispanic and refugee communities, and Idaho's tribal nations.
Funding will be used to purchase and distribute educational opportunities and materials regarding the importance of vehicle occupants wearing seatbelts and restraining children properly.

Intended Subrecipients

Multiple community organizations, and a few others to be determined.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications & Outreach: Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$10,000.00	$2,500.00	$4,000.00

Countermeasure Strategy: Communications and Outreach: Strategies for Low Belt Use Groups

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Traffic Safety Impact for this Countermeasure as well as the others identified in this Program Area is to increase the yearly observed seat belt use rate. Planned Activities will be for the Observational Survey, high visibility enforcement activities.

The Idaho high risk population is serves though the child passenger safety inspections stations serving the communities. Additionally the Idaho State Police has a statewide presence and sustains their year round enforcement of seat belt enforcement.

Linkage Between Program Area

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

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

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

Rationale

Communications and Outreach campaigns directed at low belt use groups have been determined to be effective, per NHTSA's Effective Countermeasures, version 2015.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCR2001	CPS Statewide Program
SOP202L	CPS Statewide Training Program
SOP202R	Child Passenger Safety Restraints
SOP202S	Annual Occupant Protection Observational Survey
SOP202T	Occupant Protection Outreach & Paid Media

Planned Activity: CPS Statewide Program

Planned activity number: **SCR2001**

Primary Countermeasure Strategy ID: **Comm & Outreach: Strategies for Child Restaint Use**

Planned Activity Description

Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.

Develop and/or purchase educational outreach opportunities and materials to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.

Expand program to include and educate Hispanic and refugee communities, and Idaho's tribal nations.

Distribute educational materials to general public at multiple safety outreach events; primary focus during National Child Passenger Safety Week.

Grant will fund statewide community organizations to purchase and distribute child passenger safety restraints and training materials, educate parents/caregivers, host training courses for CPST certification & recertification, and to attend Idaho and national Safety and CPS conferences.

Project focus is regarding the importance of restraining children properly.

Intended Subrecipients

A variety of Child Passenger Safety partners and agencies will be sub-recipients of this funding.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	$100,000.00	$25,000.00	$40,000.00

Planned Activity: CPS Statewide Training Program

Planned activity number: **SOP202L**

Primary Countermeasure Strategy ID: **Comm & Outreach: Strategies for Child Restaint Use**

Planned Activity Description

The CPS Training Program will provide Child Passenger Safety Technician and Instructor training courses including the coordination of the program on a statewide basis thus increasing the number of certified technicians and instructors which serve urban, rural and risky populations in the state of Idaho.

The program will also provide educational and training programs to raise awareness of occupant protection, specifically for infants and children.

Intended Subrecipients

Lemhi County Sheriff's Office.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Training (FAST)	$80,000.00	$20,000.00	

Planned Activity: Child Passenger Safety Restraints

Planned activity number: **SOP202R**

Primary Countermeasure Strategy ID: **Comm & Outreach: Strategies for Child Restaint Use**

Planned Activity Description

Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of Occupant Protection. OHS will ensure funds

are expended for economical child restraints, and used to educate and distribute CR's to financially-disadvantaged parents and caregivers.

Intended Subrecipients
Specifics not determined yet.

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	$14,372.00	$3,593.00	$0.00

Planned Activity: Annual Occupant Protection Observational Survey
Planned activity number: **SOP202S**

Primary Countermeasure Strategy ID: **Behavioral Safety Education**

Planned Activity Description
Objective is to conduct quality control monitoring at a minimum of nine survey sites in an effort to ensure survey accuracy.

Intended Subrecipients
State of Idaho Public Health Districts are the intended sub-recipients.

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low OP Information System (FAST)	$40,000.00	$10,000.00	$0.00

Planned Activity: Occupant Protection Outreach & Paid Media

Planned activity number: **SOP202T**

Primary Countermeasure Strategy ID: **Communications and Outreach: Strategies for Low Belt Use Groups**

Planned Activity Description

Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.

Fund the development and placement of media for the general public or focused audiences to raise awareness and change behavior in an effort to increase seatbelt use and the proper use of child restraints.

Intended Subrecipients

There will be a variety of subrecipients, specifics are unknown at this time.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$200,000.00	$50,000.00	

Countermeasure Strategy: SB Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Overall traffic safety impact is to reduce the five year average number of unrestrained passenger motor vehicle occupants. Planned activities will focus specifically on development and coordination of the Seat Belt program.

Linkage Between Program Area

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

103. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

104. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

105. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

106. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

Highway Safety Program Management is a key strategy for implementing successful programs. The SB and Child Passenger Program Management activity is part of that countermeasure.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020CR	(402) Program Management CR

S0020OP	(402) Program Management Occupant Protection
S2099OP	(405b) Program Management - Seat Belt

Planned Activity: (402) Program Management CR

Planned activity number: **S0020CR**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idahos occupant protection/child passenger restraint laws, and to reduce the unstrained crash fatalities, serious injuries and economic losses in Idaho.

Intended Subrecipients

N/A.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SB Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	$18,540.00	$0.00	$0.00

Planned Activity: (402) Program Management Occupant Protection

Planned activity number: **S0020OP**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's Occupant Protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.

Intended Subrecipients

Office of Highway Safety (ITD) will be the direct recipient.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SB Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$29,870.00	$0.00	$0.00

Planned Activity: (405b) Program Management - Seat Belt

Planned activity number: **S2099OP**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's occupant protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.

Intended Subrecipients

Not Applicable.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SB Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$46,350.00	$0.00	

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Traffic Safety Impact would be to see an increase in the seat belt use rate, statewide. Planned Activity to be funded is our yearly Click it or Ticket Mobilization, in May 2020.

Linkage Between Program Area

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

107. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

108. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

109. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

110. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

This countermeasure is a routine strategy used for all of our mobilizations, this one specifically is to address seat belt usage/enforcement in the state during our CIOT campaign.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

SOP20EB	CIOT May Mobilization (Occupant Protection)

Planned Activity: CIOT May Mobilization (Occupant Protection)

Planned activity number: **SOP20EB**

Primary Countermeasure Strategy ID: **Short-term, High Visibility Seat Belt Law Enforcement**

Planned Activity Description

Increase law enforcement agency participation in enforcement campaign from 56 agencies to 59 agencies. Also, to encourage agencies statewide to participate in mobilization and enforce Idaho OP laws in communities in which the majority of Idaho's unrestrained passenger fatalities and/or serious injuries occurred.

Intended Subrecipients

Law enforcement agencies statewide.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$150,000.00	$37,500.00	$60,000.00

Program Area: Planning & Administration

Description of Highway Safety Problems

PLANNING and ADMINISTRATION

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
S0020PA	Planning and Administration	Highway Safety Office Program Management

Planned Activity: Planning and Administration

Planned activity number: **S0020PA**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Funding will provide planning, coordination, financial aspects, and general administration of the entire HSP and other areas related to the highway safety process. Provide policy and procedures, program administration, and personnel guidance for the Office of Highway Safety.

Ultimately, funding supports the cost of Program Management to implement and manage the highway safety programs, specifically the Highway Safety Manager and the Planning Program Manager.

Grant funds will be used to support the cost of Program Management to implement ande manage all highway safety programs.

Intended Subrecipients

N/A

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Planning & Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$175,000.00	$0.00	$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

Police Traffic Services

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	299.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1293
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.41
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	106
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	72
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	59
2020	I-1) Distracted Driving Fatalities	2020	5 Year	53

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications and Outreach: Distracted Driving
High Visibility Enforcement
PT Program Management
Public Information Supporting Enforcement

Countermeasure Strategy: Communications and Outreach: Distracted Driving

Program Area: **Police Traffic Services**

Project Safety Impacts

Overall Traffic Safety Impact would be to see a significant decrease in the number of distracted driving related crashes in Idaho. There will be planned outreach and enforcement activities as part of this countermeasure strategies.

Linkage Between Program Area

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

111. **Data -Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

112. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

113. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

114. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

This planned activity is for getting the word out of the importance of engaged driving, free from distractions.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SPT2006	Police Traffic Svcs, Training Support & Mini-Grants

Planned Activity: Police Traffic Svcs, Training Support & Mini-Grants

Planned activity number: **SPT2006**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

This project will support training and travel support for safety partners to availability of training (including Lifesavers) to learn about innovations in community based traffic safety enforcement and education programs, which will help further the goal of reducing aggressive and distracted driving related fatal and serious injury crashes in Idaho.

Intended Subrecipients

Law Enforcement Safety Partners and Agencies. Possibly other safety partners as well.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach: Distracted Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$20,000.00	$5,000.00	$8,000.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

Traffic Safety Impact is to see a significant reduction in the five year average number of speed related fatalities, distracted driving fatalities, impaired driving fatalities, unrestrained passenger motor vehicle occupants killed, and also those fatal crashes involving a driver with a BAC greater than or equal to .08.

All of our planned HVE mobilizations will be included as part of this Countermeasure, for FY 19.

Linkage Between Program Area

Funding for each of the HVE's is based on the specific Problem ID for that focus area, and the crash trends that we are seeing overall in Idaho. Because of the increase of fatal and serious injury crashes in Idaho that we are seeing, OHS has dedicated additional funds also for Mini Grant Activities that target specific areas, at specific times during the year. This gives agencies another option for targeted enforcement, in addition to their participation in our yearly HVE's.

Please refer to the opening description for Police Traffic Services, where OHS has identified the goals and Problem ID for each focus area that falls under the umbrella of Police Traffic Services: Aggressive, Distracted, Impaired, and Occupant Protection.

Rationale

High Visibility Enforcement was selected as a Countermeasure since all of our planned activities under this umbrella relate specifically to HVE.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SDD2001	Distracted Driving HVE Mini-Grants
SPT2002	Aggressive Driving HVE Mini Grants
SPT2003	Teton County Sheriff's Office - Education & Outreach
SPT2010	Ada CSO OT & Outreach BOGUS Basin
SPT2011	Jerome CSO - Overtime Grant

Planned Activity: Distracted Driving HVE Mini-Grants

Planned activity number: **SDD2001**

Primary Countermeasure Strategy ID: **High Visibility Cellphone/Text Messaging Enforcement**

Planned Activity Description

OHS will partner with local law enforcement agencies who have distracted driving problem to conduct distracted and inattentive driving HVE mobilizations and mini-grants during the month of April and throughout the year.

During Distracted Driving Awareness month, OHS will conduct a high visibility enforcement campaign using best practices for distracted driving enforcement.

Intended Subrecipients

Sub Recipients will be participating law enforcement agencies.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	$100,000.00	$25,000.00	$40,000.00

Planned Activity: Aggressive Driving HVE Mini Grants

Planned activity number: **SPT2002**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

Conduct statewide aggressive driving enforcement during high-crash times at high crash locations. Agencies participating in HVE will generate a minimum of one local public outreach activity per agency.

Funding will cover overtime for the aggressive driving targeted enforcement during the months with the highest rate of crashes. While there are no proven countermeasures for aggressive driving (such as for impaired or occupant protection) there are studies that show focusing enforcement on a small team assigned full-time to special patrols to target aggressive driving are more likely to be more effective than sharing the responsibility among a large number of officers as occasional overtime duty.

Intended Subrecipients

Intended sub-recipients will be law enforcement statewide.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$280,000.00	$70,000.00	$112,000.00

Planned Activity: Teton County Sheriff's Office - Education & Outreach

Planned activity number: **SPT2003**

Primary Countermeasure Strategy ID: **Sustained Enforcement**

[Planned Activity Description

The Teton County Sheriff's Office will use the funding for additional enforcement or aggressive and distracted driving. They will create and facilitate an education and outreach program within the local communities and schools of Teton County. Teton County Sheriff's Office will conduct several short-term high visibility enforcement events as well as create and deliver an educational program for the young drivers and motoring public.

Intended Subrecipients

Teton County Sheriff's Office and residents.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$17,000.00	$4,250.00	$6,800.00

Planned Activity: Ada CSO OT & Outreach BOGUS Basin

Planned activity number: **SPT2010**

Primary Countermeasure Strategy ID: **Sustained Enforcement**

Planned Activity Description

This agency's goal is to reduce the number of crashes by 15% through sustained enforcement on Bogus Basin Road, with more of a focus during the peak days which appear to be Thursday thru Sunday.

Project funding will be for additional overtime/enforcement of aggressive driving and distracted driving specifically on Bogus Basin highway.

Grantee and OHS will partner with Bogus Basin Resort for outreach and public awareness to help educate the driving public.

Intended Subrecipients

Ada County Sheriff's Office

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$13,500.00	$3,375.00	$5,400.00

Planned Activity: Jerome CSO - Overtime Grant

Planned activity number: **SPT2011**

Primary Countermeasure Strategy ID: **Sustained Enforcement**

Planned Activity Description

Project goal is to reduce distracted driving, aggressive driving, and impaired driving crashes while also improving seatbelt/child restraint use in the County of Jerome.

Seatbelt use will be encouraged through enforcement activities and maintained through regular patrols. Grantee will also conduct outreach, the driving public about the dangers of distracted, speeding, and impaired driving.

Project funding will be for additional overtime/enforcement of aggressive driving, impaired driving, and distracted driving especially from May thru August.

Intended Subrecipients

Jerome County Sheriff

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$45,000.00	$11,250.00	$18,000.00

Countermeasure Strategy: PT Program Management

Program Area: **Police Traffic Services**

Project Safety Impacts

Traffic Safety Impact is consistent with the other Police Traffic Services countermeasures: reduce all fatal and serious injury related crashes that involve: distraction, agressive driving, lack of seat belts among Idaho drivers. Planned Activity - primarily costs and time associated with managing all of the programs under Police Traffic Services.

Linkage Between Program Area

Funding for this planned activity is determined by the linkage that we determine with the SHSP, problem identification, performance targets and countermeasures. Depending on what the greatest challenges are for the fiscal year, will determine how and where we spend our time and resources.

Rationale

Highway Safety Program Management is identified by NhTSA for all of the Highway Safety Program Areas.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020PT	Program Management

Planned Activity: Program Management

Planned activity number: **S0020PT**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

Planned Activity will provide funding to effectively develop and coordinate all of the programs directly related to Police Traffic Services.

Intended Subrecipients

OHS.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

PT Program Management
PT Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$60,200.00	$0.00	$0.00

Countermeasure Strategy: Public Information Supporting Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

Through active partnerships and collaboration, we hope to see a significant decrease in the number of fatal and serious injury crashes that are happening,as a result of distracted driving, aggressive driving, lack of seat belt restraints and impairment.

Linkage Between Program Area

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

115. **Data-Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

116. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

117. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

118. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

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

Rationale

4.1 Public Information Supporting Enforcement was selected since a majority of the planned activities that relate to this countermeasure are public information related and have a strong outreach component tied to it as well.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SPT2001	Police Traffic SWS - Mini Grants

Planned Activity: Police Traffic SWS - Mini Grants

Planned activity number: **SPT2001**

Primary Countermeasure Strategy ID: **Education and Outreach**

Planned Activity Description

Distracted and Aggressive Driving are the top contributing factors for all crashes in Idaho. Funding will be used to develop and disseminate both distracted and aggressive driving related public information materials to community safety partners and stakeholders, for distribution through HVE and community events.

Support local law enforcement agency requests for traffic enforcement needs for traffic enforcement through statewide mobilizations and mini-grants.

Intended Subrecipients

Sub Recipients will be a variety of LE agencies, and other highway safety partners, schools, etc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Information Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$150,000.00	$37,500.00	$60,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

TRAFFIC RECORDS and ROADWAY SAFETY

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	299.00
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.41

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
TR Highway Safety Program Management

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

Traffic Safety Impact is to reduce the number of fatalities and serious injuries through the implementation of efficient and accurate record systems. OHS anticipates that by funding these projects, there will be effective changes and improvement of traffic safety data within the system.

Linkage Between Program Area

These projects will provide timeliness and accuracy of data collection, and accessibility for traffic record systems data distribution. These accuracies will show improvement in the system.

Rationale

The TRCC created the Idaho Traffic Record Systems Strategic Plan (ITRSSP) to improve data in the traffic records systems, and identified accuracy as a countermeasure for projects such as these.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SKD2001	TRCC Data Improvement

Planned Activity: TRCC Data Improvement

Planned activity number: **SKD2001**

Primary Countermeasure Strategy ID: **Improves accuracy of a core highway safety database**

Planned Activity Description

The goal is to develop and implement three (3) projects within the six traffic records system for deficiencies noted in the 2016 Traffic Records System. and to show improvement of traffic safety data within the system. The project objective is to Improve timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record systems of Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance.

Intended Subrecipients

Intended subrecipient information not complete yet.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accuracy of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$560,000.00	$140,000.00	$0.00
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	$300,000.00	$75,000.00	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: **Traffic Records**

Project Safety Impacts

Traffic Safety Impact will be to target the 5-year average number of fatalities from 223 (2013-2017) to no more than 249 (2016-2020). Also, target the 5-year average number of serious injuries from 1,293 (2013-2017) to o more than 1,287 (2016-2020).

Linkage Between Program Area

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

119. **Data- Driven Decisions:** To make effective and efficient use of limited resources, Idaho will invest in safety programs based on need as demonstrated by data. Return on this investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

120. **Culture Change:** Safety advocates will work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho. Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.

121. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

122. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

Rationale

There are six different strategies that have been identified for the Traffic Records Program. Improving Integration is one of them.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
STR2001	Traffic Records Statewide Services

Planned Activity: Traffic Records Statewide Services

Planned activity number: **STR2001**

Primary Countermeasure Strategy ID: **Improves timeliness of a core highway safety database**

Planned Activity Description

Provide funding for the development and support to implement,manage, coordinate, and improve the traffic records and roadway safety data projects in the traffic records systems. Funding will also be used to enhance the linkage and timely analysis for citation data use and information reporting.

Intended Subrecipients

Sub recipients will be determined closer to the fiscal start date.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$70,000.00	$17,500.00	$28,000.00

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

Goal:

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

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

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

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

Project Objective	Implement the E-citation software platform for the statewide electronic citation system in agencies that have not yet installed a system to improve citation data timeliness and accuracy or in agencies that have existing systems but want to upgrade to the new system which will improve completeness.

Linkage Between Program Area

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

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125. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

126. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

Rationale

When selecting projects for Traffic Records and Roadway Safety, the Idaho Office of Highway Safety relies on the Idaho Traffic Record Systems Strategic Plan (ITRSSP), to improve data in the traffic record systems for timeliness, completeness, accuracy, accessibility, uniformity and integration. The Idaho Traffic Records Coordinating (TRCC) Committee created this plan to provide a format to recommend projects for implementiation.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

SKD2002	E Citation (statewide)

Planned Activity: E Citation (statewide)

Planned activity number: **SKD2002**

Primary Countermeasure Strategy ID: **Improves timeliness of a core highway safety database**

Planned Activity Description

OHS will offer funding to law enforcement agencies and other sub-recipients who are interested in implementing a statewide electronic citation system, by providing funding for printers, scanners, computers, and other supporting equipment.

Intended Subrecipients

Sub-recipients will be law enforcement agencies. Specific agencies participating have not been identifed yet.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$1,500,000.00	$375,000.00	

Countermeasure Strategy: TR Highway Safety Program Management

Program Area: **Traffic Records**

Project Safety Impacts

Linkage Between Program Area

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

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investment will be maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

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129. **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

130. **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

Rationale

Highway Safety Program Management is a countermeasure identified by NHTSA. This project will allow OHS to support the full cost of Program Management needed to implement and manage our Traffic Records/Roadway Safety behavioral safety programs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
S0020TR	Program Area Management (Traffic Records)

Planned Activity: Program Area Management (Traffic Records)

Planned activity number: **S0020TR**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

To Support the Cost of Program Management to implement and manage the traffic records/roadway Highway Safety programs through OHS. Funding will also include development.

Intended Subrecipients

Not determined at this time.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Highway Safety Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$40,000.00	$0.00	$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
SPT2010	Ada CSO OT & Outreach BOGUS Basin
SPT2002	Aggressive Driving HVE Mini Grants
SOP20EB	CIOT May Mobilization (Occupant Protection)
SID2004	Coeur d' Alene DUI StepProgram - Year 2
SDD2001	Distracted Driving HVE Mini-Grants
SID20EA	HVE - Impaired Dec/Jan Mobilization
SID20EC	HVE - Impaired Labor Day Mobilization
SPT2009	Idaho State Police
SID2006	ISP - DUI Strike Team (Impaired enforcement)
SPT2011	Jerome CSO - Overtime Grant
SPT2007	Twin Falls County Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Enclosed is an analysis of crashes, crash fatalities, and injuries in areas of highest risk in Idaho for the following program Areas: Intersection, Distracted, Aggressive, Impaired, and Occupant Protection. These are the program areas that we will focus our time and resources on for FFY 19.

Aggressive Driving

The Definition

131. 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.

132. 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

133. Aggressive driving was a factor in 51 percent of all crashes and 33 percent of all fatalities in 2017.

134. Drivers, ages 19 and younger, are 3.8 times as likely to be involved in an aggressive driving collision as all other drivers.

135. Aggressive driving crashes cost Idahoans more than $1.7 billion in 2017. This represented 42 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2013-2017

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Total Aggressive Driving Crashes	12,522	12,366	12,383	12,793	13,149	1.2%
Fatalities	84	72	77	83	82	-0.2%
Serious Injuries	635	649	637	612	582	-2.1%
Visible Injuries	2,109	2,077	2,282	2,164	2,064	-0.4%
Possible Injuries	4,255	4,356	4,652	4,706	4,627	2.2%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	244	229	276	266	259	2.0%
Fail to Yield Right of Way	219	205	171	174	148	-9.0%
Exceeded Posted Speed	97	124	115	93	95	0.9%
Passed Stop Sign	95	102	92	89	75	-5.4%
Disregarded Signal	50	60	50	67	61	7.1%
Following Too Close	68	58	49	69	78	5.9%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.53	4.47	4.29	4.05	3.84	-4.0%

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

Distracted Driving

The Definition

136. 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

137. In 2017, 39 fatalities resulted from distracted driving crashes. This represents 16 percent of all fatalities. Of the 26 passenger vehicle occupants killed in distracted driving crashes, 11 (42 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2017 were 7 motorcyclists, 1 bicyclist, 2 pedestrians, and 2 commercial vehicle occupants.

138. In 2017, drivers under the age of 25 comprised 37 percent of the drivers involved in all distracted driving crashes and 12 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 14 percent of the licensed drivers.

139. Distracted driving crashes cost Idahoans just over $820 million in 2017. This represents 20 percent of the total economic cost of crashes.

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Distracted Driving Crashes	4,757	4,781	5,470	4,973	4,808	0.6%
Fatalities	43	39	51	64	39	2.0%
Serious Injuries	339	364	425	367	318	-0.7%
Visible Injuries	996	1,033	1,285	1,193	989	1.0%
Possible Injuries	1,831	1,846	2,211	2,121	2,020	2.9%
Distracted Driving Crashes as a % of All Crashes	21.3%	21.6%	22.8%	19.6%	18.6%	-3.0%
Distracted Driving Fatalities as a % of All Fatalities	20.2%	21.0%	23.6%	25.3%	15.9%	-3.4%
Distracted Driving Injuries as a % of All Injuries	27.9%	27.6%	29.7%	26.9%	25.7%	-1.9%
All Fatal and Injury Crashes	8,049	8,392	9,248	9,559	9,042	3.1%
Distracted Fatal/Injury Crashes	2,096	2,182	2,568	2,355	2,151	1.2%
% DistractedDriving	26.0%	26.0%	27.8%	24.6%	23.8%	-2.0%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.41	2.50	2.86	2.51	2.06	-2.9%

Safety Restraints

The Problem

140. In 2017, 81 percent of Idahoans were using seat belts, based on seat belt survey observations.

141. In 2017, seat belt usage varied by region around the state from a high of 89 percent in District 3 (Southwestern Idaho) to a low of 73 percent in District 4 (South-Central Idaho).

142. Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2017. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 61 lives were saved in Idaho in 2017 because they were wearing a seat belt and an additional 48 lives could have been saved if everyone had worn their seat belt.

143. There were 3 children under the age of 7 killed (1 was restrained) and 7 seriously injured (5 were restrained) while riding in passenger vehicles in 2017. 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 2017. If all of the children under 7 had been properly restrained, an additional life may have been saved. Furthermore, 11 serious injuries were prevented and 1of the unrestrained serious injuries may have been prevented if they had all been properly restrained.

144. Unrestrained passenger motor vehicle occupants cost Idahoans nearly $1.1 billion in 2017. This represents 27 percent of the total economic cost of crashes.

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Observational Seat Belt Survey						
District 1	72%	76%	74%	77%	76%	1.3%
District 2	85%	80%	79%	78%	84%	-0.1%
District 3	86%	91%	89%	90%	89%	1.1%
District 4	74%	67%	58%	66%	73%	0.2%
District 5	81%	80%	87%	86%	89%	2.4%
District 6	77%	71%	66%	67%	74%	-0.6%
Statewide Average	**82%**	**80%**	**81%**	**83%**	**81%**	-0.1%
Seat Belt Use - Age 4 and Older* Cars, Pickups, Vans and SUV's						
In Fatal Crashes	33.3%	44.3%	37.6%	34.6%	34.7%	2.5%
In Serious Injury Crashes	63.2%	64.2%	66.8%	69.3%	65.4%	0.9%
Self Reported Child Restraint Use* in Cars, Pickups, Vans and SUV's	79.3%	80.4%	80.3%	96.4%	79.8%	1.0%

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

Impaired Driving

Definition

145. 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

146. In 2017, 80 fatalities resulted from impaired driving crashes. This represents 33 percent of all fatalities. Only 19 (or 34 percent) of the 56 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 13 motorcyclists, 7 pedestrians, 1 ATV rider, 2 commercial vehicle occupants, and 1 UTV occupant killed in impaired driving crashes.

147. Of the 80 people killed in impaired driving crashes in 2017, 71 (or 89%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.

148. Eight percent of the impaired drivers involved in crashes were under the age of 21 in 2017, even though they are too young to legally purchase alcohol.

149. Impaired driving crashes cost Idahoans over $966 million in 2017. This represents 23 percent of the total economic cost of crashes.

	2013	2014	2015	2016	2017	Avg. Yearly Change 2013-2017
Impaired Driving Crashes	1,425	1,378	1,367	1,535	1,529	2.0%
Fatalities	96	72	87	88	80	-3.0%
Serious Injuries	228	227	219	223	218	-1.1%
Visible Injuries	362	383	350	397	338	-1.1%
Possible Injuries	445	443	477	482	489	2.4%
Impaired Driving Crashes as a % of All Crashes	6.4%	6.2%	5.7%	6.1%	5.9%	-1.7%
Impaired Driving Fatalities as a % of All Fatalities	45.1%	38.7%	40.3%	34.8%	32.7%	-7.5%
Impaired Driving Injuries as a % of All Injuries	9.1%	8.9%	7.9%	8.1%	8.1%	-2.9%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.04	1.85	1.84	1.81	1.72	-4.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,304	1,197	1,089	1,305	1,400	2.5%
Local Agencies	6,825	6,248	6,298	6,015	5,927	-3.4%
Total Arrests	8,129	7,445	7,387	7,320	7,327	-2.5%
DUI Arrests per 100 Licensed Drivers	0.73	0.66	0.65	0.63	0.61	-4.5%

*Source: Bureau of Criminal Identification, Idaho State Police

Deployment of Resources

Evidence-Based Traffic Safety Enforcement Program

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

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

are carried out successfully. These efforts, or the statewide traffic enforcement mobilizations, support the national mobilization efforts.

Idaho's Law Enforcement Liaison's (LEL), which are represented by six officers, one from each of the six

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

High Visibility Enforcement / Traffic Safety Enforcement Mobilizations

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

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

150. **Impaired Driving Mobilizations:** December - January (to coincide with NHTSA Impaired Driving campaign), June-July (to coincide with July 4th), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).

151. **100 Deadliest Days Sustained Enforcement:** During the summer, traffic crash fatalities frequency is over-represented. Aggressive Driving and Distracted Driving used to be the

main focus for 100 Deadliest Days enforcement, but this campaign is now encompassing the DIA principle (Distracted, Impaired, and Aggressive) and Safety Restraints usage.

152. **Seat Belt Mobilizations:** May Click It – Don't Risk It (to coincide with NHTSA national campaign).

FFY 2020 HVE Mobilization Schedule

Impaired Driving - December/January	Dec. 11, 2019 - Jan. 1, 2020
Seatbelts - May	May 18 - 31, 2020
Impaired Driving - 4th of July	July 1 - July 7, 2020
Aggressive Driving	July 25 - Aug. 7, 2020
Impaired Driving - Labor Day	Aug. 12 - Sept. 2, 2020

Effectiveness Monitoring

Our automated Web Cars application is where all LE agencies will apply for a mini-grant. Within the system, we can track performance for all agencies as the paperwork submittal process is electronic. We have a specific section for Mini Grant performance, and Performance Report verification. Funding is dependent upon grantee following guidelines, prior performance, and many other factors. Each planning cycle, our Program Team evaluates this mini-grant program and determines the best allocation of resources, based on Problem Identification for that year. For example, some years there may be more of an emphasis on Aggressive that Occupant Protection, and so on.

Our OHS Program Team checks in regularly, for key updates and discussion about the other program areas. If there are significant changes to projects or funding allocation relating to the current year HSP, then the Planning Manager will make those amendments/changes as necessary. The Program Managers track their project activity very closely, and monitor all of the necessary components.

A Program Team member is assigned to each year long grant, that is submitted in our HSP, and there is monthly reporting, monitoring, regular check in with the grantees, and quarterly/final reporting is required as part of the guidelines. Part of our process before partnering with a grantee is to look at their prior performance, staffing/agency changes, and also any potential issues that have happened in past, that will affect their current or future performance. If there is ever a need to update the countermeasure strategies, then our Program Team and Planning Manager, will make those necessary adjustments.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
Mass Media Campaigns
Media Supporting Enforcement
Public Information Supporting Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
SDD2001	Distracted Driving HVE Mini-Grants
SID20EA	HVE - Impaired Dec/Jan Mobilization
SID20EC	HVE - Impaired Labor Day Mobilization
SOP20EB	CIOT May Mobilization (Occupant Protection)
SPT2002	Aggressive Driving HVE Mini Grants

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Boise Police Department
Spirit Lake Police Department
Bannock County Sheriff
Bingham County Sheriff
Blackfoot Police Department
Bonneville County Sheriff
Caldwell Police Department
Caribou County Sheriff
Chubbuck Police Department
Clark County Sheriff
Coeur d' Alene Police Department
Emmett Police Department
Franklin County Sheriff
Fremont County Sheriff
St Anthony Police Department
Rigby Police Department
Rathdrum Police Department

Rexburg Police Department
Pocatello Police Department
Fruitland Police Department
Idaho State Police - Region 5
Idaho State Police - Region 1
Idaho State Police - Region 2
Idaho State Police - Region 3
Idaho State Police - Region 4
Idaho State Police - Region 6
Iona Police Department
Moscow Police Department
Jefferson County Sheriff
Meridian Police Department
Montpelier Police Department
Madison County Sheriff
Nez Perce County Sheriff
Twin Falls County Sheriff
Boise County Sheriff
Canyon County Sheriff
Gem County Sheriff
Owyhee County Sheriff
Valley County Sheriff
Jerome County Sheriff
Rupert Police Department
Shoshone Police Department
Twin Falls Police Department
Jerome Police Department
Aberdeen Police Department
Bear Lake County Sheriff

Bonners Ferry Police Department
Kootenai County Sheriff
Clearwater County Sheriff
Sandpoint Police Department
Grangeville Police Department
Idaho County Sheriff
Latah County Sheriff
McCall Police Department
Middleton Police Department
Nampa Police Department
Kimberly Police Department
Lincoln County Sheriff
Shelley Police Department
Teton County Shriff
Inkom Police Department
Idaho Falls Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Idaho will conduct a Click It or Ticket mobilization in May 2020. Our goal is to increase law enforcement agency participation in the enforcement campaign from 48% participation to over 50% participation by the Idaho agencies in 2020. OHS will encourage agencies statewide to participate in mobilization and to enforce Idaho's seat belt laws in communities in which the majority of Idaho's unrestrained passenger fatalities and/or serious injuries occur.

List of Task for Participants & Organizations

Occupant Protection Committee					
First	**Last**	**Agency/Organization**	**Profession**	**email**	**phone**

Kyle	**Wills**	Boise Police Department	Corporal	kjwills@cityofboise.org	208 703 1585
Lisa	Losness	OHS	Program Manager	lisa.losness@itd.idaho.gov	208 334 8103
Paul	Jackson			pjackson@cableone.net	208 794 6218
Sherry	Jenkins	OHS	OP Program Manager	sherry.jenkins@itd.idaho.gov	208 334 4460
Darrin	Stewart	Idaho Power	Project Management	dstewart@idahopower.com	208 388 2241
Carma	McKinnon	Lemhi County Sheriff	CPS Coordinator	carma@lemhicountyidaho.org	208 756 3115 ext 310
Phyllis	Easteppe		Advocate	seatbelt17@msn.com	208 914 4252
Rich	Adamson	ISP District 2	Sargeant	richard.adamson@isp.idaho.gov	208 799 5151
Phylis	King		Representative	pking@house.idaho.gov	208 344 0202
				kingstudio@cableone.net	
Ryan	Larrondo	Boise Police Dept.	Asst. PIO	Rjlarrondo@cityofboise.org	208-570-6180
Sheri & Duke	Rogers	Buckle Up for Bobby	Advocate	bobbystrong2012@gmail.com	208 866 4571
				blanketbar@yahoo.com	
Bill	Kotowski	OHS	Outreach Coordinator	Bill.kotowski@itd.idaho.gov	208-334-8125
Aja	Dina	St. Alphonsus Regional Medical Cntr.	EMS Manager	Aja.dina@stalponsus.org	208-367-7223
Cheryl	Bice	St. Alphonsus Regional Medical Cntr.	Trauma Coordinator	Cheryl.bice@stalphonsus.org	208 367 6139
Lisa	Hills	Safe Kids Magic Valley	CSS Technician, A-EMT	LisaH@slhs.org	208 814 7641, 208 420 5006
Belia	Paz	Radio Rancho LLC		belia@radiorancho.com	C 208 713 7269, O 208 800 0294
Emily	Kormylo	Idaho Dept. Of Education	Driver's Education Coordinator	Ekormylo@sde.idaho.gov	208 332 6984

Matthew	Conde	AAA Oregon/Idaho	Public & Gov't Affairs Director	Matthew.conde@aaaidaho.com	208-658-4406
Lance	Johnson	FHWA Idaho Division	Traffic Safety Engineer	Lance.johnson@dot.gov	208-334-9180 x 124
Pam	Orr	Meridian Fire Department	Public Education Division Mgt.	Porr@meridiancity.org	208-884-0597

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Communications and Outreach: Strategies for Low Belt Use Groups

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
SOP202L	CPS Statewide Training Program

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **74**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **61**

Populations served - rural: **13**

Populations served - at risk: **27**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Communications & Outreach: Supporting Enforcement

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
SOP202T	Occupant Protection Outreach & Paid Media

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **10**

Estimated total number of technicians: **331**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **No**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **No**

Comprehensive occupant protection program: **Yes**

Occupant protection program assessment: **Yes**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
SB Program Management

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
S2099OP	(405b) Program Management - Seat Belt
SOP202R	Child Passenger Safety Restraints

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: **3/22/2019**

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Supporting Documents
2020 Comprehensive OP Plan.docx

_2015-2020 Occupant Protection.pdf

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets: **15**

Program management strategy: **51**

Countermeasure strategies: **49**

Enforcement strategy: **36**

Name and title of the State's designated occupant protection coordinator:

Designated occupant protection coordinator name: **Sherry Jenkins**

Designated occupant protection coordinator title: **Occupant Protection Program Manager**

Countermeasure strategies designed to achieve the performance targets of the strategic plan:

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: **3/22/2019**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
11/5/2018
3/14/2019
5/30/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Kelly Campbell**

Title of State's Traffic Records Coordinator: **Research Analyst**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

TRCC Members

First	Last	Title	Organization Representing
John	***Tomlinson***	***Highway Safety Manager - TRCC Chairman***	***Office of Highway Safety*** ***Idaho Transportation Department (ITD)***
Pam	Harder	Research Analyst Supervisor (Injury Surveillance)	Vital Statistics Idaho Department of Health & Welfare (IDHW)
Wayne	Denny	Bureau Chief (Injury Surveillance)	Emergency Medical Services Bureau Idaho Department of Health & Welfare (IDHW)
Holly	Skaar	Research Analyst, Sr (Citation/Adjudication)	Commercial Vehicle Safety Idaho State Police (ISP)
Scott	Hanson	Captain (Citation/Adjudication)	Commercial Vehicle Safety Idaho State Police (ISP)
Mark	Snyder	Data Analytics Engineer	Highway Data

			Idaho Transportation Department (ITD)
Pat	Carr	Program Manager (Driver and Vehicle)	Division of Motor Vehicles Idaho Transportation Department (ITD)
Kevin	Iwersen	Chief Information Officer (Citation/Adjudication)	Information Systems Idaho Supreme Court (ISC)
Margaret	Pridmore	HSIP Program Manager (Roadway)	Roadway Data Idaho Transportation Department (ITD)
David	Coladner	Research Analyst, Principal (Roadway)	Data Analytics Idaho Transportation Department (ITD)
Steve	Rich	Research Analyst, Principal (Crash)	Office of Highway Safety Idaho Transportation Department (ITD)
Chris	Victory	IT Administrator	Enterprise Technology Services Idaho Transportation Department
Kelly	Campbell	Research Analyst, Principal (Crash)-TRCC Coordinator	Office of Highway Safety Idaho Transportation Department (ITD)
Carrie	Akers	FARS Analyst (Crash)	Office of Highway Safety Idaho Transportation Department (ITD)
Kirstin	Weldin	Law Enforcement Trainer/Crash Analyst (Crash)	Office of Highway Safety Idaho Transportation Department (ITD)
Jim	Carr	Project Manager	Enterprise Technology Services Idaho Transportation Department (ITD)

Matthew	Syphus	Database and GIS Analyst (Crash, Roadway)	Local Highway Technical Assistance Council

TRCC Non-Voting Invitees

Gina	Beretta	Regional Program Manager	National Highway Traffic Safety Administration (NHTSA)
Lance	Johnson	Safety and Traffic / ITS Engineer	Federal Highway Administration (FHWA)
Brad	Biskup	IT Systems Integration Analyst, SR	Transportation Systems Idaho Transportation Department (ITD)
John	Cramer	Bureau of Emergency Medical Services & Preparedness Program Manager	Emergency Medical Services Bureau Idaho Department of Health & Welfare (IDHW)
Tyler	Zundel	Service Integration Manager	Enterprise Technology Services Idaho Transportation Department (ITD)
Ruth	Munoz	Financial Specialist	Financial Services Idaho Transportation Department (ITD)

Traffic Records System Assessment

Enclosed is a list of recommendations from the 2016 Traffic Records Assessment. All of these are highlighted in the 2019 Idaho Traffic Records Strategic Safety Plan, document.

Crash Recommendations

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory**.**

EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The following is derived from Page 14 of the 2019 Strategic Safety Plan:

Project Identification and Prioritization Process

The TRCC identified 37 objectives (Appendix A) derived from the Traffic Records Assessment, Crash Data Improvement Program and other needs determined by agency members.

The tables below identify which objectives and corresponding performance measures relate to system performance attributes. This categorization will assist the TRCC in prioritization and selection of projects. These tables will be reviewed annually and updated as needed, and performance measures will be assigned to objectives as appropriate to measure progress.

Table 1. Traffic Records Systems Performance Measures and Objectives

System	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	Other
Crash	C-T-1 C-T-1 a C-T-2 CRS07	CRS06	CRS05	CRS07 CRS10	CRS05	CRS01	
Roadway		RI01	RI02 R-C-4				
Driver	DR02	DR02		DR02	DR02		
Vehicle		V-A-1 VEH03	VEH01 VEH02		VEH01		
Enforcement		CARR04					
Adjudication	CAAR02 CAAR03 CAAR04	CAAR02 CAAR03 CAAR04	C/A-C-1 CAAR02 CAAR03 CAAR04	CAAR02	CAAR02		
Injury Surv.			I-C-2	IS02	I-I-1		

Table 2. Administrative Objectives

Admin. Area	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	Other
TRCC		TRCC06		TRCC03	TRCC02 TRCC03		
Strategic Plan							
Data Use and Integration			DUAI01		DUAI01		

Traffic Records for Measurable Progress

Progress for 2019 From April 1, 2017 to March 31, 2018, there were 25,919 crashes completed with a total of 8,225,186 total days from the crash date, (8,225,186 divided by 25919 equals 317.34 days).

From April 1, 2018 to March 31, 2019, there were 13,496 crashes completed with a total of 4,017,942 total days from the crash date, (4,017,942 divided by 13,496 equals 297.71 days).

Progress of 19.63 days from date of the crash to the date the crash is completed in CIRCA

Statewide E-Citation (SWET)

***G*oal:**

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

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

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

Statewide Services

Project Number	TR-2020-01-00-00	(STR2001 State)	
Benefit to Locals	No		
Grantee	ITD Office of Highway Safety (OHS)		
Grant Amount, Funding Source	$ 70,000		402
Grant Start-up	October 1, 2019		
Project Objective	Provide funding to enhance the linkage and timely analysis for citation data use and information reporting.		
Project Description	Funding will provide development and support to implement, manage, coordinate and improve the traffic records and roadway safety data projects in the traffic record systems.		
NHTSA Countermeasures 2017	Improves timeliness of a core highway safety database.		

Traffic Records Coordinating Committee (TRCC) Data Improvement Projects

Goal:

· *Improve timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record systems of Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance.*

Project Number	M3DA-2020-01-00-00	(SKD2001 State)	
	$0		
Grantee	ITD Office of Highway Safety (OHS)		
Grant Amount, Funding Source	$560,000		405c

Grant Start-up	October 1, 2019		
Project Objective	Develop and implement three projects within the six traffic records systems for deficiencies noted in the 2016 Traffic Records System, to implement changes and show improvement of traffic safety data within the system (s).		
NHTSA Countermeasures 2017	Improves accuracy of a core highway safety database.		

Project Number	M3DA-2020-02-00-00	(SKD2002 State)	
Benefit to Locals	$0		
Grantee	ITD Office of Highway Safety (OHS) and Idaho State Police		
Grant Amount, Funding Source	$1,500,000		405c
Grant Start-up	October 1, 2019		
Project Objective	Implement the E-citation software platform for the statewide electronic citation system in agencies that have not yet installed a system to improve citation data timeliness and accuracy or in agencies that have existing systems but want to upgrade to the new system which will improve completeness.		
Project Description	Grant funding will be provided for equipment and installation costs to implement the Statewide E-Citation software platform electronic citation system.		
NHTSA Countermeasures 2017	Improves accessibility of a core highway safety database.		

Program Area Management

Project Number	TR-2020-00-00 (S0020TR State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	$40,000	402
Grant Start-up	October 1, 2019	
Project Objective	Support the cost of Program Management to implement and manage the highway safety programs.	
Project Description	Funding will provide development and support to implement and manage traffic records/roadway safety projects.	
NHTSA	Highway Safety Office Program Management	

Traffic Records Supporting Non-Implemented Recommendations

All of the recommendations identified in the strategic plan, will be addressed in FY 2020 projects.

Traffic Records for Model Performance Measures

Crash Records

C-T-1 System Performance Measure: The mean number of days from the crash date to the date the crash is completed in the Idaho statewide crash database CIRCA (Crash Information Retrieval Collection and Analysis).

C-T-1 a System Performance Measure: The mean number of days from the date of the Fatal crash to the date the fatal crash is completed in the Idaho statewide crash database CIRCA (Crash Information Retrieval Collection and Analysis).

Progress for 2018 From April 1, 2016 to March 31, 2017, there were 258 fatal crashes received with a total of 42411.56 total days from the crash date received data, (42411.56 divided by 258 equals 164.39 days).

From April 1, 2017 to March 31, 2018, there were 255 fatal crashes received with a total of 38702.51 total days from the crash date received data, (38702.51 divided by 255 equals 151.77 days.

Progress of 12.62 days from date of the fatal crash to the date the crash is completed in CIRCA

C-T-2 System Performance Measure: The mean number of days from the crash date to the date the crash is transmitted to the Idaho statewide crash database CIRCA (Crash Information Retrieval Collection and Analysis).

Progress for 2017: From April 1, 2015 to March 31, 2016, there were 28722 crashes received with a total of 506325 total days from the crash date received data, (506325 divided by 28722 equals 17.63 days. From April 1, 2015 to March 31, 2016, there were 29306 crashes received with a total of 393809 total days from the crash date received data, (393809 divided by 29306 equals 13.44 days. Progress of 4.19 days from date of crash to date it is received in CIRCA

CRS01. Establish public use versions of the crash database and various linked datasets.

153. Develop a publicly-accessible website with crash data based on focus area and/or city and county.

154. Identify focus areas (or, the number of tables) available to provide data to the web site.

155. Identify scope of project to implement website, potential participants and staffing needs, funding requirements and overall implementation process.

156. PM01: Number of data tables available to the public.

157. PM02: Number of visits to web site once it is available to the public.

CRS02. Establish links between the eIMPACT software and law enforcement agency Records Management Systems (RMS).

158. Make contact with agencies (documenting contacts and substance of interactions) to assess what RMS exist and identify what programming would be required to link the systems.

159. Track which and how many agencies have eIMPACT linkage, and how many require programming to gain linkage in a uniform manner.

160. Prepare a summary report to document the number of agency users, ability to access data and programming required to link these systems.

CRS03. Share data from WebCARS back to law enforcement agencies and ensure it can be downloaded to the agencies' RMS.

161. Identify RMS programs available to law enforcement and determine need for additional formatting options in WebCARS as a necessary first step in assessing which agencies are able to download data.

162. Document number of agencies able to download data.

163. Once assessment is complete, identify process to implement downloading capability for agencies not currently participating.

CRS04. Implement smart map location coding technology in eIMPACT so that officers can point and click on the location of a crash, and location information will be automatically populated in the crash report form.

CRS05. Continue efforts to link crash and roadway inventory data and conduct analyses of risk with roadway characteristics and features.

164. PM01: Number of roadway characteristics and features (such as rumble strips, guard rails, etc., available for selection in drop down menus) available with crash data reporting.

CRS06. Establish error logging capability within the Crash Information Retrieval Collection and Analysis (CIRCA) system.

165. PM01: Quantify error rates as a comparison of "as submitted" and "as corrected" crash data.

CRS07. Establish appropriate data access permissions for the FARS analyst to obtain data from EMS providers and hospitals.

166. Enhance existing exchange of data to include the FARS analyst.

167. PM01: Number of FARS records that have EMS and hospital information noting fatalities.

CRS09. Establish a comprehensive, formal quality control program for crash data to include:

168. Complete set of operationally-relevant data quality performance measures for timeliness, accuracy, completeness, consistency, integration and accessibility;

169. Formal counting and tracking method and feedback to law enforcement agencies;

170. Link between error tracking and training content;

171. Coordination with key users to ensure errors by users are corrected and addressed in training;

172. Periodic audits on expert review of sample crash reports;

173. Oversight by the TRCC and included on the agenda of data quality measurements.

Roadway

RI01. Build a complete public road spatial and linear reference network for Idaho.

174. For a long time, there has been a desire to be able to relate crash information with other data items having to do with the roadway and its environment. Though crashes are now

commonly attributed with a latitude/longitude location, most other roadway data items are collected with respect to a linear reference (segment code and milepost).

175. Recent MAP21 legislation (CFR 23 Part 924, proposed update to HSIP requirements) is challenging the states to locate *all* public road mileage and report on their location, length, basic geometrics (number of lanes, etc.), and pavement type mainly for crash reporting purposes. Collecting such data items would essentially require the extension of the linear reference system to all these public road miles.

176. Scope of this specific project is to have a dual-carriageway representation of the road geometry. This contributes to more crashes being linked to the correct segment of road. Much if not most roadway information is collected in a dual carriageway format. The other components of the linear reference network will be funded by other means.

R-C-4: It is estimated about 85% of public roads are currently referenced with a standardized, public Linear Reference System (RS) with route ID. Increase the completeness to nearly 100**%.**

177. In the past Idaho has used a LRS system based on segment code and mile point location but it only included the State system and any Federal Aid roads. We are implementing ESRI Roads and Highways as our new LRS and all roadways will be assigned a route ID and mileage. This will allow us to located crashes and MIRE elements easier on all public roadways, not just the State system and Federal Aid roads. It will also improve our ability to pull crash data and roadway data to perform safety analysis on the roadways. Last year the GIS analyst provided a number of centerline miles that had a route ID assigned to it. Throughout the year the GIS unit continued to increase the number of centerline miles that had an established route ID. The information provided was from two separate queries, the first done in May of 2016 and the second done April of 2017. The additional route ID's added between 206 and 2017 amounted to a 9% increase.

Progress for 2017: From April 1, 2015 to March 31, 2016, there were 51,163 centerline miles, and 43,842 line miles had a route ID associated with them (43842 divided by 51163 equals 0.8569) or 85.7%.

From April 1, 2016 to March 31, 2017, there were 51,163 centerline miles, and 48,550 line miles had a route ID associated with them (48,550 divided by 51163 equals 0.9489) or 94.9%.

Progress of 9.2% or rounded to 9.0% toward completeness of centerline miles with an associated route ID.

RI02. Explore a cooperative coalition of county, Highway District, MPO and city transportation officials to assist in collection of local road features for inclusion in TAMS and Roads and Highways.

178. PM01: Number of interagency partnerships providing data included in TAMS and Roads and Highways.

179. **PM02**: Increase the number of centerline miles for federal aid roads that have an AADT attached, to increase completeness. The performance measure is evaluated by calculating the total of federal aid center lane miles in Idaho minus the number of federal aid center lane miles without an associated AADT, divided by the total number of Idaho federal aid center lane miles. Current Value is 97%

Progress for 2016: From April 1, 2014 to March 31, 2015, there were 11,650 federal aid lane miles, and 448 centerline miles did not have an associated AADT (11,650 less 448 divided by 11,650 equals 0.9615) or 96.1%.

From April 1, 2015 to March 31, 2016, there were 11,650 federal aid lane miles, and 345 centerline miles did not have an associated AADT (11,650 less 345 divided by 11,650 equals 0.9703) or 97.0%.

Progress of 0.9% or rounded to 1.0% toward completeness of centerline miles with an associated AADT was accomplished in 2016.

Driver

DRI01. Record adverse driver histories from previous states of record on non-commercial drivers (as required for commercial driver records).

180. A DL/ID Verification Systems (DIVS) – formerly referred to as Driver Record Information Verification System (DRIVerS) – has been proposed by the American Association of Motor Vehicle Administrators (AAMVA) that would minimally allow states to know when the driver has been licensed in another state. It would also have search functionality between states. Once the system is funded, developed and in place, a national check would prevent issuance of more than one valid license to an individual. When one state issues a license, the prior state cancels. The AAMVA DIVS model does not follow the assessment recommendation for each state to record the adverse driver histories from previous states of record but instead, is a pointer system similar to CDLIS. The following link provides information on DIVS: http://www.aamva.org/KnowledgeCenter/Driver/DriverLicensingAutomatedSystems/DRIVerS.htm

181. Install DIVS interface when it becomes available through AAMVA.

DRI02. Improve electronic integration quality with the Idaho Supreme Court, Idaho Judiciary, and Idaho Statewide Trial Court Automated Tracking System ISTARS (court system).

182. Add indicator when DUI suspensions are concurrent with Administrative License Suspensions. Achieved in January, 2014

183. Install filters for court modifications of specific suspension fields requiring DMV action.

184. PM01: Number of manual entries reduced for specific suspension fields in the DMV system.

Vehicle

V-A-1 System Performance Measure: The number of vehicle records without a customer number, and a goal of having every vehicle linked to a customer number.

VEH01. Gather unique customer information for vehicle records to enable all motor vehicle records for a particular customer to be linked, thus improving the integration of driver and vehicle records.

185. PM01: Percent of vehicle registration records with customer numbers for each owner.

VEH02. Improve the safety of commercial vehicles by upgrading Weigh in Motion/Automatic Vehicle Identification (WIM/AVI) software and hardware at strategic Ports of Entry in Idaho.

186. PM01: Number of commercial vehicles required to check in at Ports of Entry to produce proper credentials, and be checked for size, weight and safety ratings.

VEH03. Improve motor carrier vehicle safety by continued partnering with Federal safety program Performance and Registration Information Systems Management (PRISM) developed to reduce commercial vehicle accidents. The PRISM program encompasses two major processes – Registration and Enforcement, which are integrated to identify motor carriers (pre-registration) and hold them responsible for the safety of their operations.

187. PM01: Number of vehicles Suspended/Revoked on a quarterly/yearly basis.

Citation and Adjudication

C/A-C-1 System Performance Measure: Percent of citations with complete party/or defendant address.

CAAR01. Identify the statewide data provided by law enforcement agencies, adjudicated through the courts, and documented in the ISTARS Case Management System.

188. Examine the data being obtained for its usefulness related to this project.

CAAR02. Review the ISTARS data to identify which local law enforcement agencies are or are not using some form of e-citation to transfer their citation information.

189. Determine if law enforcement agencies using a form of e-citation demonstrate more complete data and improved timeliness in relationship to the delivery of citation date to the court's ISTARS system.

190. PM01: Number of law enforcement agencies not using a form of e-citation.

CAAR03. Improve timeliness, completeness or accuracy of data entry and reporting.

191. Contact law enforcement agencies identified as not yet using a form of e-citation filing to help identify barriers/reasons why they are not using e-citation.

192. Decrease time of entry for citation into the courts database.

193. PM01: Average entry time for citation data from 6 Idaho counties that comprise over 60% of the State's population: Time between entry and issuance were calculated by subtracting citation entry date/time from citation issue date/time for each record. An average was then determined for all citations.

System Performance Measure Baseline: There were 145,789 citations issued with an average time of 3.80 days between April 1, 2013 and March 31, 2014. There were 149,440 citations issued with an average time of 3.61 days, with a decrease of 0.19 days and showing progress.

CARR04. For continuous quality improvement, perform a comparison of data by pulling a set number of citation data from a select number of agencies presently using e-citation, and review samples of citation information from pre-e-citation implementation to post-e-citation implementation.

194. Determine if the data is more complete and accurate.

195. Determine if there is a more timely process.

196. Make recommendations based on two performance measures:

197. PM01: Percentage of records more complete.

198. PM02: Percentage of records more accurate.

Injury Surveillance

I-C-2 System Performance Measure: The percentage of EMS patient care reports with no missing data elements. Baseline data of 99.3% has been achieved by 6-30-14.

I-I-1 System Performance Measure: The percentage of appropriate EMS records in the EMS file linked to another system or file. Linkage of EMS Response Records to Trauma Registry records where there was an EMS transport.

IS01. Seek support from TRCC to change the Administrative Rules governing EMS data collection and submission.

199. A proposal for Administrative Rule changes using the NEMSIS 3 Data Dictionary will be recommended by the NEMSIS 3 Taskforce currently convened. It planned for presentation to the Rules Committee during the 2016 legislative session with final implementation in July 2017.

200. Document proposal for Administrative Rule changes in TRCC meeting minutes.

IS02. Assist EMS Bureau efforts to bring 100 percent of licensed EMS agencies online with PERCS.

201. PM01: Number of licensed EMS agencies participating in the online PERCS.

202. PM02: Number of patient care reports entered into the database.

IS03. Support efforts to fully implement the ITR in all hospitals statewide.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
SKD2001	TRCC Data Improvement

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **8/30/2016**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

The Idaho Impaired Driving Task Force represents a cross-agency, collaborative effort to prevent and eliminate impaired driving crashes on Idaho's roads. Members represent the highway safety office; areas of law enforcement and the criminal justice system (including prosecution, adjudication and probation); driver licensing; ignition interlock program; data and traffic records; public advocacy and communication.Since its formation in 2013, the Task Force has overseen, and will continue to be involved with, implementation of Idaho's plan. OHS provides information to the Task Force to measure areas of success annually. This plan is considered a living document and will be reviewed and updated on a yearly basis.

Task Force members representing different perspectives and experiences developed the initial plan, which is updated to reflect priority strategies outlined in additional plans, including the Idaho Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP) and Highway Safety Improvement Plan (HSIP). The basis for strategy development lies in analysis of crash data, economic impact of crashes, and priorities established by the National Highway Traffic Safety Administration (NHTSA) and Federal Highways Administration (FHWA); strategies are intentionally designed to encompass multiple future action plans or projects.

The Task Force was formed to accomplish the following:

203.

1.

    1. Identify specific impaired driving problems ln Idaho
    2. Make recommendations to reduce impaired driving

3. Identify ways to overcome obstacles that keep countermeasures from being effective
4. Identify and address any unintended consequences that may result from proposed actions
5. Build a cooperative communication network among stakeholders
6. Develop a plan that sets priorities, outlines strategies and action steps
7. Evaluate effectiveness of current DUI laws and recommend improvements

The Idaho Impaired Driving Plan reflects the input and direction provided by the Idaho Impaired Driving Task Force and is based on the following developed by the members:

Mission Statement:

The Idaho Impaired Driving Task Force's mission is to prevent and eliminate impaired driving in Idaho.

The Task Force will develop a plan that sets priorities and action steps, makes recommendations and empowers a cooperative network of stakeholders to eliminate impaired driving in Idaho.

Key challenges that confront the Task Force are:

204.

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1. Current laws/changes to Idaho code
2. Funding
3. Momentum
4. Time
5. Training
6. Perceptions (public & legal community)
7. Building a coalition of all the organizations
8. Being respectful and open to other task force member ideas/perceptions

Expected outcomes for the group include:

205.

1.

1. A strategic plan with action steps, specific recommendations and timelines for eliminating impaired driving in Idaho.

2. Recommendations for methods to eliminate impaired driving.

Term (Duration) of the Task Force

Following completion and submittal of the Impaired Driving Plan update by July 1, 2017, the Task Force will continue its combine duties as a monitoring and problem-solving body with the SHSP Impaired Driving Focus Area.

The 2016-2020 SHSP was developed by the Office of Highway Safety in cooperation with local, state, federal and private sector safety stakeholders. The primary goal of Idaho's SHSP is to reduce fatalities and serious injuries on all Idaho roads. The collaborative process of developing and implementing the SHSP brings together, and draws on, the strengths and resources of all safety partners. Idaho's SHSP helps safety partners better leverage limited resources and work together to achieve common safety goals.

The SHSP is a data-driven, comprehensive plan that establishes statewide goals, objectives and key focus areas - including impaired driving. These focus areas were identified using data on traffic crashes and contributing circumstances.

The SHSP Impaired Driving Focus Area Group developed strategies to reduce the number of fatalities involving impaired drivers. This group consists of safety partners from around Idaho - many of whom also serve on the Task Force.

As the Task Force has worked to develop a separate Impaired Driving Plan, they acknowledged the importance of SHSP strategies already in place and that it would be beneficial to build upon these. The SHSP strategies are consistent with those In the Impaired Driving Plan.

<u>The following strategies were Identified in the SHSP</u>:

206. Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).

207. Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, and law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.

208. Evaluate the effectiveness of current DUI laws, provide relevant data to inform decision-making, and make recommendations for improvements.

209. Continue to support effective impaired driving repeat offender treatment programs for all repeat offenders.

210. Support enforcement measures that effectively address drug impaired driving.

211. Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.

212. Support impaired driving hlgh-visibility enforcement campaigns.

213. Create new and continue to support existing multi-jurisdictional DUI task forces.

214. Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations

Key Stakeholders

Name	Title/Function	Organization
Dave Bauman	Policy Administrative License Suspension Hearing Officer	Idaho Transportation Department - Motor Vehicles
Miren Aburusa	MADD, Lead Victim Services Specialist	MADD - Idaho Chapter
Catie Wiseman	ISDL Education Manager	Idaho State Liquor Division
Steve Conger	DUI Court Probation Coordinator	Twin Falls DUI Court
Lisa Losness	OHS Impaired Driving Program Coordinator	Idaho Transportation Department
Sgt. Chris Glenn	State Impaired Driving Coordinator	Idaho State Police
Norma Jaeger	Idaho Supreme Court Technical Assistance Specialist	Problem Solving Courts
Christine Starr	City Prosecutor	City of Boise
John Tomlinson	Task Force Oversight	Office of Highway Safety
Holly Walund	Treatment Specialists	Dept. Health and Welfare
Jared Olson	Idaho Prosecuting Attorneys Association Chairman, TSRP for Idaho	Task Force

Chad Morgan	Deputy, Regional Perspective	Bingham County Sheriff's Office
Amy Kearns	Driver Services Administrative License Suspension	Idaho Transportation Department - Motor Vehicles
Tyler Jussel	Statewide Alcohol Beverage Control, LE, Education	Idaho State Police (Alcohol Beverage Control).
Jeff Talbott	DRE Coordinator	Idaho State Police Dist. 2
Matthew Conde	Public & Governmental Affairs Director	AAA Idaho/Oregon
Maryjane Knisely	Judicial Outreach Liaison	NHTSA Region 10
Steve Rich	Research Analyst Principal	Idaho Transportation Dept.
Marianne King	Grant Project Director	Idaho Ofc. Of Drug Policy

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **6/9/2017**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **Yes**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **18-8004**

Amended Date: **7/1/1994**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **18-8005**

Amended Date: **7/1/1994**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **18-8006**

Amended Date: **7/1/1994**

Sobriety program information

Legal citations: **Yes**

State program information: **No**

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **67-1412**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **67-1413**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **67-1414**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **67-1415**

Amended Date: **7/1/2015**

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's texting ban:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **Yes**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **No**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Idaho Transportation Department**

State authority name/title: **Brian W Ness/Agency Director**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(iii) Idaho STAR Basic I**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Ada	16,751
Bannock	2,731
Bonneville	3,405
Canyon	6,874
Elmore	1,125

Kootenai	7,588
Nez Perce	1,557
Twin Falls	2,668
Valley	737

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **59,688**

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: **Idaho Transportation Department**

State authority name/title: **Brian W Ness/Agency Director**

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	29	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	17	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Ada	106
Bannock	16
Bonneville	7

Canyon	55
Elmore	2
Kootenai	29
Nez Perce	10
Twin Falls	14
Valley	1

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: **286**

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Unique Identifier	Planned Activity Name
SMA2002	Motorcycle Awareness Paid Media
SMC2001	Motorcycle Safety Statewide Services

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Learner's permit stage

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Intermediate stage

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No

In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Official documents**

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: **No**

Regulation: **No**

Binding policy directive: **No**

Letter from the Governor: **No**

Court order: **No**

Other: **No**

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.