U. S. Department
of Transportation
**National Highway Traffic
Safety Administration**

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Regional Administrator

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August 26, 2014

Brian Ness
Governor's Representative for Highway Safety
Idaho Transportation Department
P.O. Box 7129
3311 W. State Street
Boise ID 83707-1129

Dear Mr. Ness:

We have reviewed Idaho's fiscal year 2015 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217), as received on June 19, 2014. Based on this submission, we find your State's highway safety program to be in compliance with requirements of the Section 402 program and is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we identified the proposed purchase of EMS equipment with an acquisition cost of $5,000 or more. The Region is withholding equipment approval. Approval is contingent upon the State following equipment and monitoring related regulations as noted in 49 CFR §18.32 and 18.40, and CFR §1200.31 and, submitting to the Region for review the project proposal to include descriptive problem identification with clear goals and objectives based on reliable data and documented need and project number, title, item and cost for each item requested.

I ask you for your continued leadership on highway safety issues as we partner in innovative traffic safety measures, particularly in the areas of seat belts and impaired driving, to counter the personal and economic impact of traffic crashes in Idaho.

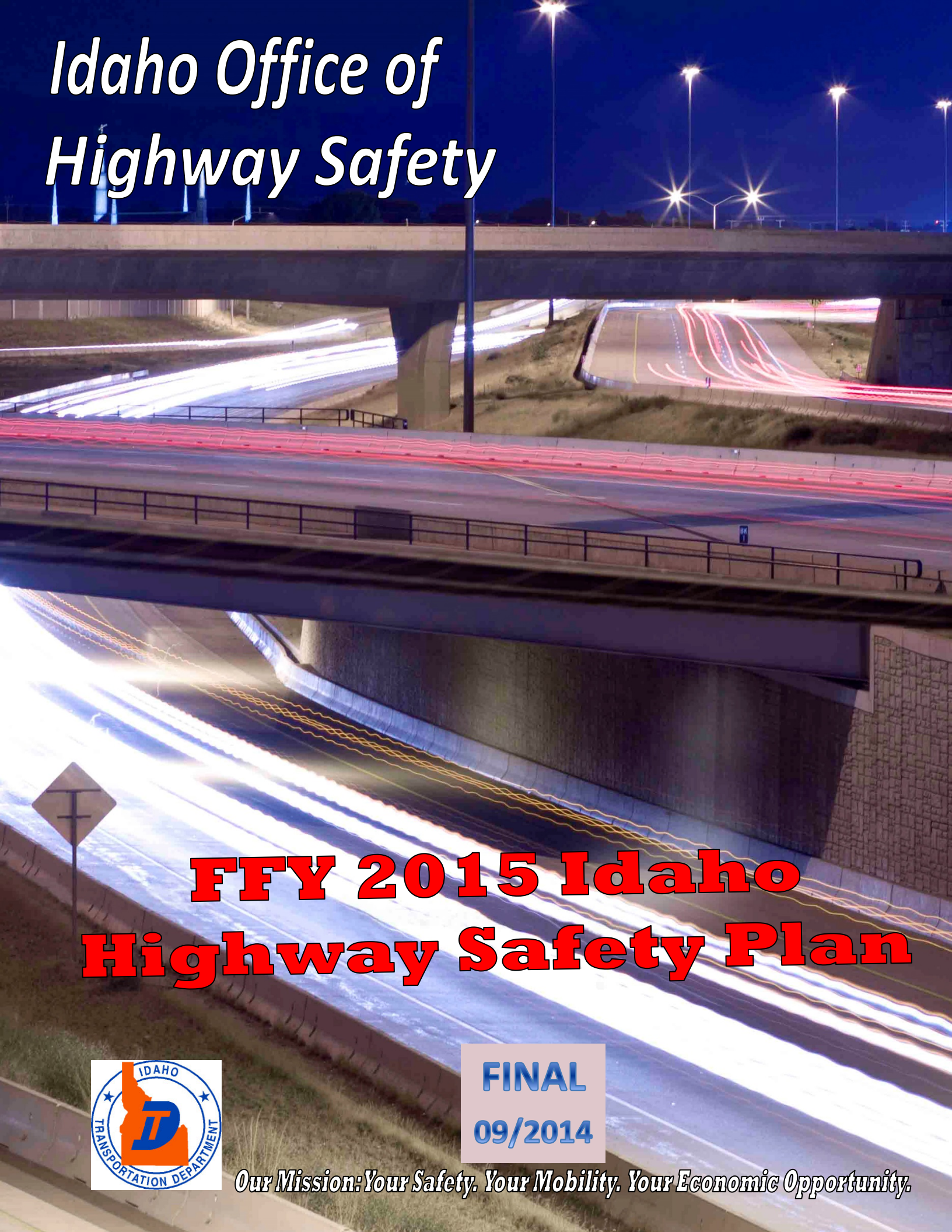
We look forward to working with the Idaho Office of Highway Safety and your partners on the successful implementation of this plan.

Sincerely,

Kirk A Dillitt

for John M. Moffat

cc: Brent Jennings, Idaho Transportation Department
Peter Hartman, Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery



Idaho Office of Highway Safety

FFY 2015 Idaho Highway Safety Plan

FINAL

09/2014

Our Mission: Your Safety. Your Mobility. Your Economic Opportunity.

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Highway Safety Performance Plan

Description of the Program

The Office of Highway Safety (OHS) administers the Federal Highway Safety Grant Program, which will be funded by formula through the transportation act entitled Moving Ahead for Progress in the 21st Century (MAP21), and the Highway Safety Act of 1966. The goal of the program is to eliminate deaths, injuries, and economic losses resulting from traffic crashes on all Idaho roadways, by implementing programs designed to address driver behaviors. The purpose of the program is to provide funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

For more information contact:
Brent Jennings, P.E.
Highway Safety Manager
Office of Highway Safety
Phone: (208) 334-8557
Brent.Jennings@itd.idaho.gov

Process Descriptions

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

The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's (NHTSA) eight highway safety priority areas. These program areas were determined by NHTSA to be most effective in eliminating motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from analysis of the Idaho crash data and coordination with the Idaho Strategic Highway Safety Plan. The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated plan that provides a comprehensive framework for eliminating highway fatalities and serious injuries on all public roads.

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

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

In October, the problem identification analysis is presented to the Idaho Traffic Safety Commission (ITSC) to identify the recommended focus areas and funding ranges. The ITSC votes to accept the Idaho Focus Areas and approve the targeted funding ranges anticipated to be programmed for the next year.

The funding ranges approved in October 2013 by the ITSC are:

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

Establishing Goals and Performance Measures

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

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. A new set of goals through 2015 were presented to and approved by the ITSC at the October 2012 meeting.

In keeping with the requirements of the Idaho Legislature, ITD continues to justify budgeting for each tax payer dollar with an updated Business Plan for each State Fiscal Year. To continuously progress to be the best Transportation department in the nation, ITD has recently experienced an organizational realignment; as a result, both the Safe Routes to School (SRTS) and Statewide Bicycle and Pedestrian programs are currently managed by the Division of Transportation Performance. In addition, there is a new program called Community Choices which is managed by Transportation Performance. These three programs put great emphasis on planning and building bicycle and pedestrian facilities, and providing bicycle and pedestrian education and safety information, training, and materials for dissemination to the

public. To justify the amount of funds OHS dedicates to bicycle and pedestrian safety, we determine the size of the problem by analyzing the rate of pedestrian and bicyclist fatalities and serious injuries. Idaho has a relatively low rate of bicycle and pedestrian fatal and serious injuries; therefore, OHS funds the Bicycle and Pedestrian program at a minimum using NHTSA Section 402 funds. OHS will continue working in partnership with the other ITD bicycle and pedestrian programs, and with the SHSP Bicycle/Pedestrian emphasis team, to support pedestrian and bicycle safety in Idaho. As in the past, OHS fully intends to pursue Federal Highway Administration (FHWA) Behavioral Safety funds through HSIP, which allows limited funding for bicycle and pedestrian safety programs.

Project Development

The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP), reflecting the focus areas considered for funding, is released in December. Requests for Proposals (RFP) invite applicants to submit Letters of Intent (LOI) by the end of January. Copies of the RFP, LOI and instructions are provided at the end of this document.

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

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. Funding decisions are based on where the crash data indicates a traffic safety problem that grant funds may be able to reduce.

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

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 Flex funds.

Project Selection

As required by MAP-21, the states must submit an 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 five pillars of safety which are:

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

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

- Culture Change: Safety advocates will work toward a chance in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho.
- Commitment: Idaho will stay the course, leaving no stone unturned in the effort to save lives and keep families whole.
- Partnerships: Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.
- Evaluation: The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

To support the overall safety goal, the SHSP is a fundamental guiding document for eleven emphasis area groups (see page 8 for list of the 11 areas). It integrates 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.

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. Additional sources that guide Idaho's HSP project selection include:

- Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices – USDOT
- Written plan/reports: SHSP, Impaired Driving Task Force published document, emphasis areas or program specific assessment reports
- Uniform Guidelines for State Highway Safety Programs - USDOT
- Highway Safety related research recommendations from trusted sources such as the Transportation Research Board, and the NCHRP Report 500 series.
- Applicant performance evaluation

Project Applications that fail to meet the selection criteria will not be recommended for the HSP.

Law Enforcement Strategies

Idaho state and local law enforcement agencies are the greatest advocates for highway safety. Our law enforcement 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 (OHS) to fund highly visible enforcement (HVE) during specified emphasis periods, special events, or corridor enforcement for OHS Performance Plan focus areas.

The goal of each mobilization is to establish project requirements with law enforcement agencies to eliminate deaths, serious injuries and economic loss and align with the Strategic Highway Safety Plan

(SHSP). Agencies taking part in the mobilizations enter into an agreement with OHS to perform dedicated patrol hours for traffic enforcement. For the impaired driving mobilization, OHS encourages participants to conduct enforcement during time frame that is data driven, which is nighttime hours.

As part of the agreement the agencies publicize the enforcement effort with local media contacts to increase the awareness of enforcement and provide results in a press release before, during, and after the mobilization. Upon completion of each mobilization the agencies are responsible for reporting their performance. During the seat belt mobilization, pre and post surveys are completed and submitted along with the performance report. Although formal seat belt usage surveys are done annually through OHS, the recipient of highway safety funds is given the opportunity to gauge performance by doing the pre and post seat belt surveys. OHS Program Managers use this information as an indicator in evaluating performance.

OHS mobilizes these specific HVE/Mobilizations:

- Impaired Driving mobilizations: November-December (to coincide with NHTSA Impaired Driving campaign, December – January 1st), March (to coincide with St. Patrick's day), June – July (to coincide with 4th of July holiday), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend)
- Seat Belts mobilizations, including May Click it or Ticket (to coincide with NHTSA national campaign)
- Aggressive Driving and Distracted Driving mobilizations
- 100 Deadliest Days

Other enforcement efforts are conducted with annual grants, corridor enforcements, and special events.

- **Idaho State Police (ISP), statewide enforcement**; highway safety funding received by ISP is divided among all 6 regions of Idaho to perform specific saturation patrols on one of the four emphasis areas of Impaired, Occupant Protection, Aggressive Driving, and Distracted Driving.
- **Selective Traffic Enforcement Program (STEP)**; This highway safety funding is used to develop the STEP with specific emphasis areas identified in a Letter of Intent (LOI), based on the severity of fatalities and serious injuries within the agency's jurisdiction. The funding supports a full time position for traffic safety dedicated Law Enforcement personnel, equipment, or educational tools. <u>No STEP program is being funded in FFY 2015.</u>
- **Year-long enforcement** partnering with local agencies; This highway safety funding is used to support monthly overtime saturation patrols geared towards the specific emphasis areas based on the severity of fatalities and serious injuries within the agency's jurisdiction.
- **Special events patrol** partnering with local agencies; This highway safety funding is provided to local agencies for special events. These are examples of enforcement efforts to be executed as needed: under-age alcohol party patrol, shoulder tap patrol, or enforcement to protect vulnerable users (pedestrian and bicyclist).
- **Corridor enforcement effort**; highway safety funding provides for multi-agency task forces to patrol specific high traffic crash locations, as determined by crash data analysis.

Overview of the Highway Safety Plan Process

Idaho Traffic Safety Commission Members

The Idaho Traffic Safety Commission 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 current commissioners are:

Judicial (Court)
The Hon Judge George Hicks
Magistrate
Elmore County

Judicial (Attorney)
Louis Marshall
Prosecutor
Bonner County

State Law Enforcement
Lieutenant Colonel Kedrick Wills
Deputy Director
Idaho State Police

County Law Enforcement
Vacant

Local Law Enforcement
Chief Jeff Wilson
Orofino Police Department

Idaho Transportation Department

- Scott Stokes, *Chief Deputy*, assigned by Brian Ness, Governor's Representative
- Brent Jennings, P.E.
  Highway Safety Manager

Municipal
Vacant

Medical
Cheryl Hansen, CPC, CAISS, CSTR
Director
Idaho Trauma Registry

Public Education
Audra Urie
Driver Education Coordinator
Idaho Department of Education

Public Education
Stacey (Ax) Axmaker
Director
Idaho *STAR* Program

Medical (Public Sector)
Mark Zandhuisen
Clinical Operations Captain
Bonner County EMS

Legislative
Representative Joe Palmer
Idaho House of Representatives

Legislative
Senator Bert Brackett
Idaho State Senate

Idaho Strategic Highway Safety Plan Oversight Team and Team leaders *as of June 24, 2013*

Oversight Team:	Scott Stokes, *Oversight Team Chairman, Chief Deputy, Idaho Transportation Department* Brent Jennings, *Highway Safety Manager, Idaho Transportation Department* Lance Johnson, *Safety and Traffic Program Manager, Federal Highway Administration* Lieutenant Colonel Kedrick Wills, *Deputy Director, Idaho State Police* Shirley Wise, *Regional Program Manager, NHTSA*
Safety Restraint Team Leader:	Kyle Wills *Officer, Boise Police Department*
Impaired Driving Team Leader:	Dean Matlock *Sergeant, Idaho State Police*
Aggressive Driving Team Leader:	Eric Simunich *Officer, Boise Police Department*
Distracted Driving Team Leader:	Matt Pavelek *Sergeant,* Nampa Police Department
Youthful Driver Team Leader:	Todd Bilbo *Detective, Boise Police Department*
Motorcycle Safety Team Leader:	Stacey Axmaker *Director, Idaho STAR Program*
Vulnerable Users, (Bike, Pedestrian, and Mature Drivers) Team Leader:	Cynthia Gibson *Executive Director* *Idaho Pedestrian & Bicycle Alliance*
Commercial Vehicles Team Leader:	Bill Reese *Captain, Idaho State Police*
Lane Departure Team Leader:	John Perry *Field Operations Engineer, Federal Highway Administration*
Intersections Team Leader:	Ross Oyen *Traffic Engineering Supervisor, ADA County Highway District*
Emergency Response Team Leader:	Mark Zandhuisen *Bonner County Emergency Medical Services*

Goals and Performance Measures

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 Statement

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

Primary Goal

Reduce the 5-year average number of traffic deaths 200 or fewer by 2015.

Primary Performance Measures, Benchmarks, & Strategy

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 2010 benchmark is comprised of five years of crash data and exposure data for the years 2008 through 2011. NHTSA has instituted a set of ten core outcome performance measures and one core behavioral performance measure for which the States shall set goals and report progress. There are three additional activity measures for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link: http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf.

The data to be used in determining goals for the performance measures is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website:
http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/16_ID/2010/16_ID_2010.htm.

The exceptions are the 5-year average number of serious injuries, which come from the state crash data and the yearly observed seat belt use rate which is determined from the observational seat belt survey. The goals listed below were presented to the Idaho Traffic Safety Commission in the October Performance Planning meeting.

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 2006-2010 Benchmark, that would be for the years 2006 through 2010).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 the incorrect way to calculate the value since the rates are weighted values and averaging them negates the weights.

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

		Goal	Actual
2010 Benchmark	-		237
2011	-	217	217
2012	-	209	204
2013	-	204	
2014	-	201	
2015	-	200	

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

		Goal	Actual
2010 Benchmark	-		1,559
2011	-	1,479	1,480
2012	-	1,402	1,377
2013	-	1,384	
2014	-	1,364	
2015	-	1,356	

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

		Goal	Actual
2010 Benchmark	-		1.53
2011	-	1.39	1.39
2012	-	1.34	1.29
2013	-	1.29	
2014	-	1.27	
2015	-	1.25	

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

		Goal	Actual
2010 Benchmark	-		99
2011	-	92	90
2012	-	90	82
2013	-	88	
2014	-	85	
2015	-	83	

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

		Goal	Actual
2010 Benchmark	-		73
2011	-	69	66
2012	-	68	63
2013	-	67	
2014	-	66	
2015	-	66	

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

		Goal	Actual
2010 Benchmark	-		76
2011	-	71	69
2012	-	70	65
2013	-	69	
2014	-	67	
2015	-	66	

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

		Goal	Actual
2010 Benchmark	-		32
2011	-	28	27
2012	-	27	26
2013	-	26	
2014	-	26	
2015	-	25	

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

		Goal	Actual
2010 Benchmark	-		17
2011	-	16	15
2012	-	15	14
2013	-	14	
2014	-	14	
2015	-	14	

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

		Goal	Actual
2010 Benchmark	-		43
2011	-	41	39
2012	-	40	34
2013	-	39	
2014	-	38	
2015	-	36	

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

		Goal	Actual
2010 Benchmark	-		11
2011	-	11	11
2012	-	10	11
2013	-	10	
2014	-	10	
2015	-	9	

C-11. Keep the five-year average number of bicyclists killed by motor vehicles from increasing.

		Goal	Actual
2010 Benchmark	-		3
2011	-	3	3
2012	-	3	3
2013	-	3	
2014	-	3	
2015	-	3	

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

		Goal	Actual
2010 Benchmark	-		77.9%
2011	-	78.9%	79.1%
2012	-	79.1%	79.0%
2013	-	79.3%	81.6%
2014	-	79.5%	
2015	-	79.7%	

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

	A-1 Seat Belt	A-2 DUI	A-3 Speeding
FFY2010	11,276	1,352	16,464
FFY2011	9,795	1,214	19,932
FFY2012	11,125	1,010	14,311
FFY2013	8,449	803	8,401
FFY2014			

Performance Measures: Goals and Actual Values

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

			Benchmark 2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
C1	**5-Year Ave Fatalities**	**Goals**		**217**	**209**	**204**	**201**	**200**
		Actual Values	237	217	204			
C2	**5-Year Ave Serious Injuries**	**Goals**		**1,479**	**1,402**	**1,384**	**1,364**	**1,356**
		Actual Values	1,559	1,480	1,377			
C3	**5-Year Fatality Rate**	**Goals**		**1.39**	**1.34**	**1.29**	**1.27**	**1.25**
		Actual Values	1.53	1.39	1.29			
C4	**5-Year Ave Unrestrained PMV Fatalities**	**Goals**		**92**	**90**	**88**	**85**	**83**
		Actual Values	99	90	82			
C5	**5-Year Ave Driver BAC>=0.08 Fatalities**	**Goals**		**69**	**68**	**67**	**66**	**66**
		Actual Values	73	66	63			
C6	**5-Year Ave Speeding Fatalities**	**Goals**		**71**	**70**	**69**	**67**	**66**
		Actual Values	76	69	65			
C7	**5-Year Ave Motorcycle Fatalities**	**Goals**		**28**	**27**	**26**	**26**	**25**
		Actual Values	32	27	26			
C8	**5-Year Ave Unhelmeted MC Fatalities**	**Goals**		**16**	**15**	**14**	**14**	**14**
		Actual Values	17	15	14			
C9	**5-Year Ave Drivers <=20 in Fatal Crashes**	**Goals**		**41**	**40**	**39**	**38**	**36**
		Actual Values	43	39	34			
C10	**5-Year Ave Pedestrian Fatalities**	**Goals**		**11**	**10**	**10**	**10**	**9**
		Actual Values	11	11	11			
C11	**5-Year Ave Bicycle Fatalities**	**Goals**		**3**	**3**	**3**	**3**	**3**
		Actual Values	3	3	3			
			2010	**2011**	**2012**	**2013**	**2014**	**2015**
B1	**Yearly Observed SB Use**	**Goals**		**78.9%**	**79.1%**	**79.3%**	**79.5%**	**79.7%**
		Actual Values	77.9%	79.1%	79.0%	81.6%		
Items for Reporting								
			2010	**2011**	**2012**	**2013**	**2014**	**2015**
	Yearly Total Fatality Rate		1.32	1.05	1.13			
	Yearly Urban Fatality Rate		0.67	0.47	0.47			
	Yearly Rural Fatality Rate		1.79	1.47	1.60			
				FFY2011	**FFY2012**	**FFY2013**	**FFY2014**	**FFY2015**
A1	**Seat Belt Citations Issued during Grant Funded Activities**			9,795	11,125	8,449		
A2	**DUI Arrests made during Grant Funded Activities**			1,214	1,010	803		
A3	**Speeding Citations Issued during Grant Funded Activities**			19,932	14,311	8,401		

Reference Materials

· **Idaho Traffic Safety Commissioners (ITSC) members (see page 7)**

· **Strategic Highway Safety Plan (SHSP) oversight members and SHSP respective team leaders (see page 8)**

· **Equipment over $5,000 for NHTSA approval (page 15)**
This list provides information about equipment which needs NHTSA approval for items over the $5,000 threshold.

· **Highway Safety Performance Plan Cost Summary, (HS form 217) for Section 402 and 405 (page 16)**
These budget summary forms are based on projects outlined in the Highway Safety Program-Project Descriptions Document, and are estimates based on expected funding. The carry forward funds are located in the **Previous Balance** column, and **Current Balance** column is the total of carry forward and new funds. Revised initial obligating HS 217 forms will be submitted within 30 days of being notified of the actual funding level approved by Congress.

· **Highway Safety Program Project Descriptions (tab: Project Description)**
This document includes brief descriptions of each project for which funding approval is sought. The Section 402 projects are sorted by focus area and can be identified by project number. Project numbers assigned correlate with the Federal financial grant tracking system. The document also provides information as to the source of funds (NHTSA or FHWA) and identifies the match amounts as well as the benefit to local percentage requirements for Section 402 grant fund.

· **Idaho Problem Identification Report (tab: Problem Identification Report)**
This report contains the data and information used to identify Idaho's most critical traffic safety problems. This report is updated annually by the OHS Principle Analyst, reviewed by the ITSC and is used to support and update SHSP goals and strategies. It is also used to support funding allocations.

· **Section 402 Certifications and Assurances (Appendix A)**
This document contains specific certifications and language required under law in order to receive highway safety grant funds.

· **Section 405 Certifications and Assurances (Appendix B)**
This document contains specific certifications and language required under law, in accompanying Section 405 application for Highway Safety Incentive grant funds.

· **Impaired Driving Plan (Appendix B.1)**
This document is the approved Idaho Impaired Driving Plan by Idaho Impaired Driving Task Force.

· **The Data Driven Process (Appendix C)**
This section contains a description and examples of data used for evaluation of the problem areas at the local agency level (Counties and Cities). The data is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations.

· **ITD Organization Chart (Appendix D)**
This chart, on the last page, is the organization chart for OHS, excluding the Governor's office. Here is the link for the State wide organizational chart: http://dfm.idaho.gov/citizensguide/statestructure.html

· **Request for Proposal – Highway Safety Grants (Appendix E)**
A Request for Proposal form is used to apply for highway safety grant funding. Applicants provide information about problem areas and proposed solutions that address one or more of the identified focus areas.

Equipment over $5,000

Below is the list of equipment request from various agencies for equipment over $5,000; it also identifies the NTHSA funding source in reimbursing agencies for their equipment.

	Agency	Equipment	Model/ Make	Price	Funding Source
1	***Declo Fire Protection District***	Extrication equipment: Cutter, spreader, ram, hose, crib and power unit.	Nexus	$26,667.00	**402**
2	***Cottonwood Volunteer Fire Department***	Battery powered cutter and battery powered spreader tool, extrication equipment	Hurst	$29,333.00	**402**
3	***Kuna Rural Fire District***	Airbags, auto crib sets, stabilization and lightweight lifting struts and extrication equipment	Nexus, Hurst	$40,000.00	**402**
4	***West Pend Oreille Fire District***	Stabilization and control equipment; bags, hoses and strut kit.	Holmatro	$9333.00	**402**
5	***Idaho Falls Fire Department***	Stabilization and cushion extrication equipment for passenger and CMV extrications.	Paratech	$25,000.00	**402**

Grantee is required to track their equipment per 49 CFR 18.32 and 23 CFR 1200.31. When they signed the grant agreement or the Memorandum of Understanding (MOU), they are to certify that:

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes under 23 CFR 1200.31.

In using NHTSA funds, Grantee will comply with the provisions of the Buy America Act per NHTSA interpretation.

92%

Most adults in

Blackfoot

do NOT drink & drive.

COURAGEOUS VOICES

CREATE SAFE ROADS

Most Idahoans have the courage to end drinking & driving.

Source: PCN Community Survey on Impaired Driving in Idaho, 2012, n=362.

82%

Most adults in

Lewiston

support strong enforcement of DUI laws.

COURAGEOUS VOICES

CREATE SAFE ROADS

Most Idahoans have the courage to end drinking & driving.

Source: PCN Community Survey on Impaired Driving in Idaho, 2012, n=391.

71%

Most adults in

Twin Falls

would try to prevent someone from drinking & driving.

COURAGEOUS VOICES

CREATE SAFE ROADS

Most Idahoans have the courage to end drinking & driving.

Source: PCN Community Survey on Impaired Driving in Idaho, 2012, n=345.

HIGHWAY SAFETY PROGRAM COST SUMMARY SECTION 402

State___ID_____ Number_____1_____

Date____04/02/14_____

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decrease)	Current Balance	
PA-2015-00-00-00	Planning and Admin		$87,261	$15,000	$130,000	$145,000	$0
AL-2015-00-00-00	Impaired Driving		$90,000	$70,000	$278,800	$348,800	$250,000
EM-2015-00-00-00	Emergency Medical Services		$36,250	$60,000	$48,750	$108,750	$98,750
MC-2015-00-00-00	Motorcycle		$4,500	$15,000	$38,350	$53,350	$15,000
OP-2015-00-00-00	Safety Restraints		$85,500	$45,000	$242,000	$287,000	$173,000
PT-2015-00-00-00	Aggressive Driving		$77,667	$50,000	$322,800	$372,800	$250,000
TSP-2015-00-00-00	Youthful Drivers		$42,667	$70,000	$149,800	$219,800	$120,000
TS-2015-00-00-00	Traffic Records		$54,833	$50,000	$164,500	$214,500	$40,000
CP-2015-00-00-00	Community Traffic Safety		$16,833	$20,000	$160,500	$180,500	$89,000
RS-2015-00-00-00	Roadway Safety		$0	$15,000	$0	$15,000	$0
DD-2015-00-00-00	Distracted Driving		$24,333	$20,000	$65,000	$85,000	$15,000
CR-2015-00-00-00	Child Restraint		$5,500	$15,000	$106,500	$121,500	$70,000
PS-2015-00-00-00	Bike/Ped Safety		$4,333	$0	$18,000	$18,000	$5,000
PM-2015-00-00-00	Paid Media		$0	$30,000	$386,000	$416,000	$193,000
	Total NHTSA 402 Fund		**$529,677**	**$475,000**	**$2,111,000**	**$2,586,000**	**$1,318,750**
K9-2015-00-00-00	408 SAFETEA-LU		$385,500	$1,537,997	$0	$1,537,997	$700,000
M3DA-2015-00-00-00	405(c) MAP 21 Data		$275,530	$756,113	$346,000	$1,102,113	$300,000

HIGHWAY SAFETY PROGRAM COST SUMMARY

State___ID_____ Number_____1_____

Date____04/02/14_____

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decrease)	Current Balance	
K8-2015-00-00-00	410 SAFETEA-LU		$510,000	$30,000	$0	$30,000	$30,000
K8PM-2015-00-00-00	410 SAFETEA-LU Paid Media		$0	$140,000	$0	$140,000	$0
M5HVE-2015-00-00-00; M5TR-2015-00-00-00; M5CS-2015-00-00-00; M5IDC-2015-00-00-00;	405(d) ***mid-range*** MAP 21 Impaired		$903,667	$1,330,000	$775,000	$2,105,000	$523,000
M5PEM-2015-00-00-00	405(d) ***mid-range*** MAP 21 Impaired Paid Media		$30,000	$100,000	$300,000	$400,000	$0
M2HVE-2015-00-00-00; M2TR-2015-00-00-00; M2PE-2015-00-00-00	405(b) ***lower rate*** MAP 21 Occupant Protection		$209,100	$447,129	$303,400	$750,529	$295,000
M9MA-2015-00-00-00	405(f) MAP 21 Motorcycle		$18,500	$34,000	$40,000	$74,000	$0
	Total NHTSA INCENTIVE FUNDS		**$2,332,297**	**$4,375,239**	**$1,764,400**	**$6,139,639**	**$1,848,000**
164AL-2015-00-00-00	NHTSA TRANSFER FUNDS		$0	$980,000	$0	$980,000	$400,000
	Total NHTSA TRANSFER FUNDS		**$0**	**$980,000**	**$0**	**$980,000**	**$400,000**

HIGHWAY SAFETY PROGRAM COST SUMMARY

State ID Number 1

Date 04/02/14

	Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decrease)	Current Balance	
KN12539	FHWA FY'15 Behavioral Safety Funds		$79,214	$0	$1,000,000	$1,000,000	$300,000
	Total FHWA		**$79,214**	**$0**	**$1,000,000**	**$1,000,000**	**$300,000**
	Total NHTSA FFY 2015 PROGRAMS		**$2,861,974**	**$5,830,239**	**$3,875,400**	**$9,705,639**	**$3,566,750**
	Total NHTSA & FHWA FFY 2015 PROGRAMS		***$2,941,188***	***$5,830,239***	***$4,875,400***	***$10,705,639***	***$3,866,750***

State Official Authorized Signature: _____

NAME: **Brian W. Ness, ITD Director**

TITLE: Governor's Representative for Highway Safety

DATE: 6/2/2014

HS Form 217

Federal Official Authorized Signature: _____

NHTSA

NAME: _____

TITLE: _____

DATE: _____

Effective Date: _____

SECTION 402 IMPAIRED DRIVING

Strategic Highway Safety Plan (SHSP)	**1**	**Support impaired driving high visibility enforcement and alcohol compliance checks each year.**
	2	**Increase the number of Drug Recognition Expert (DRE) officers.**
	3	**Support efforts to establish more DUI Courts.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
AL-2015-01-00-00	SAL1501	ITD-OHS Statewide Services Grant	This grant will provide funding for: enforcement plan including statewide mobilization overtime and equipment; compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses, and to support statewide impaired driving task force.	SHSP 1-3	C-5		$253,800	$80,000	$250,000	
	SAL1501-A	ITD-OHS SWS Grant. **Mobilization** - November-December, March, July, August Enforcement Plan	Funding provides statewide mobilization overtime and equipment to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.	SHSP 1	C-5	$220,000				
	SAL1501-B	OHS SWS - Education	This Grant will provide funding for education materials, travel, training to aid with the eliminating impaired traffic crashes and fatalities, serious injuries and economic losses.	SHSP 1	C-5	$13,000				
	SAL1501-C	OHS SWS - Compliance and Training	This Grant will provide funding for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; and consultant fees.	SHSP 1-3	C-5	$20,800				
AL-2015-09-00-00	SAL1509	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to eliminate impaired driving traffic related fatalities, serious injuries, and economic losses. Dedicated administrative expenses will be included. (See additional description in SSB1509, SPT1509, and SDD1509.)	SHSP 1-3	C-5		$65,000	$0	$0	
AL-2015-AL-00-00	S0015AL	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-3	C-1 C-2 C-3		$30,000	$10,000	$0	
			IMPAIRED DRIVING TOTAL				$348,800	$90,000	$250,000	

AGGRESSIVE DRIVING

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Partner with law enforcement agencies to implement traffic safety programs and high visibility enforcement in local jurisdictions.**

2 **Educate law enforcement and the public regarding aggressive driving behaviors and consequences through effective media campaigns.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
PT-2015-01-00-00	SPT1501	ITD-OHS Statewide Services Grant	Grant funding will provide overtime enforcement and incentive equipment reimbursement, training costs, public awareness materials, presentations, consultant fees, printing costs, and travel. The goal is to coordinate cooperation of stakeholders and to focus on eliminating aggressive driving related fatalities, serious injuries, and economic losses.	SHSP 1-2	C-6		$284,800	$70,000	$250,000	
	SPT1501-A	ITD-OHS SWS Grant. **Mobilization** Enforcement Plan	This grant will fund overtime and equipment for law enforcement to help eliminate aggressive driving related fatalities, serious injuries, and economic losses.	SHSP 1	C-6	$130,000				$130,000
	SPT1501-B	Statewide Services	Grant will fund education materials, public awareness materials, presentations, consultant fees, printing costs, training costs and travel.	SHSP 1	C-6	$150,000				
	SPT1501-C1	Post Falls Police/ Law Enforcement Training	Provide funding to cover costs of lead trainer, trainee travel expenses, and educational materials for "train the trainer" course titled "Below 100." Training will be conducted by a Below 100 certified trainer, and will be held in southern Idaho. The Below 100 program targets law enforcement personnel in the areas of aggressive, distracted, and seat belt use while on duty. Primary purpose of course is to reduce officer fatalities and injuries when responding to service calls. The trained officers will be provided a copy of the presentation so they may provide training at their agencies. Pre- and post-class surveys will be conducted at both the "Train the Trainer" and individual agencies to measure the effectiveness of the training.	SHSP 1	C-1 C-2 C-4 C-6	$4,000				
PT-2015-09-00-00	SPT1509	Idaho State Police	This grant will fund overtime and mileage expenses for enforcement and education activities to eliminate aggressive driving-related fatalities, serious injuries, and economic losses. Dedicated administrative expenses will be included. (See additional description in SAL1509, SSB1509, and SDD1509.)	SHSP 1-2	C-6		$65,000	$0	$0	
PT-2015-PT-00-00	S0015PT	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		$23,000	$7,667	$0	
			AGGRESSIVE DRIVING TOTAL				$372,800	$77,667	$250,000	

SECTION 402 YOUTHFUL DRIVERS

Strategic Highway Safety Plan (SHSP) Strategies:	**1**	**Educate young and inexperienced drivers up to age 18, through grade 12 (or successfully completing the G.E.D.) on traffic safety issues.**
	2	**Utilize appropriate assessment and evaluation tools for driver education.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
TSP-2015-01-00-00	SYD1501	ITD-OHS Statewide Services Grant	Funding will be focused on performance measure C-9 and the Strategic Highway Safety Plan (SHSP) page 56 to eliminate youthful driving fatalities, serious injuries, economic losses, and increase youth accountability with the development and disbursement of public awareness materials, equipment, training, consultant fees, printing and travel.	SHSP 1-2	C-9		$4,800			
TSP-2015-02-00-00	SYD1502	Alive at 25	Funding will be utilized for the Alive at 25 program with community presentations on youthful traffic safety, and assist young adults in making good driving decisions. This project supports performance measure C-9 and the SHSP page 25.	SHSP 1	C-9		$120,000	$25,000	$100,000	$45,000
TSP-2015-03-00-00	SYD1503	Youthful Driver Summit and Events	Funding will be utilized for youthful community traffic safety events to assist young adults in making good driving decisions, and supports performance measure C-9 and the SHSP on page 25.	SHSP 1-2	C-9		$25,000	$5,000	$20,000	$25,000
TSP-2015-04-00-00	SYD1504	Teen Website	Funding will update the youthful driver website to provide a resource for traffic safety data and educational opportunities for young adults to assist with making good driving decisions, and it supports performance measure C-9 and the SHSP page 25.	SHSP 2	C-9		$18,000			
TSP-2015-05-00-00	SYD1505	Highway Safety Kids Calendar	Funding supports performance measure C-9 and the SHSP page 26 with peer education, providing coordination, promotion and dissemination of calendar artwork and traffic messages by elementary students, who will soon be drivers on Idaho's roadways.	SHSP 1	C-9		$14,000			
TSP-2015-YD-00-00	S0015YD	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		$38,000	$12,667	$0	
			YOUTHFUL DRIVER TOTAL				$219,800	$42,667	$120,000	$70,000

SECTION 402 SAFETY RESTRAINTS

Strategic Highway Safety Plan (SHSP) Strategies:		
	1	**Educate and inform target groups regarding the importance of safety restraint use.**
	2	**Increase enforcement of safety restraint laws.**
	3	**All grantees including law enforcement will have an enforced seat belt policy.**
	4	**Encourage public and private employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
OP-2015-01-00-00	SSB1501	ITD-OHS Statewide Services Grant	Funding for seat belt enforcement, seat belt survey, educational materials, travel, and training costs to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4		$179,000	$70,000	$170,000	
	SSB1501-A	ITD-OHS SWS Grant. **Mobilization** February Enforcement Plan	Funding for seat belt enforcement to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.	SHSP 2	C-4	$50,000				
	SSB1501-B	ITD-OHS SWS Grant. **Mobilization** May Enforcement Plan	Funding for "Click it or Ticket" seat belt enforcement to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.	SHSP 2	C-4	$110,000				
	SSB1501-C	Educational Materials, travel and training costs	Funding for seat belt educational materials, travel and training costs to increase seat belt use and eliminate traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4	$15,000				
	SSB1501-C1	Post Falls Police/ Law Enforcement Training	Provide funding to cover costs of lead trainer, trainee travel expenses, and educational materials for "train the trainer" course titled "Below 100." Training will be conducted by a Below 100 certified trainer, and will be held in southern Idaho. The Below 100 program targets law enforcement personnel in the areas of aggressive, distracted, and seat belt use while on duty. Primary purpose of course is to reduce officer fatalities and injuries when responding to service calls. The trained officers will be provided a copy of the presentation so they may provide training at their agencies. Pre- and post-class surveys will be conducted at both the "Train the Trainer" and individual agencies to measure the effectiveness of the training.	SHSP 1	C-1 C-2 C-4 C-6	$4,000				
OP-2015-09-00-00	SSB1509	Idaho State Police	Funding for overtime and mileage expenses in support of enforcement and education activities to increase the seat belt use rate and eliminate traffic fatalities, serious injuries, and economic loss. Dedicated administrative expense is included. (See additional description in SAL1509, SPT1509, and SDD1509.)	SHSP 1-2	C-4 A-1		$65,000	$0	$0	
OP-2015-21-00-00	SSB1521	Buckle Up for Bobby	Funding for speaker and travel expenses in support of education statewide of preteens and teens with Seat Belt Awareness Programs to increase seat belt use rate and reduce traffic fatalities, serious injuries, and economic losses.	SHSP 1	C-4 C-9 A-1		$4,000	$2,500	$3,000	
OP-2015-SB-00-00	S0015SB	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-3	C-1 C-2 C-3		$39,000	$13,000	$0	
			SAFETY RESTRAINT TOTAL				$287,000	$85,500	$173,000	

SECTION 402 CHILD PASSENGER SAFETY

Strategic Highway Safety Plan (SHSP) Strategies:		
	1	**Educate parents, caregivers and grandparents regarding the proper selection and installation of child passenger safety restraints.**
	2	**Maintain current and increase the number of Child Passenger Safety (DPS) Technicians.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
CR-2015-01-00-00	SCR1501	ITD-OHS Child Restraint Statewide Svc. Grant	Funding for educational materials, training, presentations, and travel to focus on the elimination of traffic deaths resulting form lack of or improper use of child passenger safety seats, serious injuries, and economic losses among Idaho's children.	SHSP 1	C-4		$5,000	$0	$0	
CR-2015-02-00-00	SCR1502	Idaho Chapter of the American Academy of Pediatrics	Funding will provide the statewide distribution of child passenger safety seats and the supervision of Idaho's Child Passenger Safety (CPS) Technician Training program including educational materials, travel, and expenses related to the training and continued education of CPS Techs through ICAAP.	SHSP 1-2	C-4		$100,000	$0	$70,000	
CR-2015-CR-00-00	S0015CR	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		$16,500	$5,500	$0	
			CHILD PASSENGER SAFETY TOTAL				$121,500	$5,500	$70,000	

SECTION 402 EMERGENCY MEDICAL SERVICES

Strategic Highway Safety Plan (SHSP) Strategies:	**1**	**Increase emergency scene safety through multi-jurisdictional collaborative training.**
	2	**Provide highest level of EMS care practical in rural communities.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
EM-2015-02-00-00	SEM1502	Idaho Falls Fire Department	Funds for stabilization and cushion extrication equipment designed to use with both passenger vehicles and commercial vehicles, which will reduce time elapsed from the crash incident to victim's arrival at a medical facility.	SHSP 2	C-1 C-2 C-3		$18,750	$6,250	$18,750	
EM-2015-03-00-00	SEM1503	West Pend Oreille Fire District	Funds for stabilization and control equipment designed to use with extrication equipment to ensure safer and faster removal of victims of vehicle crashes which reduces the time it takes to get a patient to a medical facility.	SHSP 2	C-1 C-2 C-3		$7,000	$2,333	$7,000	
EM-2015-04-00-00	SEM1504	Kuna Rural Fire District	Funds for airbags, auto crib sets, stabilization and lightweight lifting struts and extrication equipment to improve the ability to quickly remove victims in a safe manner for transport to a medical facility.	SHSP 2	C-1 C-2 C-3		$30,000	$10,000	$30,000	
EM-2015-05-00-00	SEM1505	Declo Volunteer Fire Department	Funds for extrication equipment that allows for quick set-up and easy operation in order to remove injured crash victims from the site more rapidly and safety which aids in the reduction of time for the victim to reach a medical facility.	SHSP 2	C-1 C-2 C-3		$20,000	$6,667	$20,000	
EM-2015-06-00-00	SEM1506	Riggins Ambulance	Funding will provide equipment to aid in the ease of retrieving a victim from a crash that has traveled down the steep embankments near the riverside roads Riggins Ambulance services.	SHSP 2	C-1 C-2 C-3		$1,000	$333	$1,000	
EM-2015-07-00-00	SEM1507	Cottonwood Volunteer Fire Department	Funds for cutter and spreader extrication equipment to aid in the rescue of vehicle crash victims which will aid in reduced elapsed times from crash to a medical facility.	SHSP 2	C-1 C-2 C-3		$22,000	$7,333	$22,000	
EM-2015-EM-00-00	S0015EM	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation.	SHSP 1-2	C-1 C-2 C-3		$10,000	$3,333	$0	
			EMERGENCY MEDICAL TOTAL				$108,750	$36,250	$98,750	

SECTION 402 MOTORCYCLE SAFETY

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Reduce motorcycle injuries and fatalities by conducting statewide education, enforcement, and awareness efforts with a focus on rider safety and impaired riding.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
MC-2015-01-00-00	SMC1501	ITD-OHS Statewide Services Grant	Funding will provide public awareness and educational materials, travel and training costs, reimbursement for overtime enforcement, with a primary goal being to focus on eliminating motorcycle involved fatalities, serious injuries, and economic losses.	SHSP 1	C-7 C-8		$39,850	$0	$15,000	1,100,00.00
MC-2015-MC-00-00	S0015MC	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.	SHSP 1	C-1 C-2 C-3		$13,500	$4,500	$0	$0
			MOTORCYCLE SAFETY TOTAL				$53,350	$4,500	$15,000	1,100,00.00

SECTION 402 TRAFFIC RECORDS/ROADWAY SAFETY

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Highway Safety Programs are data-driven and establish statewide targets in the key emphasis areas. (Page 8)**

2 **Crash data provides evidence-based information on safety progress and trends in Idaho. (Page 8)**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
TS-2015-01-00-00	STR1501	ITD-OHS Traffic Records Statewide Svc.WebCars	Funding provides for collection and maintenance of crash data to allow comprehensive, accurate and effective evaluation and data-driven decisions. The project supports performance measures C-1, C-2 and C-2, as well as providing the Strategic Highway Safety Plan (SHSP) data for measuring progress noted on page 9.	SHSP 1-2	C-1 C-2 C-3		$35,000	$45,000	$0	$130,000
TS-2015-02-00-00	STR1502	ITD-OHS Traffic Records Statewide Svc. - E-Citation	Funding will provide accurate and timely enhancement to the citation and adjudication process through implementation of a statewide electronic citation with local agencies. The Traffic Records Assessment of 2006 recommended efforts to implement electronic citation software, and on Page 3 in the 2011 report, a statewide project was recommended for implementation in the remaining Idaho law enforcement agencies.	SHSP 1-2	C-1 C-2 C-3		$85,000	$0	$40,000	
TS-2015-03-00-00	STR1503	ITD-OHS Traffic Records Statewide Svc. - Data Warehouse	Funding will provide data enhancement with the development of an architecture and implementation plan of a traffic record systems data warehouse.	SHSP 1-2	C-1 C-2 C-3		$65,000	$0	$0	
RS-2015-01-00-00	SRS1501	ITD-OHS Roadway Safety Statewide Svc.WebCars	Funding provides maintenance and enhancements for a comprehensive and effective tool to analyze collected crash data in decisions made on projects.	SHSP 1-2	C-1 C-2 C-3		$15,000	$0	$0	$30,000
TR-2015-TR-00-00	S0015TR	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring and evaluation for Traffic Records and Roadway Safety projects.	SHSP 1-2	C-1 C-2 C-3		$29,500	$9,833	$0	
			TRAFFIC RECORDS/ROADWAY SAFETY TOTAL				$229,500	$54,833	$40,000	$160,000

DISTRACTED DRIVING

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Education for all roadway users and employers on the dangers of distracted driving and drowsy driving.**

2 **Enforce distracted driving laws including no texting and inattention.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
DD-2015-01-00-00	SDD1501	ITD-OHS Statewide Services Grant	Funding will provide educational materials, media development, distribution, consultant fees, enforcement and travel to focus on eliminating distracted driving fatalities, serious injuries, and economic loss from traffic crashes.	SHSP 1-2	C-1 C-2 C-3	$41,000	$43,000	$20,000	$15,000	
	SDD1501-D1	Post Falls Police/ Law Enforcement Training	Provide funding to cover costs of lead trainer, trainee travel expenses, and educational materials for "train the trainer" course titled "Below 100." Training will be conducted by a Below 100 certified trainer, and will be held in southern Idaho. The Below 100 program targets law enforcement personnel in the areas of aggressive, distracted, and seat belt use while on duty. Primary purpose of course is to reduce officer fatalities and injuries when responding to service calls. The trained officers will be provided a copy of the presentation so they may provide training at their agencies. Pre- and post-class surveys will be conducted at both the "Train the Trainer" and individual agencies to measure the effectiveness of the training.	SHSP 1	C-1 C-2 C-4 C-6	$2,000				
DD-2015-01-00-00	SDD1509	Idaho State Police	This grant will fund overtime enforcement and education of youth and adult drivers to eliminate distracted driving related traffic crash fatalities, serious injuries, and economic losses. Administrative expenses will be included. (See additional description in SAL1509, SPT1509, and SSB1509.)	SHSP 1-2	C-1 C-2 C-3		$29,000	$0	$0	
DD-2015-DD-00-00	S0015DD	OHS Program Area Management	Personnel costs, data analysis and other incidental to administer program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		$13,000	$4,333	$0	
			DISTRACTED DRIVING TOTAL				$85,000	$24,333	$15,000	

SECTION 402 PAID ADVERTISING

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Educate and inform target groups to raise awareness about the dangers of operating a vehicle in a distracted, impaired, unrestrained and/or aggressive manner.**

2 **Develop effective media campaigns to reach target groups to eliminate deaths and serious injuries on Idaho's roadways as a result of unrestrained, impaired, aggressive, and distracted driving.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
PM-2015-01-00-00	SPM1501	ITD-OHS. Paid Media	Funding for paid media purchases and media development for the general public, or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the areas of impaired driving, aggressive driving, safety restraints, child passenger safety, motorcycle, distracted driving and youthful driver focus areas as determined by the SHSP. The purchases support scheduled the different focus areas 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.	SHSP 1-2	C-1 C-2 C-3		$386,000		$193,000	
	SPM1501-A	OHS - Paid Media Alcohol	Funding for paid media purchases and media development for the general public, or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the impaired driving focus areas as determined by the SHSP. The purchases support scheduled the seat belt 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.	SHSP 1-2	C-1 C-2 C-3	$90,000		$0		

SECTION 402 PAID ADVERTISING

Strategic Highway Safety Plan (SHSP) Strategies:	**1**	**Educate and inform target groups to raise awareness about the dangers of operating a vehicle in a distracted, impaired, unrestrained and/or aggressive manner.**
	2	**Develop effective media campaigns to reach target groups to eliminate deaths and serious injuries on Idaho's roadways as a result of unrestrained, impaired, aggressive, and distracted driving.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
	SPM1501-B	OHS - Paid Media Aggressive	Funding for paid media purchases and media development for the general public, or focused audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the aggressive driving focus areas as determined by the SHSP. The purchases support scheduled the 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.	SHSP 1-2	C-1 C-2 C-3	$55,000		$0		$100,000
	SPM1501-C	OHS - Paid Media Safety Restraints	Funding for paid media purchases and media development for seat belt target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. The purchases support the scheduled seat belt 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.	SHSP 1-2	C-1 C-2 C-3 B-1	$100,000		$0		
	SPM1501-D	OHS- Paid Media Child Passenger Safety	Funding for paid media purchases and media development for child passenger safety target audiences, to raise awareness and change behavior in an effort to reduce death, injuries and economic losses in traffic crashes as determined by the SHSP. The purchases support 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.	SHSP 1-2	C-1 C-2 C-3	$35,000		$0		
	SPM1501-E	OHS - Paid Media Motorcycle	Paid media buys and media development aimed to raise awareness about the presence of motorcycles through a variety of media outlets such as radio, TV, on-line, printed material, 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.	SHSP 1-2	C-1 C-2 C-3	$20,000		$0		
	SPM1501-F	OHS - Paid Media Distracted Driving	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the areas of distracted driving focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	$55,000		$0		
	SPM1501-G	OHS- Paid Media Youth	Media purchases and development of radio, television, print materials, outdoor or electronic advertising, and other communication tools and methods shall be focused on youthful driver awareness to improve the age group's driving behavior on Idaho roadways. Funding may gain exposure with associated state and federal media campaigns. Message recognition of the targeted audience shall be measured in the annual public opinion survey and media-buy demographic reports.	SHSP 1-2	C-1 C-2 C-3	$26,000		$0		
	SPM1501-H	OHS- Bicycle/Pedestrian Safety	Funding for paid media purchases and media development for the general public, or targeted audiences, to raise awareness and change behavior in an effort to eliminate death, injuries and economic losses in traffic crashes in the youthful drivers safety focus areas as determined by the SHSP. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods.	SHSP 1-2	C-1 C-2 C-3	$5,000		$0		

PM-2015-02-00-00	SPM1502	OHS - Media Survey	Funding provides contractor technical fees and services to evaluate the effectiveness of paid media communication tools and marketing strategies utilized in raising awareness and effecting behavioral changes to eliminate death and serious injuries in traffic crashes.	SHSP 1-2	C-1 C-2 C-3		$30,000	$0	$0	
			SECTION 402 PAID ADVERTISING TOTAL				$416,000	$0	$193,000	$100,000

SECTION 402 COMMUNITY PROJECTS

Strategic Highway Safety Plan (SHSP) Strategies:

1 **Promote a change in mindset that it is not acceptable to make poor and irresponsible choices when driving in Idaho as we move toward the vision of "Towards Zero Deaths".**

2 **Move toward zero deaths on all roadways in Idaho by addressing all 5 categories of the "Toward Zero Deaths" initiative: engineering, education, enforcement, emergency response and policy.**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
CP-2015-01-00-00	SCP1501	ITD-OHS - Highway Safety Summit	Funding to provide the summit conference to deliver technical and practical training to increase knowledge of traffic safety issues and strategies, provide opportunity for attendees to network and share best practices for effective enforcement and education in reducing deaths, injuries and economic losses in traffic crashes.	SHSP 1-2	C-1 C-2 C-3		$40,000	$0	$25,000	$10,000
CP-2015-02-00-00	SCP1502	ITD-OHS - Law Enforcement Liaisons	Funding of 6 Idaho districts (District 1-Coeur d'Alene Police; District 2-ISP; District 3-Boise Police; District 4-ISP; District 5-Bingham County Sheriff's office; District 6-Madison County Sheriff's Office) law enforcement liaisons to increase the participation and effectiveness of state and local law enforcement officers and agencies during statewide mobilizations, education and outreach efforts.	SHSP 1-2	C-1 C-2 C-3 A-1		$60,000	$0	$50,000	
CP-2015-03-00-00	SCP1503	ITD-OHS - Idaho Highway Safety Coalition (IHSC)	Funding to support and promote activities and projects for the Idaho Highway Safety Coalition (IHSC) implementation in order to maintain a statewide traffic safety crash prevention program including, activities, website hosting, administration, fostering partnerships, outreach, and education efforts statewide in order to strengthen partnerships, the coalition and resources.	SHSP 1-2	C-1 C-2 C-3		$15,000	$0	$7,000	$200,000
CP-2015-04-00-00	SCP1504	ITD-OHS - Strategic Highway Safety Plan (SHSP)	Funding to support and promote activities and projects for the Strategic Highway Safety Plan (SHSP) implementation including, workshops, activities, website hosting, administration, partnerships, outreach and education to promote highway safety; a majority of SHSP total funding will come from FHWA Flex Funding.	SHSP 1-2	C-1 C-2 C-3		$15,000	$0	$7,000	$35,000
CP-2015-CP-00-00	S0015CP	OHS Program Area Management	Personnel costs, data analysis, travel expenses, and other incidentals to administer program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		$50,500	$16,833	$0	
			COMMUNITY PROJECT TOTAL				$180,500	$16,833	$89,000	$210,000

SECTION 402 BICYCLE & PEDESTRIAN SAFETY

Strategic Highway Safety

1 **Increase knowledge and compliance of policies, laws, programs and procedures related to mobility and safety.**

2 **Support training to educate planners, engineers and decision-makers in community and infrastructure**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
PS-2015-01-00-00	SPS1501	ITD-OHS Statewide Services Grant	Funding to support and promote bicycle and pedestrian safety through enforcement, training and education efforts.	SHSP 1-2	C-10		$5,000	$0	$5,000	
PS-2015-PS-00-00	S0015PS	OHS Program Area Management	Personnel costs and other incidental to administer bicycle and pedestrian safety program development, monitoring, and evaluation.	SHSP 1-2	C-1 C-2 C-3		$13,000	$4,333	$0	
			TOTAL BICYCLE AND PEDESTRIAN SAFETY TOTAL				$18,000	$4,333	$5,000	

SECTION 402 PLANNING AND ADMINISTRATION

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
PA-2015-PA-00-00	S0015PA	OHS Planning & Administration	Personnel, operating costs, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 402 statewide program.		C-1 C-2 C-3		$145,000	$87,261	$0	
			402 PLANNING AND ADMINISTRATION TOTAL				$145,000	$87,261	$0	

SECTION 405b OCCUPANT PROTECTION

Strategic Highway Safety Plan (SHSP) Strategies:	**1**	**Educate and inform target groups regarding the importance of safety restraint use.**
	2	**Increase enforcement of safety restraint laws.**
	3	**All grantees including law enforcement will have an enforced seat belt policy.**
	4	**Encourage public and private employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time.**
	5	**Increase education to law enforcement regarding safety restraint use (adult and child passenger)**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	SHSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M2HVE-2015-01-00-00	SOP1501	ITD-OHS Section 405 Safety Restraints Statewide Svc. Grant	Funding for occupant protection enforcement and surveys, educational materials, travel, and training costs to increase seat belt and proper child restraint use, and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 1-5	C-1 C-2 C-3 C-4 B-1		$720,529	$199,100	$0	
M2HVE-2015-01-00-00	SOP1501	ITD-OHS SWS Grant. **Mobilization** May Enforcement Plan	Funding for "Click it or Ticket" and sustained seat belt enforcement mobilizations to increase seat belt use and decrease traffic fatalities, serious injuries, and economic losses.	SHSP 1-2	C-4 B-1	$295,529			$295,000	
M2PE-2015-21-00-00	SOP1521	ITD-OHS Paid Media	Paid media buys and media development will raise awareness and affect behavioral changes to increase occupant protection usage, through the use of radio, news, printed material, outdoor advertising, and other communication tools and methods.	SHSP 1, 2, 4	C-1 C-2 C-3 C-4 B-1	$275,000				
M2OP-2015-22-00-00	SOP1522	Occupant Protection Surveys	Develop and initiate occupant protection surveys to gather and evaluate safety restraint use statewide.	SHSP O	B-1	$50,000				
M2TR-2015-23-00-00	SOP1523	Occupant Protection Training	Develop and provide training regarding proper occupant protection and child restraint use to law enforcement, safety professionals, fire and emergency medical personnel.	SHSP 1, 5	C-4 B-1	$100,000				
M2HVE-2015-00-00-SB	SOP1599	OHS Program Area Management Section 405	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation of Section 405b program.	SHSP 1-3	C-1 C-2 C-3		$30,000	$10,000	$0	
			405 OCCUPANT PROTECTION TOTAL			$720,529	$750,529	$209,100	$295,000	$0

SECTION 410 ALCOHOL-IMPAIRED DRIVING

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
K8-2015-01-00-00	SK81501	OHS Section 410 Statewide Svc.	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; overtime for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and enforcement equipment, support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5		$30,000	$510,000	$30,000	
			410 ALCOHOL TOTAL				$30,000	$510,000	$30,000	

SECTION 405d ALCOHOL-IMPAIRED DRIVING

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M5HVE-2015-01-00-00	SID1501	ITD-OHS Section 405 Statewide Svc.	This grant will provide funding for: overtime for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; overtime for impaired driving mobilizations; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; traffic safety and enforcement equipment, support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; consultant fees, travel, and educational materials, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5		$1,050,000	$634,500	$400,000	
	SID1501-A	ITD-OHS SWS Grant. **Mobilization** - November-December Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5	$200,000				
	SID1501-B	ITD-OHS SWS Grant. **Mobilization** - March Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5	$150,000				
	SID1501-C	ITD-OHS SWS Grant. **Mobilization** - July Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5	$150,000				
	SID1501-D	ITD-OHS SWS Grant. **Mobilization** - September Enforcement Plan	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5	$150,000				
M5OT-2015-04-00-00	SID1504	ITD-OHS SWS Grant. Special Enforcement	This grant will provide funding for special events throughout the year.		C-5	$150,000				
M5TR-2015-21-00-00	SID1521	ITD-OHS SWS Grant. Education	This Grant will provide funding for education materials, travel, training to aid with the elimination of impaired traffic crashes and fatalities, serious injuries and economic losses.		C-5	$100,000				
M5TR-2015-22-00-00	SID1522	ITD-OHS SWS Grant. Compliance and Training	This Grant will provide funding for compliance checks to prevent the sale of alcohol to minors; overtime for "over service" bar checks; training and conferences for judicial, law enforcement, probation, and prosecutorial professionals; support of the Drug Evaluation & Classification Program, Support of the Law Enforcement Phlebotomy Program, start up funds for DUI courts and county probation officer positions; and consultant fees.		C-5	$150,000				

SECTION 405d ALCOHOL-IMPAIRED DRIVING

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M5CS-2015-02-00-00	SID1502	Traffic Safety Resource Prosecutor (8th year)	Salary, benefits, travel, training, education, and professional equipment purchases for a Traffic Safety Resource Prosecutor will provide critical support, enhancing the capability of law enforcement to effectively pursue impaired driving and traffic safety violations and Idaho's prosecutors to successfully convict those violations. Administrative expenses will be included.		C-5		$250,000	$62,500	$0	
M5IDC-2015-03-00-00	SID1503	State Impaired Driving Co-coordinator (3rd year)	This grant will fully fund the salary, benefits, and overtime for the State Impaired Driving Coordinator (SIDC) to ensure that the Drug Evaluation and Classification (DEC) program is properly and effectively administered. The SIDC must be able to work in partnership with federal, state, county and local L/E, groups and organizations, and must ensure that DRE training is conducted within the state, and that DRE's maintain their certification whenever needed and when resources and personnel allow. There is also funding for overtime hours for an administrative assistant along with DRE certification courses, DRE refresher, equipment and IACP membership dues.		C-5		$300,000	$75,000	$0	
M5OT-2015-05-00-00	SID1505	MADD	This grant will pay to help implement a new "Designated Driver Awareness" program throughout the State. Funds will pay for staff hours to collaborate with local vendors and events to promote responsible driving.		C-5		$17,000	$4,250	$0	
M5OT-2015-06-00-00	SID1506	Meridian Police Department	This grant will fund a DUI task Force to consist of 2 full time police officers dedicated to the enforcement, education and prevention of impaired driving.		C-5		$123,000	$30,750	$123,000	
M5OT-2015-07-00-00	SID1507	DUI Task Force Implementation	This grant will be used to implement the strategies identified by Idaho's Impaired Driving Task Force.		C-5		$300,000	$75,000	$0	
M5HVE-2015-01-00-ID	SID1599	OHS Program Area Management Section 405	Personnel costs, data analysis, travel expenses, and other incidental to administer program development, monitoring, and evaluation.		C-1 C-2 C-3		$65,000	$21,667	$0	
			405 ALCOHOL PAID MEDIA TOTAL			$900,000	$2,105,000	$903,667	$523,000	
			410 & 405 ALCOHOL PAID MEDIA TOTAL				$2,135,000	$1,413,667	$553,000	

SECTION 410 ALCOHOL - PAID MEDIA

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
K8PM-2015-00-00-00	SK815PM	ITD-OHS- Paid Advertising Section 410	Paid media buys and media development will raise awareness and affect behavioral changes to eliminate impaired driving using radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.		C-5		$140,000	$0	$0	
			410 ALCOHOL PAID MEDIA TOTAL				$140,000	$0	$0	

SECTION 405d ALCOHOL - PAID MEDIA

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M5PEM-2015-PM-00-00	SID15PM	ITD-OHS- Paid Advertising Section 405	Paid media buys and media development will raise awareness and affect behavioral changes to eliminate impaired driving using radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.		C-5		$400,000	$30,000	$0	
			405 ALCOHOL PAID MEDIA TOTAL				$400,000	$30,000	$0	
			410 & 405 ALCOHOL PAID MEDIA TOTAL				$680,000	$30,000	$0	

SECTION 408 DATA ENHANCEMENT PROGRAM

Traffic Records Strategic Plan 1 **Traffic Record Systems data will be enhanced and improved to provide evidence-based information on traffic safety progress and trends in Idaho. (Page 5)**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
K9-2015-02-00-00	SK91502	ITD-OHS Section 408 Statewide Svc. - Statewide Electronic Citation Project	Funding will provide accurate and timely enhancement to the citation and adjudication process and data through implementation of a statewide electronic citation with local agencies. The Traffic Records Assessment of 2006 recommended efforts to implement electronic citation software, and on Page 3 in the 2011 report, a statewide project was recommended for implementation in the remaining Idaho law enforcement agencies.	TRSSP 1	Pg. 3		$1,275,418	$385,500	$700,000	$390,500
K9-2015-03-00-00	SK91503	ITD-OHS Section 408 Statewide Svc. - Data Warehouse	Funding will develop a central repository for integrating data from multiple sources for analysis of the traffic records systems.	TRSSP 1	DUAI02		$217,579	$0	$0	$0
K9-2015-04-00-00	SK91504	WebCARS Roadway Data Integration	Funding will develop a linkage between roadway characteristics and crash analysis to enhance the data.	TRSSP 1	CRA05		$45,000	$0	$0	$0
			408 DATA ENHANCEMENT PROGRAM TOTAL				$1,537,997	$385,500	$700,000	$390,500

SECTION 405c DATA ENHANCEMENT PROGRAM

Traffic Records Strategic Plan 1 **Traffic Record Systems data will be enhanced and improved to provide evidence-based information on traffic safety progress and trends in Idaho. (Page 5)**

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M3DA-2015-01-00-00	SKD1501	ITD-OHS Section 405 Statewide Svc.	Funding provides for enhancing the traffic record systems data to allow comprehensive, accurate and effective data to be evaluated for data-driven decisions. The project also supports performance measures C-1, C-2 and C-2.	TRSSP 1	Pg. 3		$264,330	$275,530	$0	$80,000
M3DA-2015-02-00-00	SKD1502	ITD-OHS Section 405 Statewide Svc. - Statewide Electronic Citation Project	Funding will provide accuracy and timeliness enhancement to the citation and adjudication process through implementation of a statewide electronic citation with local agencies. The Traffic Records Assessment of 2006 recommended efforts to implement electronic citation software, and on Page 3 in the 2011 report, a statewide project was recommended for implementation in the remaining agencies of Idaho.	TRSSP 1	Pg. 3		$337,783	$0	$300,000	
M3DA-2015-03-00-00	SKD1503	ITD-OHS Section 405 Statewide Svc. - Data Warehouse	Funding will develop a central repository for integrating data from multiple sources for analysis of the traffic records systems.	TRSSP 1	DUAI02		$500,000		$0	
			405 DATA ENHANCEMENT PROGRAM TOTAL				$1,102,113	$275,530	$300,000	$80,000
			408 & 405 DATA ENHANCEMENT PROGRAM TOTAL				$2,640,110	$661,030	$1,000,000	$470,500

SECTION 405f MOTORCYCLE SAFETY

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
M9MA-2014-02-00-00	SMA1402	ITD-OHS- Paid Advertising Section 405 Motorcycle	Paid media buys and media development for motorcycle awareness by the general public will raise awareness and affect behavioral changes through multi-media radio, TV, news, printed material, outdoor advertising, and other communication tools and methods.		C-7 C-8		$74,000	$18,500	$0	
			405 MOTORCYCLE SAFETY TOTAL				$74,000	$18,500	$0	

SECTION 164 REPEAT OFFENDER PENALTY

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
164AL-2015-01-00-00	S641501	ITD-OHS Section 164 Repeat Offender Statewide Svc. - Mobilization	This grant will provide funding for overtime for statewide mobilizations and equipment, to eliminate impaired traffic crashes and fatalities, serious injuries, and economic losses.		C-5		$200,000	$0	$200,000	
164AL-2015-02-00-00	S641502	ITD-OHS Section 164 Repeat Offender Statewide Svc. - Alcohol Interlock Program	This grant will fund the updating of outdated administrative rules make recommended changes. Create judicial education to increase interlock participation, training law enforcement officers on the use of and laws associated with the interlock, and create vendor certification		C-5		$200,000	$0	$0	
164AL-2015-03-00-00	S641503	OHS Section 164 Repeat Offender Statewide Svc. - DUI Courts	This grant will provide funding for Salary/Benefits for DUI Court Judge, Coordinator and Probation Officer. Equipment, travel and training costs for court personnel.		C-5		$500,000	$0	$200,000	
164AL-2015-04-00-00	S641504	ITD-OHS Section 164 Repeat Offender Statewide Svc. - Project Implementation	This grant will pay to implement the Idaho Impaired Driving Programs through meeting facilitation, research, logistics, time and travel.		C-5		$80,000	$0	$0	
			164 TRANSFER TOTAL				$980,000	$0	$400,000	

2015 FHWA FLEX FUNDS

FEDERAL PROJECT	OHS NUMBER	GRANT/PROJECT NAME	DESCRIPTION	HSP Strategy	Performance Measure	SWS BUDGET	NHTSA $	STATE/LOCAL MATCH	LOCAL BENEFIT $	OTHER SOURCES
VXXXXXX	KN12539	OHS - Behavioral Safety - High Visibility Enforcement	Funding will support enforcement efforts during high visibility enforcement campaigns intended to reduce traffic deaths, serious injuries, and economic losses. These funds will be used to enhance the current NHTSA-funded behavioral safety program.		C-1 C-2 C-3		$500,000	$0	$300,000	
VXXXXXX	KN12539	OHS - Behavioral Safety - Education	Funding will develop and purchase paid advertising to support high visibility enforcement campaigns and traffic safety culture change efforts (including television, radio, outdoor advertising, associated planning and development costs), and fund Strategic Highway Safety Plan (SHSP) development and implementation activities.		C-1 C-2 C-3		$500,000	$0		
			FHWA FLEX TOTAL				$1,000,000	$0	$300,000	

Idaho

Problem

Identification

Report

FY 2015

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2012, 184 people were killed and 10,988 people were injured in traffic crashes.
- The fatality rate was 1.16 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2012. For the last two years, Idaho's fatality rate was at or lower than the U.S. fatality rate. The US fatality rate was estimated to be 1.16 per 100 million AVMT in 2012.
- Motor vehicle crashes cost Idahoans nearly $2.32 billion in 2012. Fatal and serious injuries represented 68 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Crashes	25,002	22,992	22,555	20,833	21,402	-3.7%
Fatal Crashes	212	199	185	152	169	-5.0%
Total Deaths	232	226	209	167	184	-5.0%
Injury Crashes	8,227	7,861	7,939	7,492	7,630	-1.8%
Total Injured	11,995	11,393	11,725	10,866	10,988	-2.1%
Property-Damage-Only Crashes (Severity >$1,500)	16,563	14,932	14,431	13,189	13,603	-4.7%
Idaho Population (thousands)[1]	1,524	1,546	1,560	1,585	1,596	1.2%
Licensed Drivers (thousands)[2]	1038	1,055	1,070	1,084	1,093	1.3%
Vehicle Miles Of Travel (millions)[2]	15,281	15,430	15,555	15,416	15,838	0.9%
Registered Vehicles (thousands)[3]	1,453	1,401	1,413	1,417	1,555	1.8%

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, 2012

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	184	$6,295,406	$1,158,354,665
Serious Injuries	1,287	$313,516	$403,495,729
Visible Injuries	3,428	$87,814	$301,027,171
Possible Injuries	6,273	$58,209	$365,142,397
Property Damage Only	13,603	$6,739	$91,669,697
Total Estimate of Economic Cost			$2,319,689,659

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

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Fatal and Injury Crash Involvement by Age of Driver, 2012

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	1,831	14%	62,094	6%	2.4
20-24	1,838	14%	96,489	9%	1.6
25-34	2,625	20%	192,252	18%	1.1
35-44	2,041	15%	180,000	16%	0.9
45-54	1,960	15%	190,019	17%	0.9
55-64	1,566	12%	184,849	17%	0.7
65 & Older	1,329	10%	187,274	17%	0.6
Missing	24	0%			
Total	13,214		1,092,977		

*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, 2008-2012

Roadway Information	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Local:						
AVMT (100 millions)[1]	71.4	71.2	72.1	71.1	74.0	0.9%
Fatal Crash Rate	1.2	1.1	1.1	1.0	1.0	-3.9%
Injury Crash Rate	73.4	63.8	69.1	60.1	60.7	-4.2%
Total Crash Rate	225.2	189.7	197.6	169.0	170.3	-6.3%
State System (Non-Interstate):						
AVMT (100 millions)[1]	48.0	48.3	48.7	48.2	48.4	0.2%
Fatal Crash Rate	1.9	2.0	1.6	1.3	1.5	-4.8%
Injury Crash Rate	47.5	53.2	46.9	53.7	52.1	2.9%
Total Crash Rate	136.1	149.2	127.0	143.0	142.2	1.7%
Interstate:						
AVMT (100 millions)[1]	33.4	34.8	34.8	34.8	36.0	1.9%
Fatal Crash Rate	1.1	0.7	0.8	0.5	0.7	-7.7%
Injury Crash Rate	21.1	21.7	19.4	18.0	17.2	-4.8%
Total Crash Rate	71.5	65.6	61.2	55.3	53.2	-7.1%
Statewide Totals:						
AVMT (100 millions)[1]	152.8	154.3	155.6	154.2	158.4	0.9%
Fatal Crash Rate	1.4	1.3	1.2	1.0	1.1	-5.9%
Injury Crash Rate	53.8	50.9	51.0	48.6	48.2	-2.7%
Total Crash Rate	163.6	149.0	145.0	135.1	135.1	-4.6%

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Aggressive Driving

The Definition

- Aggressive driving behaviors include: Failure to Yield Right of Way, Driving Too Fast for Conditions, Exceeding the Posted Speed, Passed Stop Sign, Disregarded Signal, and Following Too Close.

- Aggressive driving crashes are those where an officer indicates that at least one aggressive driving behavior contributed to the collision. Up to three contributing circumstances are possible for each vehicle in a collision, thus the total number of crashes attributed to these behaviors is less than the sum of the individual components.

The Problem

- Aggressive driving was a factor in 53 percent of all crashes and 36 percent of all fatalities in 2012.

- Drivers, ages 19 and younger, are 4.4 times as likely to be involved in an aggressive driving collision as all other drivers.

- Aggressive driving crashes cost Idahoans just over $1.06 billion in 2012. This represented 46 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Aggressive Driving Crashes	13,570	12,044	11,815	10,266	11,442	-3.7%
Fatalities	100	105	88	64	66	-8.8%
Serious Injuries	746	638	637	573	629	-3.7%
Visible Injuries	1,867	1,778	1,929	1,726	1,944	1.5%
Possible Injuries	4,326	3,920	3,986	3,546	3,964	-1.7%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	268	274	292	238	233	-2.9%
Fail to Yield Right of Way	334	264	218	174	215	-8.8%
Exceeded Posted Speed	103	91	94	65	63	-10.6%
Passed Stop Sign	92	85	88	79	93	0.9%
Disregarded Signal	48	35	47	59	63	9.9%
Following Too Close	47	38	29	65	100	33.8%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	5.54	4.82	4.66	4.13	4.39	-5.3%

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

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Distracted Driving

The Definition

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

The Problem

- In 2012, 41 fatalities resulted from distracted driving crashes. This represents 22 percent of all fatalities. Of the 28 passenger vehicle occupants killed in distracted driving crashes, 19 (68 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2012 were 5 pedestrians, 3 motorcyclists, 2 ATV riders, and 1 bicyclist.

- In 2012, drivers under the age of 25 comprised 39 percent of the drivers involved in all distracted driving crashes and 22 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 15 percent of the licensed drivers.

- Distracted driving crashes cost Idahoans just over $601.4 million dollars in 2012. This represents 26 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Distracted Driving Crashes	6,723	6,136	5,882	4,925	4,890	-7.5%
Fatalities	72	60	60	41	41	-12.1%
Serious Injuries	527	490	517	372	422	-4.0%
Visible Injuries	1,152	1,153	1,256	1,064	1,005	-3.0%
Possible Injuries	2,413	2,284	2,316	1,906	1,792	-6.9%
Distracted Driving Crashes as a % of All Crashes	26.9%	26.7%	26.1%	23.6%	22.8%	-3.9%
Distracted Driving Fatalities as a % of All Fatalities	31.0%	26.5%	28.7%	24.6%	22.3%	-7.5%
Distracted Driving Injuries as a % of All Injuries	34.1%	34.5%	34.9%	30.8%	29.3%	-3.6%
All Fatal and Injury Crashes	8,439	8,060	8,124	7,644	7,799	-1.9%
Distracted Fatal/Injury Crashes	2,781	2,647	2,673	2,673		-26.0%
% DistractedDriving	33.0%	32.8%	32.9%	35.0%	0.0%	-23.5%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.92	3.56	3.71	2.68	2.92	-5.9%

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Safety Restraints

The Problem

- In 2012, 79 percent of Idahoans were using seat belts, based on seat belt survey observations.

- In 2012, seat belt usage varied by region around the state from a high of 93 percent in District 3 (Southwestern Idaho) to a low of 64 percent in District 5 (Southeastern Idaho).

- Only 43 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2012. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 58 lives were saved in Idaho in 2012 because they were wearing a seat belt and an additional 37 lives could have been saved if everyone had worn their seat belt.

- There were 2 children under the age of 7 killed (1 were restrained) and 13 seriously injured (7 were restrained) while riding in passenger vehicles in 2012. 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 2012. Additionally, 16 serious injuries were prevented and 4 of the 6 unrestrained serious injuries may have been prevented if they had all been properly restrained

- Unrestrained passenger motor vehicle occupants cost Idahoans over $605.5 million in 2012. This represents 26 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Observational Seat Belt Survey						
District 1	82%	77%	71%	72%	72%	-3.3%
District 2	85%	83%	87%	86%	86%	0.3%
District 3	88%	91%	93%	93%	93%	1.5%
District 4	72%	70%	71%	67%	66%	-2.0%
District 5	63%	65%	63%	61%	64%	0.5%
District 6	60%	67%	64%	68%	71%	4.6%
Statewide Average	**77%**	**79%**	**78%**	**79%**	**79%**	0.7%
Seat Belt Use - Age 4 and Older* Cars, Pickups, Vans and SUV's						
In Fatal Crashes	32.9%	41.0%	46.7%	31.7%	43.0%	10.5%
In Serious Injury Crashes	64.6%	65.9%	65.4%	66.2%	65.8%	0.5%
Self Reported Child Restraint Use* in Cars, Pickups, Vans and SUV's	81.6%	78.6%	78.0%	80.8%	75.5%	-1.8%

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Impaired Driving

Definition

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

The Problem

- In 2012, 73 fatalities resulted from impaired driving crashes. This represents 40 percent of all fatalities. Only 10 (or 19 percent) of the 54 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 9 motorcyclists, 5 ATV riders, and 5 pedestrians killed in impaired driving crashes.

- Of the 73 people killed in impaired driving crashes in 2012, 67 (or 92%) were impaired drivers, persons riding with an impaired driver, or impaired pedestrians.

- Almost 13 percent of impaired drivers involved in crashes were under the age of 21 in 2012, even though they are too young to legally purchase alcohol.

- Impaired driving crashes cost Idahoans over $605.4 million in 2012. This represents 26 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Impaired Driving Crashes	1,783	1,579	1,593	1,456	1,454	-4.8%
Fatalities	96	74	96	66	73	-3.5%
Serious Injuries	285	269	273	277	241	-3.9%
Visible Injuries	433	461	447	400	399	-1.8%
Possible Injuries	569	474	475	474	535	-1.0%
Impaired Driving Crashes as a % of All Crashes	7.1%	6.9%	7.1%	7.0%	6.8%	-1.2%
Impaired Driving Fatalities as a % of All Fatalities	41.4%	28.8%	45.9%	39.5%	39.7%	3.9%
Impaired Driving Injuries as a % of All Injuries	10.7%	10.6%	10.2%	10.6%	10.7%	0.0%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.49	2.22	2.37	2.22	1.98	-5.3%
Annual DUI Arrests by Agency*						
Idaho State Police	1,977	2,441	2,003	1,846	1,659	-3.1%
Local Agencies	10,195	9,886	8,723	7,840	7,482	-7.4%
Total Arrests	12,172	12,327	10,726	9,686	9,141	-6.8%
DUI Arrests per 100 Licensed Drivers	1.17	1.17	1.00	0.89	0.84	-8.0%

*Source: Bureau of Criminal Identification, Idaho State Police

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Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2012, yet they represented over 11 percent of the drivers involved in fatal and serious injury crashes.

- In 2012, drivers ages 15 to 19 constituted 9 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.

- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.

- Of the 14 people killed in crashes with youthful drivers, 7 were the youthful drivers themselves. Of the 7 youthful drivers killed, 6 were wearing a seat belt.

- Crashes involving youthful drivers cost Idahoans nearly $339.5 million in 2012. This represents 15 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Crashes Involving Drivers 15-19	5,909	5,393	5,177	4,648	4,796	-4.9%
Fatalities	39	43	31	34	14	-16.7%
Serious Injuries	348	283	274	211	230	-9.0%
Visible Injuries	881	791	927	784	782	-2.2%
Possible Injuries	1,919	1,769	1,719	1,541	1,541	-5.2%
Drivers 15-19 in Fatal & Serious Injury Crashes	296	274	225	201	211	-7.8%
% of all Drivers involved in Fatal and Serious Injury Crashes	13.8%	12.8%	11.4%	10.7%	11.2%	-4.9%
Licensed Drivers 15-19	63,451	62,912	62,467	62,674	62,094	-0.5%
% of Total Licensed Drivers	6.1%	6.0%	5.8%	5.8%	5.7%	-1.8%
Fatal & Injury Crash Involvement*	2.26	2.15	1.94	1.85	1.98	-3.1%
Drivers 15-19 - Fatal Crashes	36	37	27	28	12	-19.4%
Impaired Drivers 15-19 - Fatal Crashes	10	9	6	8	3	-18.1%
% of Youthful Drivers that were Impaired in Fatal Crashes	27.8%	24.3%	22.2%	28.6%	25.0%	-1.3%

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

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Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 3,255 crashes in 2012. This represents 15 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 21 percent of the total number of fatalities in 2012. Of the 38 people killed in crashes with mature drivers, 19 (50 percent) were the mature drivers themselves.

- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 17 percent of licensed drivers, but represent 10 percent of drivers involved in fatal and injury crashes.

- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.

- Crashes involving drivers, age 65 and older, cost Idahoans nearly $433.1 million dollars in 2012. This represents 19 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Mature Driver Crashes	3,036	3,118	3,187	3,076	3,255	1.8%
Fatalities	30	46	38	36	38	9.1%
Serious Injuries	192	202	220	202	220	3.7%
Visible Injuries	415	452	508	541	566	8.1%
Possible Injuries	928	1,004	1,042	1,017	1,059	3.4%
Mature Drivers in Fatal & Injury Crashes	1,133	1,194	1,276	1,273	1,329	4.1%
% of All Drivers in Fatal & Injury Crashes	8.1%	8.8%	9.3%	9.8%	10.2%	6.1%
Licensed Drivers 65 & Older	157,457	164,591	171,288	179,065	187,274	4.4%
% of Total Licensed Drivers	15.2%	15.6%	16.0%	16.5%	17.1%	3.1%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.60	0.56	0.58	0.59	0.60	0.0%
Mature Drivers-Fatal Crashes	28	43	38	33	37	10.2%
Mature Drivers-Impaired Fatal Crashes	2	2	3	4	1	2.1%
% Fatal Impaired Crashes	7.1%	4.7%	7.9%	12.1%	2.7%	2.7%

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

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Motorcyclists

The Problem

- In 2012, motorcycle crashes represented 3 percent of the total number of crashes, yet accounted for 12 percent of the total number of fatalities and serious injuries.

- Almost half of all motorcycle crashes (48 percent) and over half of fatal motorcycle crashes (52 percent) involved just the motorcycle (no other vehicles were involved) in 2012.

- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2012, 22 of the 27 (81 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.

- The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2012, only 50 percent of all motorcyclists killed in crashes were wearing helmets.

- Motorcycle crashes cost Idahoans Nearly $216.8 million dollars in 2012. This represents 9 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Motorcycle Crashes	678	571	528	489	545	-4.8%
Fatalities	29	34	28	17	22	-2.6%
Serious Injuries	192	182	185	153	158	-4.4%
Visible Injuries	281	214	209	192	253	-0.6%
Possible Injuries	180	146	101	104	105	-11.4%
Motorcyclists in Crashes	773	660	615	549	621	-4.8%
Registered Motorcycles	62,673	54,568	54,283	56,643	62,964	0.5%
Motorcyclists Wearing Helmets	423	318	332	299	351	-3.2%
% Motorcyclists Wearing Helmets	54.7%	48.2%	54.0%	54.5%	56.5%	1.2%

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Pedestrians and Bicyclists

The Problem

- In 2012, 13 pedestrians and 2 bicyclists were killed in traffic crashes. The 13 pedestrians killed represented 7 percent of all fatalities in Idaho and the 2 bicyclists represent 1 percent of all fatalities in Idaho.

- Children, ages 4 to 14, accounted for 19 percent of the fatalities and injuries sustained in pedestrian crashes and 19 percent of the fatalities and injuries sustained in bicycle crashes.

- Crashes involving pedestrians and bicyclists cost Idahoans over $165 million dollars in 2012. This represents 7 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Pedestrian Crashes	212	201	195	216	229	2.2%
Fatalities	11	10	10	10	13	5.2%
Serious Injuries	50	56	41	55	53	3.9%
Visible Injuries	93	79	86	80	102	3.6%
Possible Injuries	73	63	73	66	69	-0.7%
Pedestrians in Crashes	230	214	212	226	242	1.4%
Pedestrian Fatal and Serious Injuries	61	66	51	65	66	3.6%
% of All Fatal and Serious Injuries	3.5%	4.1%	3.2%	4.5%	4.5%	8.7%
Impaired Pedestrian F&SI	9	13	13	13	13	11.1%
% of Pedestrian F&SI - Impaired	14.8%	18.2%	13.7%	13.8%	13.6%	-0.5%
Bicycle Crashes	344	363	345	346	389	3.3%
Fatalities	2	7	4	0	2	76.8%
Serious Injuries	50	55	43	45	51	1.5%
Visible Injuries	146	157	167	174	206	9.1%
Possible Injuries	143	140	121	117	117	-4.7%
Bicyclists in Crashes	352	364	349	349	399	3.4%
Bicycle Fatal and Serious Injuries	52	62	47	45	53	2.1%
% of All Fatal and Serious Injuries	3.0%	3.8%	2.9%	3.1%	3.6%	6.6%
Bicyclists Wearing Helmets in Collisions	58	56	63	83	97	14.4%
% of Bicyclists Wearing Helmets	16.5%	15.4%	18.1%	23.8%	24.3%	11.2%
Impaired Bicyclist F&SI	3	2	4	2	2	62.5%
% of Bicycle F&SI - Impaired	5.8%	3.2%	8.5%	4.4%	3.8%	75.2%

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.

Crash Response (Emergency Medical Services)

The Problem

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

Crash Response (EMS) in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Crashes	25,002	22,992	22,555	20,833	21,402	-3.7%
EMS Response to Fatal & Injury Crashes	5,826	5,570	5,613	5,140	5,150	-3.0%
% of Fatal & Injury Crashes	69.0%	69.1%	69.1%	67.2%	66.0%	-1.1%
Persons Injured in Crashes	12,227	11,619	11,934	11,033	11,172	-2.1%
Injured Transported from Rural Areas	2,761	2,584	2,649	2,236	2,214	-5.1%
Injured Transported from Urban Areas	2,480	2,445	2,397	2,258	2,288	-2.0%
Total Injured Transported by EMS	5,241	5,029	5,046	4,494	4,502	-3.6%
% of Injured Transported	42.9%	43.3%	42.3%	40.7%	40.3%	-1.5%
Trapped and Extricated	495	556	518	457	439	-2.6%
Fatal and Serious Injuries Transported by Helicopter	173	156	177	149	147	-3.4%

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Commercial Motor Vehicles

Definition

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

The Problem

- In 2012, 15 people died in crashes with commercial motor vehicles. This represents 8 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 73 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.

- In 2012, 57 percent of all crashes and 93 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.

- Local roadways had the most commercial motor vehicle crashes at 48 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 64 percent.

- Commercial motor vehicles crashes cost Idahoans just over $175 million in 2012. This represents 8 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total CMV Crashes	1,838	1,355	1,433	1,535	1,521	-3.6%
Fatalities	36	27	14	26	15	-7.4%
Serious Injuries	99	73	77	95	111	4.9%
Visible Injuries	207	169	213	196	207	1.3%
Possible Injuries	374	269	305	360	355	0.5%
Commercial AVMT (millions)	2,737	2,676	2,723	2,693	2,741	0.0%
% of Total AVMT	17.9%	17.3%	17.5%	17.5%	17.3%	-0.8%
Fatalities per 100 Million CAVMT	1.32	1.01	0.51	0.97	0.55	-7.0%
Injuries per 100 Million CAVMT	24.85	19.09	21.85	24.18	24.56	0.9%

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Drowsy Driving Crashes

The Problem

- In 2012, 3 fatalities resulted from drowsy driving crashes. This represents 3 percent of all fatalities. None of the 3 passenger vehicle occupants killed in drowsy driving crashes were wearing properly restrained.

- In 2012, 79 percent of the drowsy driving crashes involved a single vehicle, while all of the fatal drowsy driving crashes involved a single vehicle.

- In 2012, 8 percent of the drowsy driving crashes also involved impaired driving.

- In 2012, 35 percent of the drowsy driving crashes occurred between 3 AM and 9 AM, while 26 percent occurred between Noon and 6 PM.

- Drowsy driving crashes cost Idahoans nearly $58.8 million dollars in 2012. This represents 3 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Drowsy Driving Crashes	559	563	566	500	537	-0.8%
Fatalities	15	15	14	11	3	-25.2%
Serious Injuries	62	68	68	63	55	-2.6%
Visible Injuries	152	151	158	117	126	-3.6%
Possible Injuries	215	197	195	161	166	-5.9%

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Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2012, 22 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (71 percent) occurred on rural roadways.

- Single-vehicle run-off-road crashes resulted in 50 percent of all fatalities in Idaho. Aggressive driving was a factor in 39 percent of the 83 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 53 percent of the 83 fatal single-vehicle run-off-road crashes.

- Overturning was attributed as the most harmful event in 72 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 72 percent of the single-vehicle run-off road fatalities and more than one-third (36 percent) of all fatalities in 2012. Of the 51 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 38 (75 percent) were not wearing a seat belt.

- Single-vehicle run-off-road crashes cost Idahoans more than $868.8 million in 2012. This represents 38 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Ran-Off-Road Crashes	5,985	5,291	4,955	4,336	4,606	-6.1%
Fatalities	117	103	108	96	92	-5.6%
Serious Injuries	515	468	424	443	415	-5.1%
Visible Injuries	1,026	968	1,053	878	842	-4.4%
Possible Injuries	1,415	1,360	1,201	1,120	1,156	-4.8%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	339	288	256	223	227	-9.3%
Ditch/Embankment	41	40	35	49	63	13.4%
Tree	33	30	43	49	44	9.5%
Poles/Posts	25	29	28	28	21	-3.1%
Fence/Building/ Wall	17	16	12	23	13	4.3%
Guardrail, Traffic Barrier	12	13	11	25	16	21.1%
Other Fixed Object	14	8	11	6	7	-8.5%
Immersion	3	9	5	9	6	50.6%
Culvert	4	1	3	2	1	10.4%
Bridge Rail/Abutment/End	1	0	1	4	4	75.0%
All Other Most Harmful Events	40	26	16	23	17	-13.9%

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Intersection Crashes

The Problem

- In 2012, 40 percent of all crashes occurred at or were related to an intersection, while 22 percent of fatal crashes occurred at or were related to an intersection.

- The majority of all intersection-related crashes (83 percent) occurred on urban roadways in 2012, while 57 percent of the fatal intersection-related crashes occurred on rural roadways.

- While total intersection related crashes were fairly evenly split (40 percent) among intersections with stop signs and signals, 59 percent of fatal intersection crashes occurred at intersections with stop signs, 16 percent at intersections with traffic signals, and 14 percent at intersections with no control.

- Of the 39 people killed in crashes at intersections, 30 were passenger motor vehicle occupants, 4 were motorcyclists, 3 were pedestrians, 1 was a bicyclist, and 1 was riding an ATV. Of the 30 passenger motor vehicle occupants, 12 (40 percent) were not restrained.

- Intersection related crashes cost Idahoans nearly $738.1 million in 2012. This represents 32 percent of the total economic cost of crashes.

Intersection–Related Crashes on Idaho Highways, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Intersection Crashes	9,959	9,231	8,977	7,607	8,472	-3.5%
Fatalities	37	40	37	31	39	2.5%
Serious Injuries	543	465	538	471	493	-1.6%
Visible Injuries	1,388	1,360	1,455	1,379	1,517	2.4%
Possible Injuries	3,512	3,256	3,363	2,793	2,933	-4.0%
Traffic Control Device at Intersection						
Stop Sign	3,519	3,175	3,001	2,904	3,328	-1.0%
%	35%	34%	33%	38%	39%	2.9%
Signal	3,539	3,315	3,359	2,918	3,421	-0.2%
%	36%	36%	37%	38%	40%	3.3%
None	2,587	2,419	2,254	1,507	1,445	-12.6%
%	26%	26%	25%	20%	17%	-9.6%
Yield	189	159	192	163	158	-3.3%
%	2%	2%	2%	2%	2%	0.5%
All Other	125	163	171	115	120	1.7%
%	1%	2%	2%	2%	1%	5.4%

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Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2012, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 13 percent of fatalities were the result of a head-on or side swipe opposite direction.

- While 58 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2012, 79 percent of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.

- Drivers involved in a head-on or side swipe opposite crash were primarily just driving straight ahead (58 percent), while another 25 percent were negotiating a curve.

- Of the 23 people killed in head on or side swipe opposite crashes, 20 were passenger motor vehicle occupants, 2 were motorcyclists, and 1 was a commercial motor vehicle occupant. Of the 20 passenger motor vehicle occupants, 5 (25 percent) were not restrained.

- Head-on and side swipe opposite direction crashes cost Idahoans more than $205.4 million in 2012. This represents 9 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Head-On/Side Swipe Opposite Crashes	841	710	659	539	536	-10.4%
Fatalities	42	47	39	20	23	-9.7%
Serious Injuries	138	132	117	87	92	-8.9%
Visible Injuries	222	173	187	157	171	-5.3%
Possible Injuries	352	319	270	229	259	-6.7%

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Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: 7 of the 8 crashes in 2012 resulted in an injury.

- The majority of train-vehicle crashes occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train. In 2012, 75 percent of the train-vehicle crashes occurred in rural areas.

- Crashes with trains cost Idahoans just over $13.4 million dollars in 2012. This represents 0.6 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total Train Crashes	16	8	12	9	8	-9.0%
Fatalities	2	0	0	1	2	25.0%
Serious Injuries	1	3	1	0	2	58.3%
Visible Injuries	4	2	1	0	1	-25.0%
Possible Injuries	3	2	4	1	2	22.9%
Location of Crashes						
Rural Roads	13	5	7	6	6	-9.0%
Urban Roads	3	3	5	3	2	-1.7%

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Work Zone Crashes

The Problem

- Work zone crashes are fairly rare, yet can often be severe when they occur. Of particular concern is the vulnerability of the workers in work zones.

- Single-vehicle crashes comprised 31 percent of the crashes in work zones in 2012. Overturn was the predominant most harmful event for single vehicle crashes, while rear end was the predominant most harmful event for multiple vehicle crashes.

- Crashes in work zones cost Idahoans nearly $24.1 million dollars in 2012. This represents just 1 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Work Zone Crashes	279	378	517	441	342	8.8%
Fatalities	7	3	1	3	1	2.4%
Serious Injuries	27	13	43	35	23	31.5%
Visible Injuries	54	53	64	79	34	-3.7%
Possible Injuries	108	110	162	128	104	2.3%
% All Crashes	1.1%	1.6%	2.3%	2.1%	1.6%	13.6%
Workers Injured	2	1	0	2	1	0.0%

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.

Cross-Median Crashes

Definition

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

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 47 cross-median crashes in 2012, 25 (53 percent) resulted in an injury.

- Cross-median crashes cost Idahoans just more than $16.6 million dollars in 2012. This represents just less than 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Cross Median Crashes	10	8	9	10	47	93.4%
Fatalities	3	4	3	0	2	27.1%
Serious Injuries	4	7	5	0	4	86.6%
Visible Injuries	4	7	4	8	14	51.8%
Possible Injuries	6	7	8	9	24	52.5%

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School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. In 2010, there was a single school bus crash with a tractor-trailer that resulted in 1 serious injury to the driver, 4 visible injuries and 44 possible injuries to the students on the bus. Typically, however, occupants of vehicles that collide with the school buses sustain most of the injuries and fatalities.

- In 2012, 97 percent of the school bus occupants on buses involved in crashes sustained no injuries. However, 20 of the 34 injuries sustained in crashes with school buses were the school bus occupants: There were 7 visible injuries and 13 possible injuries.

- Crashes with school buses cost Idahoans nearly $4 million in 2012. This represents 0.2 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2008-2012

	2008	2009	2010	2011	2012	Avg. Yearly Change 2008-2012
Total School Bus Crashes	102	98	78	79	66	-9.9%
Fatalities	0	1	0	0	0	0.0%
Serious Injuries	4	3	6	1	5	97.9%
Visible Injuries	5	6	23	7	13	79.9%
Possible Injuries	23	12	64	22	16	73.2%

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APPENDIX A

SECTION 402 CERTIFICATIONS AND ASSURANCES

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Idaho Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
    - Taking appropriate personnel action against such an employee, up to and including termination.
    - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

6/2/2014
Date

Brian W. Ness, Director, Idaho Transportation Department
Printed name of Governor's Representative for Highway Safety

APPENDIX B

SECTION 405 CERTIFICATIONS AND ASSURANCES

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: IDAHO Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

Brian W. Ness 6/2/2014

Signature Governor's Representative for Highway Safety Date

Brian W. Ness, Director, Idaho Transportation Department

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☑ Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in **all** blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Section 405 Application Part 1 Attachment 1A.

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Section 405 Application Part 1 Attachment 1B.

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Section 405 Application Part 1 Attachment 1C.

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Section 405 Application Part 1 Attachment 1D.

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

☑ The State's **seat belt enforcement plan** is provided as HSP attachment or page # Section 405 Application Part 1 Attachment 1E.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☑ The State's **comprehensive occupant protection program** is provided as HSP attachment # Section 405 Application Part 1 Attachment 1F.

☑ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box*.]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on 6/10 - 6/14/2013;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☑ Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below*.]

- A copy of [*check **one box** only*] the ☐ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 5/28/2014.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 5/29/2014.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 5/28/2014.

- The name and title of the State's Traffic Records Coordinator is Brent Jennings, P.E., Highway Safety Manager and TRCC Chairman.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/19/2014.

- [*Check **one box** below and fill in **any** blanks under that checked box*.]

  ☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages CRS10, page 15.

  OR

  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 8/19/2011.

☑ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on 8/23/2013 and is provided as HSP attachment # Appendix B.1;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below*.]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

N/A

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in **all** blanks below*.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least $25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

- Driver license testing of distracted driving issues:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

☑ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes*.]

☑ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Section 405 Application Part5 Attachment A.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Section 405 Application Part5 Attachment B.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Section 405 Application Part5 Attachment C.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Section 405 Application Part5 Attachment D.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Section 405 Application Part5 Attachment E.

☑ Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Section 405 Application Part5 Attachment F.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # Section 405 Application Part5 Attachment G.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # Section 405 Application Part5 Attachment H.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # Section 405 Application Part5 Attachment I.
- Copy of the State strategic communications plan is provided as HSP attachment # Section 405 Application Part5 Attachment J.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.

- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

- The State law or regulation that defines impairment.
  Legal citation(s):

☑ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box*.]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

  33-4904. MOTORCYCLE SAFETY PROGRAM FUND.
  (1) The motorcycle safety program fund is established in the state treasury and appropriated on a continual basis to the division of professional-technical education which shall administer the moneys. Money in the fund shall only be used for administration and implementation of the program, including reimbursement of entities which offer approved motorcycle rider training courses.
  (2) At the end of each fiscal year, moneys remaining in the motorcycle safety program fund shall be retained in said fund and shall not revert to any other general fund. The interest and income earned on money in the fund, after deducting any applicable charges, shall be credited to and remain in the motorcycle safety program fund.
  (3) Revenue credited to the fund shall include one dollar ($1.00) of each fee for a class A, B, C or D driver's license as provided in section 49-306, Idaho Code.
  (4) Revenue credited to the fund shall include amounts collected for each motorcycle safety program fee imposed pursuant to section 49-453, Idaho Code.

  AND

- The State's law appropriating funds for FY 2,015 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

  TITLE 49: MOTOR VEHICLES, CHAPTER 4 - MOTOR VEHICLE REGISTRATION
  49-453. MOTORCYCLE SAFETY PROGRAM FEE.
  A motorcycle safety program fee of six dollars ($6.00) shall be collected in addition to each motorcycle registration fee assessed pursuant to section 49-402, Idaho Code. Such fees shall be deposited to the motorcycle safety program fund established in section 33-4904, Idaho Code.

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

N/A

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.***)**

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

APPENDIX B.1

IDAHO IMPAIRED DRIVING PLAN

APPROVED BY THE IDAHO IMPAIRED DRIVING TASK FORCE
8/23/13

Idaho Impaired Driving Plan

Approved by the Idaho Impaired Driving Task Force
August 23, 2013

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

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Executive Summary

This Impaired Driving Plan provides a road map for preventing and reducing impaired driving behavior that leads to fatalities and serious injuries on Idaho roads. The mission of the Task Force that created this plan is straightforward: prevent and eliminate death and serious injury caused by impaired driving in Idaho.

Working toward this mission aligns seamlessly with the Idaho Transportation Department's (ITD) mission to provide the safest transportation system possible, and the Office of Highway Safety's (OHS) vision of continually working Toward Zero Deaths on all Idaho roads.

Idaho is making clear progress. There has been a downward trend (6.4 percent) in impaired driving crashes from 2008 to 2011. And yet, in 2012 one person was killed every 48 hours and one person injured every 48 minutes in an impaired driving crash. The number of crashes, fatalities and injuries remains unacceptable. Deaths resulting from impaired driving crashes represent nearly 40 percent of all crash fatalities. (*Idaho Traffic Crashes 2012*, ITD Office of Highway Safety)

An alarming trend indicates that the vast majority – 83 percent – of impaired drivers with a known blood alcohol content (BAC) involved in fatal crashes had a BAC of .10 or higher; of those, 59 percent tested at twice (.16) or more of the statutory limit. (ITD Office of Highway Safety)

While alcohol is a big part of the problem, law enforcement officers see an upward trend of drivers impaired by drugs. Whether prescribed drugs, over-the-counter medications or illegal substances, impairment comes in many forms. Based on 2010-2012 findings of impaired-driver crashes, the predominate drugs used, either alone or with alcohol, were prescription medications, marijuana/Tetrahydrocannabinol (THC), and amphetamine/methamphetamine.

Impaired driving crashes inflict both human and economic costs. In 2012, Idaho's impaired driving crashes accounted for more than $605 million dollars in property damage, medical care, insurance costs and lost income. (*Idaho Traffic Crashes 2012)* But no price tag can be attached to the loss a family experiences when a father, mother, son or daughter is taken too soon in an easily preventable crash.

To address the issue of impaired driving, the Office of Highway Safety assembled the Idaho Impaired Driving Task Force. This group was formed to identify and prioritize the state's most pressing impaired driving issues, develop strategies and action plans, and make recommendations to reduce impaired driving.

1.0 About the Impaired Driving Task Force and Plan

The purpose of the statewide impaired driving plan is to provide a comprehensive approach for preventing and eliminating impaired driving behavior.

This plan was developed through the active involvement of Task Force Members representing different perspectives and experiences.

The Idaho Impaired Driving Task Force represents a cross-agency, collaborative effort to prevent and eliminate impaired driving crashes on Idaho's roads. Appropriate stakeholders are included in the effort to meet MAP-21 requirements. Members represent the highway safety office; areas of law enforcement and the criminal justice system (including prosecution, adjudication and probation); driver licensing; treatment and rehabilitation; ignition interlock program; data and traffic records; public advocacy and communication.

The Task Force will oversee implementation of Idaho's plan over the next five years and compare results to measure areas of success. This plan is considered a living document and will be reviewed and updated on an annual basis.

1.1 Task Force Charter

The Task Force was formed to accomplish the following:

- Identify specific impaired driving problems in Idaho
- Make recommendations to reduce impaired driving
- Identify ways to overcome obstacles that keep countermeasures from being effective
- Identify and address any unintended consequences that may result from proposed actions
- Build a cooperative communication network among stakeholders
- Develop a plan that sets priorities, outlines strategies and action steps
- 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, which was 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:

- Current laws/changes to Idaho code
- Funding
- Momentum
- Time
- Training
- Perceptions (public & legal community)
- Building a coalition of all the organizations
- Being respectful and open to other task force member ideas/perceptions

Expected outcomes for the group include:

- A strategic plan with action steps, specific recommendations and time lines for eliminating impaired driving in Idaho.
- Recommendations for methods to eliminate impaired driving.

Term (Duration) of the Task Force

Following completion and submittal of the Impaired Driving Plan by September 1, 2013, the Task Force will combine duties as a monitoring and problem-solving body with the SHSP Impaired Driving Emphasis Group.

Recommendations (Decision Path)

Recommendations outlined in the Impaired Driving Plan will be made to the Idaho Traffic Safety Commission and the Idaho Transportation Board, and available to the Idaho Legislature, the Governor's Representative and the National Highway Traffic Safety Administration by September 1, 2013.

1.2 Task Force Members

To create a plan that focuses on areas with the greatest opportunity for implementation, it was essential to have representation from organizations with a working knowledge and deep understanding of the various parts of Idaho's impaired driving system and how the parts relate to each other.

The Idaho Transportation Department and Office of Highway Safety organizers are deeply grateful for the time and effort members devoted to development of the plan and for the counsel, advice and expertise they bring to the entire process.

Table 1.1 Idaho Impaired Driving Task Force Members

ORGANIZATION	NAME	TITLE/FUNCTION
Elmore County DUI Court	Katie Ashby	DUI Court Coordinator / DUI Courts, Treatment Programs
Idaho Transportation Dept. Office of Highway Safety	Kevin Bechen	Office of Highway Safety Impaired Driving Program Manager, State Interlock Coordinator
MADD - Idaho Chapter	Dick Beglinger	MADD Volunteer / Citizen Activist, Communications, Legislation, Public Relations
Idaho Liquor Dispensary	Kay Bennett	Alcohol Education / Alcohol Sales, Communications
Idaho Transportation Dept. Office of Highway Safety	Mary Burke	Grants Officer/State Highway Strategic Plan Impaired Driving Staff Liaison / Leadership, Funding, Public Relations, Communication
Twin Falls DUI Court	Steve Conger	DUI Court Probation and Coordinator / Law Enforcement, Treatment
Idaho Office of Drug Policy	Elisha Figueroa	Administrator/Licensed Social Worker / Community Programs, Policies, Campaigns
Boise City Police Department	Officer Jermaine Galloway	Local Law Enforcement, Alcohol Compliance Officer
Idaho Supreme Court	Norma Jaeger	Problem-Solving Courts Technical Assistance Specialist
Elmore County Drug and DUI Court, Idaho Highway Safety Commissioner	George Hicks	***Task Force Chairman*** Magistrate Judge / Adjudication, Courts
Idaho Supreme Court	Kerry Hong	Director of Community and Family Justice Services / Statewide Court Programs, Treatment Programs
Twin Falls Police Department	Sergeant Ryan Howe	Traffic Sergeant and Drug Recognition Expert / Local Law Enforcement, Drug and Alcohol Detection and Enforcement Training
Idaho Transportation Dept. Office of Highway Safety	Brent Jennings	Highway Safety Manager / Task Force Oversight Leadership, Funding, Public Relations, Communication
Recovery 4 Life	Amy Jeppesen	Executive Director / Substance Abuse and Relapse Prevention Treatment Programs
Idaho Transportation Dept. Division of Motor Vehicles	Amy Kearns	Driver Services Program Specialist and Suspension Unit Mgr. / Interlock Program, Traffic Records
Idaho State Police Region 3	Sergeant Dean Matlock	Idaho State Impaired Driving Coordinator / Statewide Law Enforcement, State Drug Recognition Experts Coordinator, Law Enforcement Trainer, Education
Idaho Transportation Dept. Division of Motor Vehicles	Eric Moody	Driver Services and Administrative License Suspension Hearing Officer / Traffic Records, Licensing

Idaho Prosecuting Attorneys Association	Jared Olson	Idaho Traffic Safety Resource Prosecutor / Prosecution, Statewide Programs, Education
Elmore County Sheriff's Office	Captain Bob Peace	Local Law Enforcement
Idaho Transportation Dept. Office of Highway Safety	Steve Rich	Research Analyst Principal / Research, Data, Public Relations, Communications
City of Twin Falls DUI Court	Christina Schorzman	Citizen Member / Activist, Legislation
City of Lewiston	Jamie Shropshire	City Prosecutor / Prosecution
Idaho State Police ABC (Alcohol Beverage Control)	Lieutenant Russ Wheatley	Statewide Alcohol Beverage Control / Law Enforcement, Legislation, Education

Of note, concerted efforts were made to include additional representatives from the public health and treatment community, though invitees were unable to participate. The perspectives and experiences of healthcare professionals, hospitality representatives and others can only benefit the work of the Task Force. That being said, the Task Force chose to move ahead with its work and identified opportunities to incorporate additional outreach to these stakeholders as part of the strategies and action plans (see section 4.0 for details).

1.3 Task Force Meetings

Table 1.2 Idaho Impaired Driving Task Force Meeting Dates

MEETING	LOCATION
April 17, 2013 | 9:00 a.m. – noon	Idaho State Police Complex Meridian, Idaho
May 30, 2013 | 11:00 a.m. – 5:00 p.m.	Idaho State Police Complex Meridian, Idaho
June 13, 2013 | 10:00 a.m. – 4:00 p.m.	Idaho State Police Complex Meridian, Idaho
July 11, 2013 | 11:00 a.m. – 5:00 p.m.	Idaho State Police Complex Meridian, Idaho
August 1, 2013 | 11:00 a.m. – 5:00 p.m.	Idaho Transportation Dept. District 3 Boise, Idaho

See Appendix for full agendas and meeting summaries.

1.4 Identifying Strategies

Early in the process, the Task Force reviewed and considered a total of 26 strategies. Of these, some were identified as ongoing projects and top priorities for continued funding; some were combined or revised into different strategies; and entirely new strategies were added.

The Task Force built on the foundational work of the Strategic Highway Safety Plan (SHSP) Impaired Driving Emphasis Group and created detailed action plans for select strategies. The result is a useable plan that will guide Idaho in its efforts Toward Zero Deaths due to impaired driving.

1.5 Relation to the Idaho Strategic Highway Safety Plan (SHSP) and this Plan's Development

The 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 public 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 emphasis areas – including impaired driving. These emphasis areas were identified by using data on traffic crashes and contributing circumstances.

Impaired driving was identified as a vital emphasis area in the SHSP. Strategies to reduce the number of fatalities involving impaired drivers were identified by the impaired driving emphasis team. This team consists of safety partners from around Idaho – many of whom also serve on the Task Force.

As the Task Force 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 will not be excluded from the Task Force's consideration. Rather, they will be expanded upon as the Task Force works to implement this plan.

Additionally, the Task Force identified new strategies for implementation and recognizes other important work already happening in Idaho, to which it lends support.

The following strategies were identified in the SHSP:

Education

- Clarify and expand the definition of impairment to denote any substance which affects a person's ability to operate a vehicle safely.
- Improve the use of media in educating the public concerning the dangers of impaired driving.
- Continue the education, support and training of prosecutors and law enforcement in order to increase the amount and reliability of evidence for DUI convictions.
- Identify stakeholders outside of ITD and law enforcement and tailor education to them.

- Require eight hours of drug impairment training during Idaho Peace Officer Standards and Trainings (POST)/Vo-tech basic training.
- Require Advanced Roadside Impaired Driving Enforcement (ARIDE) training for all patrol officers after a minimum of two years' service.
- Develop a database that contains competent repositories of drug impairing effects to assist law enforcement, prosecutors and Administrative License Suspension (ALS) hearing officers with impairment documentation.

Enforcement

- Continue to support five impaired driving high visibility enforcement campaigns each year.
- Increase the number of Drug Recognition Expert (DRE) officers.
- Continue to support efforts to establish more DUI Courts.
- Increase probation officer positions to adequately monitor DUI offenders, especially repeat offenders.
- Create new and continue to support existing multi-jurisdictional DUI task forces.
- Work with the State Alcohol Beverage Control to enforce laws concerning underage alcohol sales.
- Increase knowledge of judges, prosecutors and probation officers regarding existing ignition interlock laws.
- Expand statutory requirements to include interlock devices for all DUI offenders.
- Standardize ignition interlock orders and enforcement by requiring proof of installation for reinstatement of driver's license or to obtain restricted permit.
- Identify and retain more toxicology/pharmacology experts as resources for officers, prosecutors and hearing officers.

Emergency Response

- Encourage the use of ICE (In Case of Emergency) contact information for cell phone users.

Public Policy/Other

- Evaluate effectiveness of current DUI laws and recommend improvements.
- Identify stakeholders outside of ITD and law enforcement that will help fund impaired driving programs.

2.0 Understanding the Problem

2.1 Alcohol and Drug Involved Crashes

There is a downward trend of impaired driving in Idaho. From 2008-2011, impaired driving crashes decreased by an average 6.4 percent annually. Even so, in 2012 alone fatalities resulting from impaired driving crashes increased by 10.6 percent. Just fewer than 40 percent of all fatalities were the result of an impaired driving crash. Only 19 percent of the passenger motor vehicle occupants killed in impaired driving crashes were wearing seatbelts. (*Idaho Traffic Crashes 2012*, ITD Office of Highway Safety)

Idaho is moving in the right direction. Yet, the problem remains significant.

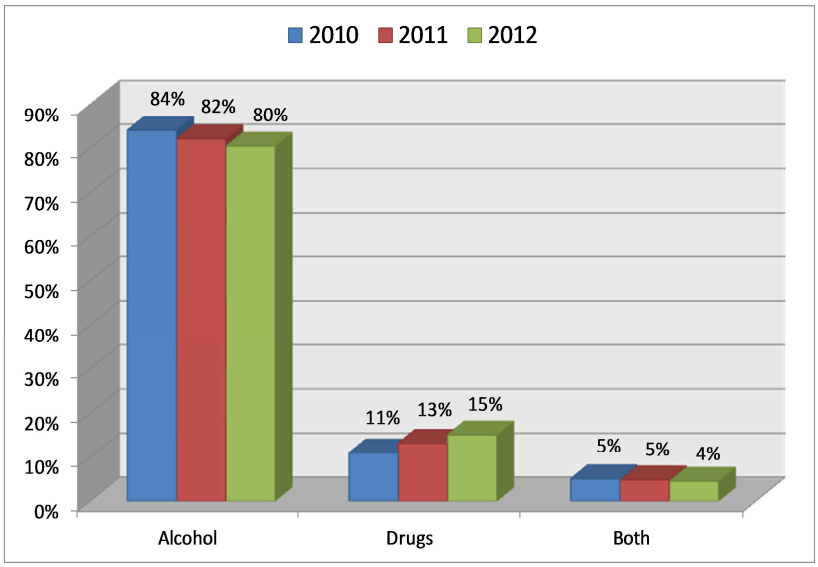
Over the past 15 years, impaired driving crashes in Idaho represent just 7 percent of all crashes, but account for a disproportionate average of 38 percent of fatal crashes. While the impaired driving crashes may not represent the largest single cause factor of crashes, they tend to have dire results when they do happen. Crashes involving impairment are eight times more likely to result in a fatality.

2.2 Drug Impairment Trends

While alcohol impairment is an undeniably large problem, drug impairment is on the increase. Officers are seeing a rise in the number of drivers who are impaired by something other than alcohol, or *combined with* alcohol (Chart 2.1). Prescription drugs, over-the-counter medications and illegal substances may all cause impairment, which the driver may or may not be able to recognize. While potentially dangerous alone, when coupled with alcohol, these can become deadly combinations.

Based on 2010-2012 findings of impaired-driver crashes, the predominate drugs used, either alone or with alcohol, were prescription medications, marijuana/Tetrahydrocannabinol (THC), and amphetamine/methamphetamine.

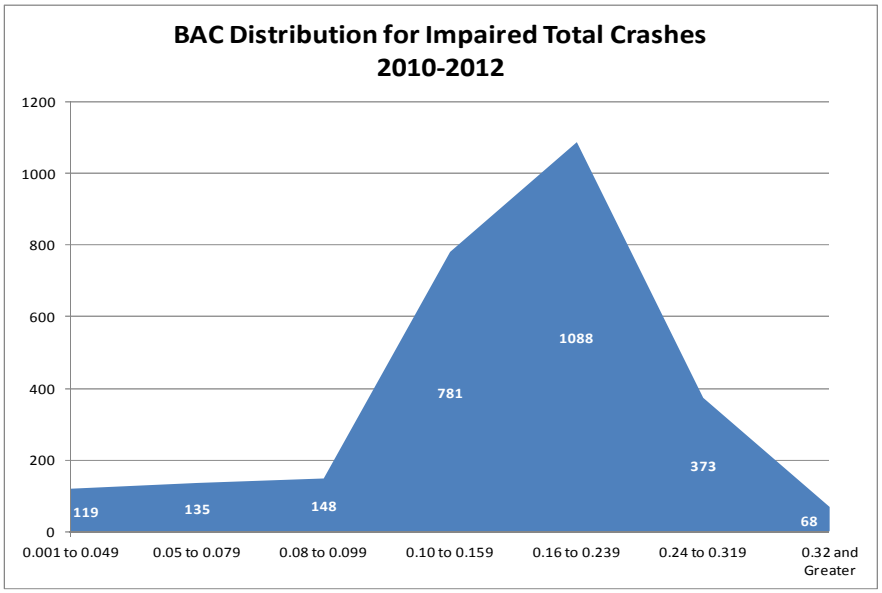
Chart 2.1 Idaho Impaired Driving Crashes Impairment Status: 2010-2012



2.3 Excessive Blood Alcohol Content (BAC) and Related Implications

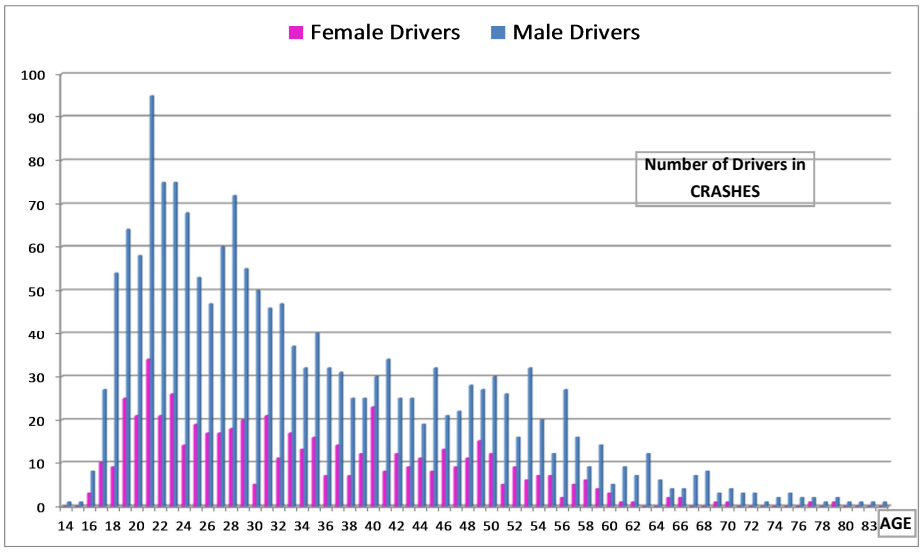
Of the drivers indicated as Alcohol Impaired or Alcohol and Drug Impaired, 30 percent had no BAC results. Of those with known BAC results, the vast majority of impaired drivers – 85 percent – had a BAC of .10 or higher and 56 percent had a BAC twice the statutory limit (.16) or more. The distribution for impaired drivers in fatal crashes is very similar to total crashes (Chart 2.2).

Chart 2.2 BAC Distribution for Impaired Total Crashes 2010-2012



Males make up 75 percent of the drivers with a BAC in excess or equal to .10 in impaired driving crashes (1,735 males, 573 females); in fatal crashes, males account for 82 percent of drivers with BAC of .10 or higher.
Of note, young men are disproportionately represented in this category; 21-year-old males make up less than one percent of licensed drivers but account for 4.1 percent of impaired drivers with a BAC of .10 or higher involved in crashes. And, males under 21 make up 9.2 percent of the drivers with a BAC of .10 or higher.

Chart 2.3 Distribution of Drivers with a BAC>= 0.10 by Age and Gender



2.5 Impaired Driving Crash Factors

Understanding the various factors contributing to impaired driving crashes helps safety partners, treatment and prevention specialists, advocates, educators, and engineers identify ways to address this serious problem. The following provides key factors associated with impaired driving crashes in Idaho.

Age

- Drivers ages 19-23 are predominantly involved in DUI fatal and serious injury crashes. They are involved in more than twice as many impaired driving crashes as expected.
- Nearly 13 percent of impaired drivers involved in crashes were under 21 years old, the legal age for purchasing alcohol.
- Drivers ages 17-39 are over-represented in impaired driving crashes.

Gender

- Males represented 77 percent of impaired drivers involved in fatal and serious injury crashes.
- Males age 25–34 were predominantly involved in DUI fatal and serious injury crashes.

Crash Location

- Eighty-two percent of fatal crashes involving impaired drivers happened on rural roads.
- The top two counties for crashes involving impaired drivers were Ada and Kootenai counties (also the most populous in Idaho).

Time of Day

- Crashes involving impaired drivers increase during evening and early morning hours.
- Nearly two-thirds of the impaired driver involved crashes occurred in the evening and early morning hours, between 6 p.m. and 3 a.m.

Day and Month

- The number of fatal and serious injury crashes involving impaired drivers was highest on the weekends.
- Almost half (46 percent) of impaired driving crashes took place during the summer months of May, June, July and August.

Related Notes: Occupant Protection

- Of the 1,060 people killed or seriously injured in crashes involving impaired drivers, 845 (80 percent) were occupants of passenger motor vehicles.
- Of those killed, 75 percent were not using safety restraints; of those seriously injured 60 percent did not buckle up.

(Source: Idaho Strategic Highway Safety Plan, 2013)

2.4. Enforcement Gaps Compared to Liquor Distribution

Not only is driving while impaired by alcohol and or drugs against the law, it is also dangerous and could be eliminated if drivers would choose sobriety.

Many efforts support the opportunity to deter and enforce impaired driving (see Table 2.1). These include law enforcement officers, prosecutors and probation officers – and certainly licensed drivers themselves.

That being the case, it is worth noting that Idaho is an Alcohol Beverage Control state. It directs the Idaho State Liquor Division to control the distribution and sale of alcohol beverages within state borders. The Division's mission is "to provide control over the importation, distribution, sale, and consumption of distilled spirits; to curtail intemperate use of beverage alcohol; and to responsibly optimize the net revenues to the citizens of Idaho."

The economic impact of profits generated from alcohol sales is undeniable (see Figure 2.2).

Regardless of Idaho's status as an alcohol control state, alcohol is a legal drug. Alcohol will remain available. Alcohol will remain a contributing factor in impaired driving crashes and fatalities.

Because of these realities, continued vigilance is needed to reduce devastating and preventable crashes that injure and kill Idaho friends, family members and neighbors. To that end, the Impaired Driving Task Force has a simple, single goal: To prevent and eliminate death and serious injury caused by impaired drivers.

This goal is supported by strategies and detailed action plans developed by the Task Force, as well as ongoing public education and safety campaigns by the Idaho Office of Highway Safety.

Table 2.1 Estimated Enforcement Gaps v. Liquor Sales by ITD District: 2011

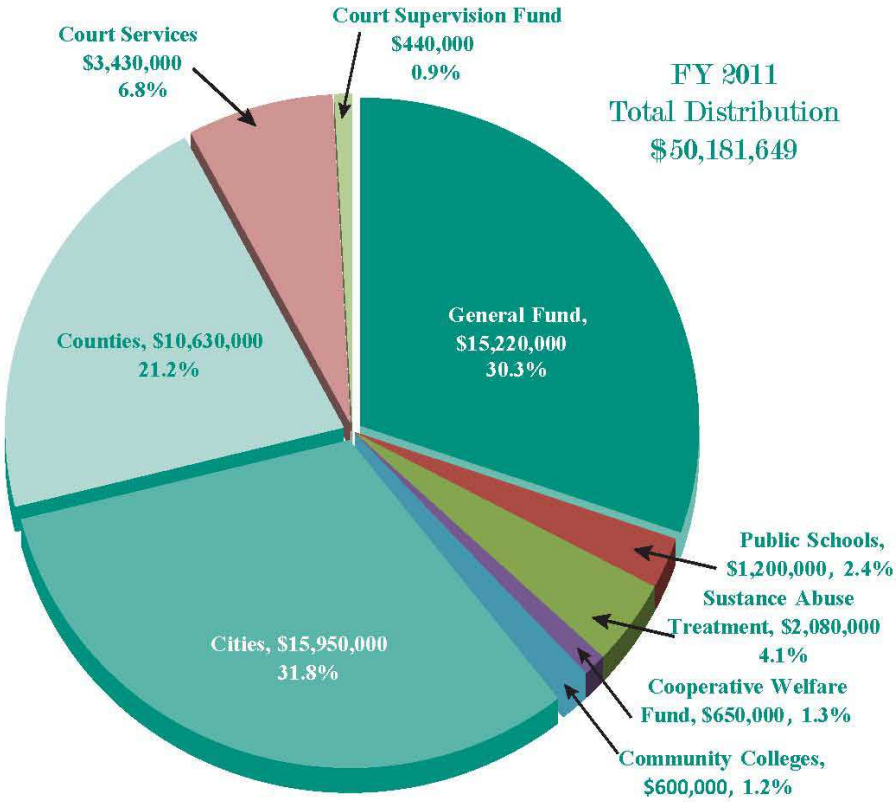
	ITD DISTRICT	COUNTIES	POPULATION (1000'S)	LICENSED DRIVERS	STATEWIDE LAW ENFORCEMENT OFFICERS	DUI ARRESTS	IMPAIRED CRASHES	FATALITIES	COUNTY PROSECUTORS	MAGISTRATE/DISTRICT JUDGES	PROBATION OFFICERS	ALCOHOL LICENSES *	STATE LIQUOR STORES	LIQUOR SALES
	1	5	216	162,510	374	1,668	259	14	24	17	14	714	28	$34,920,391
	2	5	107	76,754	203	853	104	11	17	11	13	370	23	$13,895,000
	3	10	710	468,876	1,091	5,091	572	16	103	51	32	1,564	53	$57,392,983
	4	8	187	125,220	348	1,495	190	9	32	18	26	667	26	$14,839,322
	5	7	167	115,283	317	1,095	182	12	21	17	19	325	15	$10,613,978
	6	9	210	135,285	188	1,090	160	4	21	15	35	397	23	$12,274,857
Total	**6**	**44**	**1,596**	**1,083,928**	**2,521**	**11,292**	**1,467**	**66**	**218**	**129**	**139**	**4,037**	**168**	**$143,936,533**

* Includes approximately 1,070 liquor licenses and more than 3,000 licenses issued for sale of beer or beer/wine; some licensees hold more than one type of license.

Note: Obviously not all licensed drivers noted in the table above are on the road at the same time, nor are all law enforcement officers simultaneously enforcing impaired driving laws, nor are all drivers impaired.

Figure 2.1 Map of Numbered ITD Districts

Figure 2.2 Idaho State Liquor Division Profit Distribution, 2011 Annual Report



Statutory Profit Distribution Formula:

- Two percent surcharge on liquor sales to the Drug Court, Mental Health Court and Family Court Services Fund.
- 44% of profits (increasing by 2% annually to 50% in FY 2014) are distributed as follows:
  - Annual fixed distributions totaling $5,650,000 to Substance Abuse Treatment Fund, Community Colleges, Public Schools, Cooperative Welfare Fund, Court Services and Court Supervision Funds.
  - Remaining balance to the General Fund.
- 56% of profits (decreasing by 2% annually to 50% in FY 2014) are distributed as follows:
  - 40% to counties in proportion to sales in each county.
  - 60% to cities as follows:
    - 90% to those incorporated cities with liquor stores in proportion to sales.
    - 10% to those incorporated cities without liquor stores in proportion to population.

2.5 The Arrest and Adjudication Process

Chronology of a DUI Arrest in Idaho

1. An officer stops a vehicle upon reasonable suspicion of a traffic violation or violation of Idaho Code.
2. The officer initially observes the driver and requests documentation such as driver's license, vehicle registration and proof of insurance.
3. If the officer suspects the driver is under the influence, the driver is requested to submit to field sobriety tests.
4. If the officer does not suspect the driver is under the influence, the driver is released and/or cited with any applicable violations.
5. If the officer has probable cause based upon his observations and the driver's performance on the field sobriety tests, the driver is placed under arrest for DUI.
6. The driver is then requested to submit to an evidentiary testing of breath, blood or urine.
7. The officer informs the driver of the potential consequences for refusing or failing the evidentiary test.
8. If the evidentiary test determines the driver is not under the influence of alcohol and/or drugs, the driver is released and/or cited with any applicable violations.
9. If the driver refuses to complete evidentiary testing, the officer will issue a notice of suspension of the driver's license and forward it to the Court. The offender has 7 days to request a hearing to show cause why he/she refused. The burden of proof is on the offender, and if the offender does not meet burden, the Court is to impose a $250 civil penalty, a 1-year license suspension if this is a first refusal, or a 2-year license suspension if this is a second refusal within the last 10 years. If a hearing is not requested within 7 days, the Court (upon receipt of a sworn affidavit from the arresting officer) shall sustain the $250 civil penalty and license suspension as set forth above.
10. If the driver's test results show a BAC of .08 percent or more, or any trace of a drug, illegal substance or intoxicating compound, the offender will be arrested for DUI and the officer will issue a notice of suspension of the driver's license. The offender has 7 days to request an administrative hearing with the Idaho Transportation Department. If the offender does not prevail at the hearing, the license will be suspended for 90 days if first failure of an evidentiary test (may request a restricted license after first 30 days of suspension) or 1 year if second failure within the last 5 years (not able to obtain restricted license during that time).
11. After submitting to testing, the offender may, when practicable, request additional tests be made by a person of the driver's choosing and at the driver's own expense.
12. The offender is booked into jail and is required to post bond and may be detained until bond is posted.
13. The offender's vehicle may be towed, impounded or seized.
14. The offender must then go through the criminal court proceedings regarding his/her DUI charge.

Figure 2.3 Idaho's Adjudication Process in the Typical Misdemeanor DUI Case

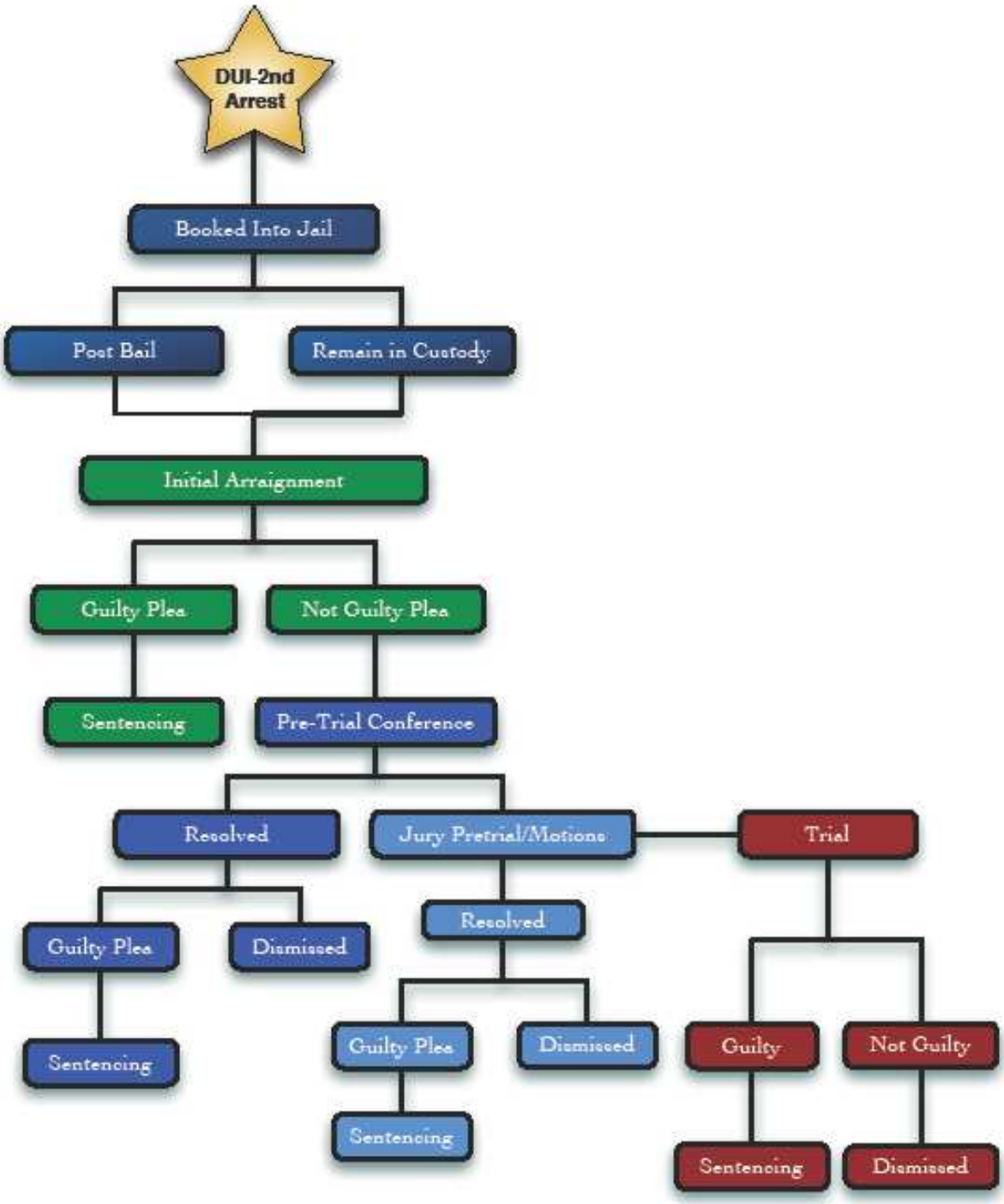
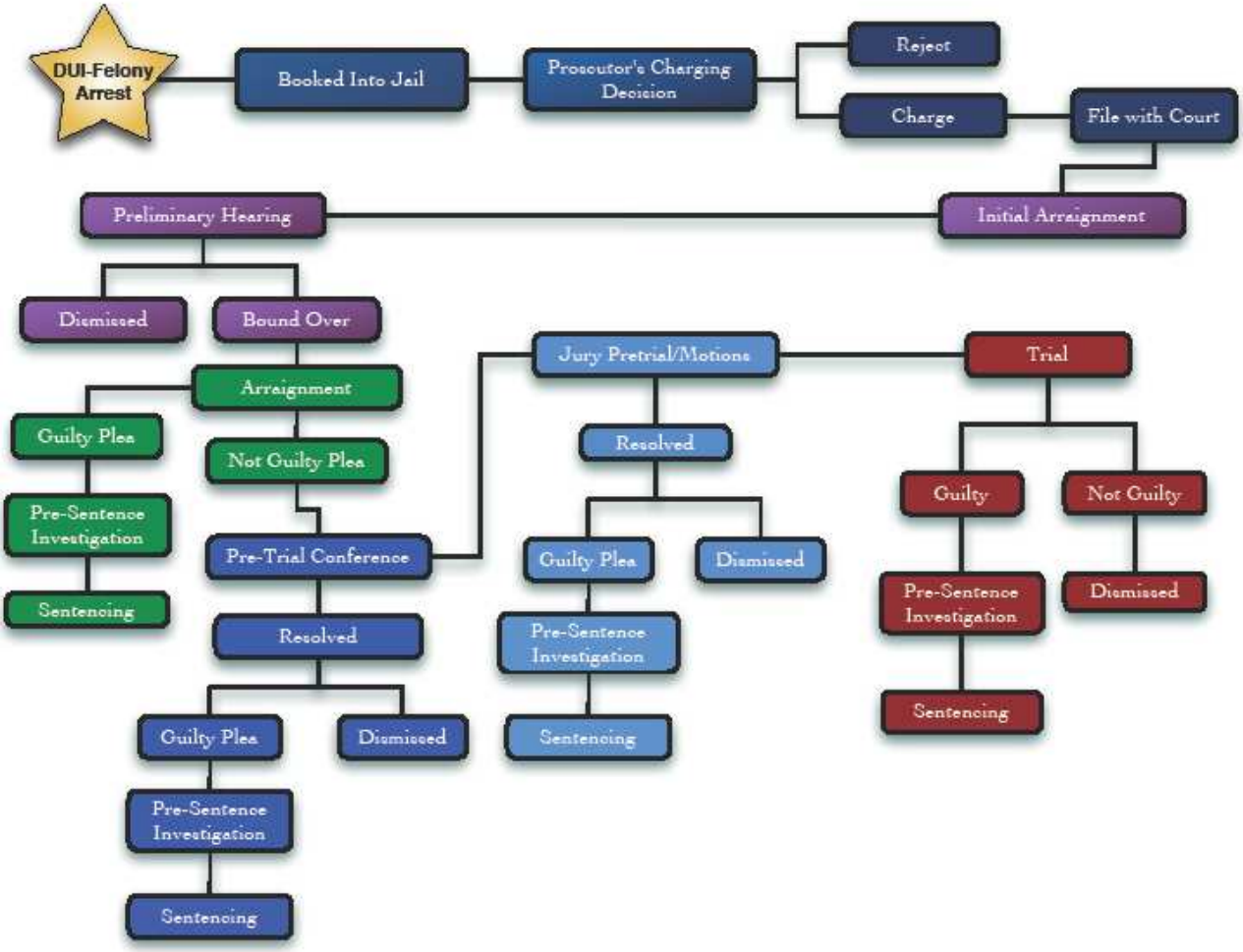


Figure 2.4 Idaho's Adjudication Process in the Typical Felony DUI Case



2.6 Summary of DUI Penalties

Table 2.2 Summary of Idaho DUI Penalties

Offense	Jail	Misd.	Felony	Fine	Driver's License Suspension	Interlock	Court Restricted Permit	
UNDER 21								
.02 <.08 1st offense	None	Y		$1,000 max.	1 yr. max./ 90 days absolute	Optional	Y **	After 90 days absolute
.02 <.08 2nd offense	5 days min./ 30 days max.	Y		$ 500 min. - $2,000 max.	2 yr. max./ 1 yr. absolute	Mandatory*	Y **	After 1 yr absolute
.02 <.08 3rd offense	10 days min./ 6 months max.	Y		$1,000 min. - $2,000 max.	1 yr. absolute or age 21 whichever is greater	Mandatory*	Y **	After 1 yr absolute
ANY AGE								
.08 < .20 1st offense	6 months max.	Y		$1,000 max.	90 days min./ 6 months max.	Optional	Y **	After 30 days absolute
.08 < .20 2nd within 10 yrs.	10 days min./ 1 yr. max.	Y		$2,000 max.	1 yr. min. after absolute jail	Mandatory*	No	If a participant in good standing in a DUI Court, may have restricted permit after 45 days absolute suspension
.08 < .20 3rd within 10 yrs.	30 days min./ 10 yr. max.		Y	$5,000 max.	1 yr. min. after absolute jail/ 5 yr. max. absolute	Mandatory*	No	
ANY AGE								
.20 > 1st offense	10 days min./ 1 yr. max.	Y		$2,000 max.	1 yr min. after absolute jail	Optional	No	If a participant in good standing in a DUI Court, may have restricted permit after 45 days absolute suspension
.20 > 2nd offense	30 days min./ 5 yr. max.		Y	$5,000 max.	1 yr. min. after absolute jail/ 5 yr. max. absolute	Mandatory*	No	

* Interlock required after absolute period of suspension through period of probation [Idaho Code, Section 18-8008]

** Restricted permit only if all other mandatory suspensions have ended

Table 2.3 BAC Refusal and Administrative License Suspension Penalties

Offense	Jail	Misd.	Felony	Fine	Driver's License Suspension	Interlock	Court Restricted Permit
BAC Refusal Penalties							
1st BAC Refusal	None	Y		Civil Penalty $250	1 yr. absolute	No	If a participant in good standing in a DUI Court, may have restricted permit after 45 days absolute suspension
2nd BAC Refusal in 10 yrs.	None	Y		Civil Penalty $250	2 yrs. absolute	No	
Offense	**Jail**	**Misd.**	**Felony**	**Fine**	**Driver's License Suspension**	**Interlock**	**ITD Restricted Permit**
ALS Penalties							
1st Failure of BAC Test	None	Y		None	90 days	No	Y * After 30 days absolute
2nd Failure of BAC Test in 5 yrs.	None	Y		None	1 yr.	No	N If a participant in good standing in a DUI Court, may have restricted permit after 45 days absolute suspension

* Restricted permit only if eligible and all other mandatory suspensions have ended.

3.0 What Idaho is Doing About Impaired Driving

3.1 DUI Problem Solving Courts

Problem-solving courts in Idaho, specifically DUI courts, are a research-driven and evidence-based part of the solution designed to reach the highest risk drivers. These programs closely supervise, monitor, test and treat offenders with drug and/or alcohol addiction issues. Successful DUI courts are based on partnerships among the courts, law enforcement, corrections and social welfare agencies. Research conducted over the last decade indicates that problem solving courts reduce crime by lowering re-arrest and conviction rates, improving substance abuse treatment outcomes, and reuniting families, and also produce measurable cost benefits. (Siegel, L.J., 2012: *Criminology: Theories, Patterns, and Typologies, 11th ed.: Theories, Patterns, and Typologies.* Cengage Learning, pg. 508)

An outcome evaluation of four Idaho DUI Courts determined that graduates of these courts are half as likely to recidivate as the comparison group, and also resulted in a 32 percent reduction in recidivism for all participants, not just graduates. (Ronan, Collins, and Rosky 159-161)

As of February 2013, Idaho had a total of nine misdemeanor DUI courts and four felony DUI courts, serving approximately 200 offenders statewide. These courts operate under the *10 Key Components of Drug Courts* and the *Guiding Principles of DWI Courts*, which are both nationally recognized standards. Additionally, DUI courts fall under the *Idaho Adult Drug Court Guidelines and Standards for Effectiveness and Evaluation.* (*Idaho Supreme Court*. n.d. Web. 25 June 2013)

DUI Courts getting people back on the road, legally and safely

Typically in Idaho, an offender with subsequent DUI offenses must serve a minimum absolute suspension period of one year, with no driving privileges. After the one-year suspension, the offender can be granted a restricted license. Pursuant to that restricted license, an ignition interlock must be installed for a period of time. This has shown to be a burden on people who must drive for work and other purposes, and has led to offenders driving without privileges and without interlocks. By the time they are eligible for interlock with a restricted license, they have been driving illegally for quite some time. DUI courts also address this issue.

According to select Idaho Codes, a person who is enrolled and is a participant in good standing in a state-approved DUI court shall be eligible for restricted noncommercial driving privileges. The participant must have served a period of absolute suspension of driving privileges of at least 45 days, must have an ignition interlock device installed on each of the motor vehicles owned or operated, or both, by the offender, and that the offender must show proof of financial responsibility. This gets people back on the roads, but provides an option to drive with a legal restricted license and with an interlock while being actively supervised in the community and appearing in court regularly to report on activities and progress.

3.2 Treatment

Research demonstrates that providing appropriate treatment for criminal offenders with substance use disorders reduces both future substance use and criminal recidivism. *(Principles of Drug Abuse Treatment for Criminal Justice Populations: A Research-Based Guide,* National Institute On Drug Abuse, pg. 16-17*)*

An important part of our strategy to prevent and eliminate death and serious injury caused by impaired driving requires recognition of the need to assess impaired drivers for substance use disorders and provide access to treatment services matched to their needs.

Idaho Code 18-8005(11) requires that most defendants who plead or are found guilty of DUI undergo an alcohol-drug evaluation prior to sentencing. This evaluation is performed by facilities approved by the Idaho Department of Health and Welfare and screens the defendant for treatment needs and risk to recidivate. This evaluation allows the judge to craft a sentence that directs the defendant to complete an appropriate treatment intervention.

3.3 OHS-Funded Positions for Training and Education

Idaho OHS funds the offices of the Idaho Traffic Safety Resource Prosecutor and the State Impaired Driving Coordinator. These professionals provide technical training, education and support to prosecutors, law enforcement agencies and other traffic safety stakeholders statewide.

Idaho Traffic Safety Resource Prosecutor Program

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

Traffic Safety Resource Prosecutors facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes. A TSRP is generally a current or former prosecutor who provides training, education and technical support to prosecutors, law enforcement agencies and other traffic safety stakeholders throughout their state. The TSRP is a liaison between law enforcement agencies, crime laboratories, medical examiners, prosecutors, the judiciary, media, NHTSA, governor's highway safety offices and victim advocate groups.

In 2006, Idaho became the 28th state to adopt such a program. The Idaho Prosecuting Attorneys Association through a grant funded by the ITD Office of Highway Safety employs Idaho's Traffic Safety Resource Prosecutor. Since 2006, the Idaho TSRP has responded to more than 4,000 requests for technical assistance, received approximately 500 training requests and has trained more than 25,000 prosecutors, law enforcement officers

and other traffic safety stakeholders. The Idaho TSRP has developed a number of state and nationwide training curricula on impaired driving topics, written and published a number of manuals, monographs and a quarterly newsletter. In addition, the Idaho TSRP represents Idaho on a number of local, state and national committees and workgroups on impaired driving issues. The Idaho TSRP Program has brought in additional funding from federal and private industry to tackle Idaho impaired driving issues. This includes a NHTSA pilot project wherein Idaho became the second state with a Law Enforcement Phlebotomy program, wherein officers are trained as phlebotomists to collect important evidence in impaired driving cases.

State Impaired Driving Coordinator

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

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

3.4 Positive Community Norms Project

ITD, in partnership with the Center for Health and Safety Culture of the Western Transportation Institute at Montana State University, is implementing an 18-month pilot Positive Community Norms (PCN) Project to address impaired driving in Idaho.

The PCN strategy for preventing impaired driving is to engage citizens by building on positive norms that already exist. The goal of this effort, and all behavioral traffic safety activity, is to influence the people who are exhibiting dangerous behavior. PCN seeks to do this by making it socially acceptable for people to step in when they see an impaired person about to drive, or communicating to law enforcement that the public supports vigorous enforcement.

Helping citizens recognize their pro-safety attitudes are widely shared is a key step in fostering a cultural shift toward safer, acceptable behavior. At every step, the PCN project communicates these "social norms" – that it is acceptable to take action, to become involved in the protection of ourselves and others from harmful behaviors of impaired drivers. The Positive Community Norms Framework uses data to measure results and develop a program that will encourage action in an impactful way. More is available at www.mostofus.org.

3.5 Mobilizations & Public Awareness Campaigns

ITD Office of Highway Safety funds and supports five impaired driving mobilizations a year. These mobilizations allow officers to take part in a statewide effort to reduce impaired drivers on Idaho's Highways. The increased DUI patrols are worked in strategic areas by city, county and state law enforcement agencies. During mobilizations, officers look for drivers that may be impaired by alcohol, drugs or other intoxicating substances. Each mobilization is supported by a media campaign that includes media coverage, commercials, radio and billboards. These media campaigns are created to educate the public and create an awareness of the dangers of impaired driving and the consequences as a result of making bad choices.

3.6 Underage Drinking Enforcement and Over-Service Training

Underage alcohol enforcement consists of Party Patrols, "Shoulder Tap" efforts and underage purchasing. Party patrols are usually in city limits, especially on weekends during summer months and at the start of college semesters. These patrols are performed by State Alcohol Beverage Control (ABC), local law enforcement and county sheriff's departments -- sometimes as individual department or as multi-agency patrols, and frequently in response to citizen complaints.

In an effort to stop underage alcohol purchase and consumption, special "Shoulder Tap" efforts are set up outside convenience and grocery stores. Law enforcement uses underage youth to ask store customers to purchase alcohol for them. If the customer makes the purchase, they are issued a citation for providing alcohol to a minor. Underage youth, directed by law enforcement, also help in the effort by attempting to purchase alcohol, using their real identification. If they succeed, the seller is issued a citation. If they are denied the alcohol purchase the licensee receives a recognition letter from ABC for passing the compliance check.

Educating retailers about over-service to patrons of *any* age is as important as educating them about serving to minors. To help with this effort, the Idaho State Police ABC frequently provides training to servers, retailers, and coalitions across Idaho. This three-hour training is offered at no cost and provides information specific to Idaho's alcohol laws to include: recognizing signs of intoxication to help prevent over-serving patrons; what safe guards to have in place to help keep alcohol out of the hands of under-age customers (e.g. vertical driver's licenses issued to persons under the age of 21); and how to recognize fake identifications.

4.0 Goal, Strategies, Action Plans

4.1 Goal and Performance Measure

One over-arching, straightforward goal was identified by the Task Force.

Goal: To prevent and eliminate death and serious injury caused by impaired drivers.

Performance Measure: The following strategies support the goal established in the SHSP 2013 update to reduce the 5-year-average number of fatalities involving impaired drivers with a BAC of .08 or greater to 66 or fewer by 2015.*
**The Task Force recognizes that current data collection does not capture information about drivers under the influence of drugs or other intoxicating substances; however, this plan includes strategies to address those issues.*

Measurement Method: FARS Data – Traffic Safety Performance (Core Outcome) Measures for Idaho

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To meet MAP-21 requirements, this plan organizes strategies in accordance with the general areas stated in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 8 – Impaired Driving.

The Idaho Task Force makes a further distinction:

1. **Priority Ongoing Projects (section 4.2):** ongoing, successful projects are top priority for continued funding

2. **Additional Recommended Priorities (section 4.3):** projects recommended for funding and support (e.g., in-kind, political, volunteer support, etc.)

Strategies may include additional notes as appropriate:

- Those strategies that align with recommendations from Standardized Field Sobriety Testing (SFST) and Traffic Injury Research Foundation (TIRF) Idaho assessments

- Those strategies cited in NHTSA's *Countermeasures That Work*; in keeping with the NHTSA rating, the more stars noted, the higher the demonstrated effectiveness

  ***** ***5 Stars:*** *Demonstrated to be effective by several high-quality evaluations with consistent results*

  **** ***4 Stars:*** *Demonstrated to be effective in certain situations*

  *** ***3 Stars:*** *Likely to be effective based on balance of evidence from high-quality evaluations or other sources*

  ** ***2 Stars:*** *Effectiveness still undetermined; different methods of implementing this countermeasure produces different results*

  * ***1 Star:*** *Limited or no high-quality evaluation evidence*

- Select strategies are supported with detailed action plans

4.2 Priority Ongoing Projects: Strategies & Action Plans

Ongoing projects are top priorities for continued funding.

PREVENTION	
STRATEGY:	**Work with the State Alcohol Beverage Control to enforce laws concerning underage/intoxicated alcohol sales. Support and expand server/TIPS training programs and address issues of service to underage/intoxicated customers.** **[** Effective: Countermeasures That Work]**

CRIMINAL JUSTICE SYSTEM	
STRATEGY:	**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 continued support of the Idaho Traffic Safety Resource Prosecutor and the Idaho State Impaired Driving Coordinator (SIDC).** **[Recommendation: SFST Idaho Program Assessment]**
SUB-STRATEGY and ACTION PLAN:	**Provide a specific block of instruction at basic patrol officer training courses pertaining to Drugs that Impair Driving (DID).** **Stakeholders/Allies/Critical Players:** Peace Officers Standards and Training (POST) Idaho Chiefs of Police Association Idaho Sheriffs' Association Prosecutors Breath Testing Specialist **Other Resources Needed:** Buy-in from POST Academy and vo-tech program administrators **Current and Potential Funding Sources:** None **Key Action Steps:** 1. Make DID part of the basic patrol training curriculum. **Measuring Progress and Outcomes** **Performance Measure:** 1. Number of officers completing DID training 2. Percent increase in cases prosecuted **Measurement Method:** 1. POST annual training reports showing number of officers completing training 2. SIDC's end of FFY report

Continued: 4.2 PRIORITY ONGOING PROJECTS | CRIMINAL JUSTICE Strategies & Action Plans	
SUB-STRATEGY and ACTION PLAN:	**Make available an Idaho POST-approved Advanced Roadside Impaired Driving Enforcement (ARIDE) course to all incumbent law enforcement officers every two years.** **Stakeholders/Allies/Critical Players:** Peace Officers Standards and Training (POST) Idaho Chiefs of Police Association Idaho Sheriffs' Association Prosecutors Breath Testing Specialist **Other Resources Needed:** Funding for assisting instructors (meals and housing) Buy-in **Current and Potential Funding Sources:** Idaho Office of Highway Safety **Key Action Steps:** 1. Make ARIDE attendance a pre-requisite to advanced training (Standardized Field Sobriety Testing [SFST] Instructor and Drug Recognition Expert [DRE]). **Measuring Progress and Outcomes** **Performance Measure:** 1. Number of officers completing ARIDE training 2. Percent increase in cases prosecuted **Measurement Method:** 1. POST annual training reports showing number of officers completing training 2. SIDC's end of FFY report
STRATEGY:	**Continue to support five impaired driving high visibility enforcement campaigns each year.** **[**** Effective: Countermeasures That Work]**

Continued: 4.2 PRIORITY ONGOING PROJECTS | CRIMINAL JUSTICE Strategies & Action Plans

STRATEGY: **Continue to fund the ignition interlock program for all repeat offenders.**
[*** Effective: Countermeasures That Work]**

SUB-STRATEGY and ACTION PLAN:

Standardize the application of existing laws regarding Breath Alcohol Ignition Interlock Devices (BAIIDs) by:

1. Increasing education of judges, prosecutors and probation and law enforcement officers regarding existing BAIID laws;
2. Allowing ITD authority to require BAIIDs for repeat offenders when courts do not;
3. Increasing the number of probation officers for monitoring offenders;
4. Standardizing forms with the Supreme Court.

[Reflects recommendations from TIRF and SFST Idaho Program Assessments]

Does it require?
- ☒ Legislative proposal or change
- ❑ New or changed funding
- ❑ Judicial confirmation

Stakeholders/Allies/Critical Players:

ITD/Driver Services
Law enforcement
Supreme Court
Prosecutors
Judiciary
Interlock companies
County probations
Department of Corrections (felony probations)

Other Resources Needed:

Use of new Supreme Court and ITD systems to standardize forms
Funding to increase Driver Services Staff/probation officers

Current and Potential Funding Sources:

Court fees for interlock
DUI Offenders
Vendors/BAIID providers

Key Action Steps:

First Steps (First things to do to move this forward)

1. Prosecuting Attorneys education with assistance of Jared Olson (Task Force member)
2. Standardize court order through Supreme Court with assistance of Kerry Hong (Task Force member)
3. Sgt. Dean Matlock (Task Force member) to assist in training law enforcement officers as with what BAIID looks like and how it works
4. POST academy to include interlock recognition for devices and restrictions on license
5. Judicial education with help of Traffic Injury Research Foundation (TIRF), NHTSA and BAIID vendors in Post Falls in May 2014

Short Term (1-2 years)

1. Develop and implement standardized form
2. Rewrite and update Idaho Administrative Procedures Act (IDAPA) rules
3. Draft legislation (use Washington laws as reference)

Continued: 4.2 PRIORITY ONGOING PROJECTS | CRIMINAL JUSTICE Strategies & Action Plans	
	Long Term (3-5 years) 1. Get legislation passed for DMV authority 2. Increase funding for probation officers **<u>Measuring Progress and Outcomes</u>** **Performance Measure:** 1. Number of devices ordered versus number installed 2. Numbers of hours spent training parole officers, law enforcement officers, judges and prosecutors 3. Number of people with failures after BAIID installed **Measurement Method:** 1. Monthly, quarterly and yearly reports regarding installs, devices ordered, test failures, etc. 2. Feedback regarding attendance at trainings 3. Report regarding the number of citations issued for BAIID violators

Continued: 4.2 PRIORITY ONGOING PROJECTS | CRIMINAL JUSTICE Strategies & Action Plans

STRATEGY: **Continue to support the expansion of new and existing DUI Courts that operate in compliance with the Idaho Adult Drug Court Standards and Guidelines for Effectiveness and Evaluation.**
[** Effective: Countermeasures That Work** {Proven for Reducing Recidivism} **]**

ACTION PLAN:

Stakeholders/Allies/Critical Players:

Idaho Supreme Court Drug & Mental Health Court Coordinating Committee
Trial Court Administrators of all Seven Idaho Judicial Districts
Idaho Department of Health and Welfare
Treatment providers
Prosecutors
Public Defenders
Local Governments
Recovery Community
Local Businesses
Courts
State and Local Law Enforcement
Emergency Responders
MADD
Educators

Other Resources Needed:

Data on effectiveness of DUI Courts in Idaho & nationwide at reducing recidivism

Media campaign to encourage buy-in by Idaho communities and citizens

Judges, prosecutors and public defenders willing to put forth the effort to establish DUI Courts in their jurisdictions

Enough certified treatment providers to provide necessary treatment

Support by local recovery communities (e.g., Alcoholics Anonymous and Narcotics Anonymous)

Current and Potential Funding Sources:

Idaho Office of Highway Safety
Idaho Supreme Court
Office of Justice Programs, Bureau of Justice Assistance
National Association of Drug Court Professionals
County Governments
In-kind Resources through Judges, Prosecutors and Public Defenders

Key Action Steps:

First Steps (First things to do to move this forward)

1. Identify target populations statewide by County with highest rates of impaired driver-related death and serious injury where DUI Courts do not exist
2. Assess current capacity and current level of need in Counties with existing DUI Courts to determine where courts need to expand capacity
3. Contact the State Drug and Mental Heath Coordinating Committee regarding coordinating efforts to establish more DUI Courts and expanded DUI Court capacity in Idaho
4. Prepare an education campaign for presentation to Judges, Prosecutors, Public Defenders, Treatment Providers, Law Enforcement and Probation officers setting forth the basic reasons DUI courts are the most effective way to reduce recidivism

Continued: 4.2 PRIORITY ONGOING PROJECTS | CRIMINAL JUSTICE Strategies & Action Plans

5. Work with the Idaho Supreme Court and Office of Highway Safety to develop the most effective collaborative funding strategy for expansion and ongoing support of DUI Courts in Idaho
6. Get on the agendas for the various annual meetings of these organizations, including the Idaho Bar Association
7. Work with the State Coordinating Committee to present information to legislative committees to help encourage additional state funding for DUI Court expansion

Short Term (1-2 years)

1. Help establish DUI Court steering committees in 5 Idaho communities that have the most need and no DUI Court or inadequate capacity in an existing DUI Court
2. Work with these target communities to help form Courts and the requisite teams
3. Train the teams (either send them to a national training or bring trainers to Idaho) 6-8 teams would be enough to attract national trainers - funding could be spread out among OHS, Supreme Court and National Center for Courts.
4. Train some trainers to continue educating teams in Idaho
5. Work with local Prosecutors and Defense Bar to gain acceptance of use of the DUI court for the appropriate high risk impaired drivers.

Long Term (3-5 years)

1. Use the above approach, as adjusted for effectiveness, in additional Idaho communities as identified by the need according to the numbers
2. Have at least one functioning DUI Court in /for every county in Idaho by July 1, 2017
3. A team of Idaho Drug Court Professionals representing each discipline in place to provide continuing education and tune ups as teams form and develop.

<u>Measuring Progress and Outcomes</u>

Performance Measure:

1. The time it takes to target the Idaho counties in most need of DUI Courts
2. The number of DUI Court steering committees established in the first 12 months
3. The number of DUI Court teams formed for training in the first 18 months
4. The number of DUI Courts operating 24 months after the plan is adopted

Measurement Method:

1. Work with the Supreme Court Drug and Mental Health Court Coordinating Committee to track progress statewide in terms of number of Courts formed
2. use this same resource to review each court's effectiveness at reducing recidivism, 3-5 years after formation

Continued: 4.2 PRIORITY ONGOING PROJECTS | Strategies & Action Plans	
COMMUNICATION PROGRAM	
STRATEGY:	**Continue to fund and support Idaho Office of Highway Safety public media efforts/campaigns to run in conjunction with the five scheduled high visibility statewide impaired mobilizations.**
STRATEGY:	**Continue to fund and support the Positive Community Norms Project.**

4.3 Additional Recommended Priorities: Strategies & Action Plans

Projects recommended for funding and support.

PROGRAM MANAGEMENT & STRATEGIC PLANNING	
STRATEGY:	**Identify and engage stakeholders outside of ITD and law enforcement that will help fund impaired driving programs.**
ACTION PLAN:	**Stakeholders/Allies/Critical Players:** Alcohol industry Pharmaceutical industry Hospitals (physical and behavioral) Idaho Office of Drug Policy Idaho Sheriffs' Association Idaho Chiefs of Police Association Mothers Against Drunk Driving (MADD) Students Against Destructive Decisions (SADD) Media partnership Insurance Companies Local school districts Civic Organizations Chambers of commerce Celebrate Recovery **Other Resources Needed:** Leverage relationships Partnerships Media coverage Data Grant writers **Current and Potential Funding Sources:** Office of Highway Safety (OHS) Municipalities In-kind media industries State and Counties Insurance companies Pharmaceutical & Alcohol Private industries **Key Action Steps:** **First Steps (First things to do to move this forward)** 1. Establish specific campaigns, programs and costs 2. Identify specific stakeholders 3. Build relationships and educate partners and potential funders **Short Term (1-2 years)** 1. Identify campaign and/or programs to fund the costs (ex: prosecutorial training) 2. Research potential funders 3. Convene committee to address funding needs and resources

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | PROGRAM MANAGEMENT & STRATEGIC PLANNING Strategies

Long Term (3-5 years)

1. Identify funding needs
2. Identify concrete funding sources
3. Explore avenues to create sustainable funding, such as 501(c)(3) endowment

Measuring Progress and Outcomes

Performance Measure:

1. Identify 10 committee members by implementation date

Measurement Method:

1. Number of projects funded by sources identified
2. Number of meetings held

STRATEGY: **Create new and continue to support existing multi-jurisdictional DUI task forces.**
[** Effective: Countermeasures That Work]**

ACTION PLAN:

Does it require?
- ❑ Legislative proposal or change
- ☒ New or changed funding
- ❑ Judicial confirmation

Stakeholders/Allies/Critical Players:

Local, county and state law enforcement
Local elected officials
Media
Office of Highway Safety (OHS)
Idaho Chiefs of Police Association
Peace Officer Standards and Training Academy (POST)
National Highway Traffic Safety Administration (NHTSA)

Other Resources Needed:

Funding
Personnel and trained officers
Identify hot spots and dates
Judges
Equipment and technology
Training
Prosecutors
Phlebotomists

Current and Potential Funding Sources:

OHS
Counties
Alcohol industry
Cities
Grants
Tribal councils
Insurance Companies
POST

Key Action Steps:

First Steps (First things to do to move this forward)

1. Inventory existing DUI Task Forces
2. Identify areas task forces are needed
3. Meet with local law enforcement agencies and local elected officials to develop partnerships in communities identified as needing Task Forces

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | PROGRAM MANAGEMENT & STRATEGIC PLANNING Strategies	
	Short Term (1-2 years) 1. Meet with ICOPA and Idaho Sheriffs' Association (ISA) about goals of the task force 2. Recruit members and begin identifying strategies **Long Term (3-5 years)** 1. Hold quarterly Task Force meetings 2. Train law enforcement officers and equip Task Forces 3. Develop long-term strategy to respond to local needs and events 4. Media coverage and stories regarding new task force **<u>Measuring Progress and Outcomes</u>** **Performance Measure:** 1. Increase the number of Task Forces by 10 percent 2. Increase the number of officers trained by 10 percent 3. Finalize strategic plan **Measurement Method:** 1. Total number of officers and agencies involved 2. Total number of officers trained 3. Total number of special events the DUI task force participated in 4. Total number of Task Forces

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | Strategies & Action Plans

PREVENTION

STRATEGY: **Pass legislation to require mandatory training for alcohol servers.**
[** Effective: Countermeasures That Work]

ACTION PLAN:

Stakeholders/Allies/Critical Players:

State liquor Division
Cities
Association
Idaho State Police Alcohol and Beverage Control
Association of Convenience Store Owners
Retailers
Restaurant and Beverage
Law Enforcement Partners

Does it require?
- ☒ Legislative proposal or change
- ☒ New or changed funding
- ❑ Judicial confirmation

Other Resources Needed:

Training Officers
Current programs in Meridian / Boise

Current and Potential Funding Sources:

Training Fee paid by applicant / owner

Key Action Steps:

First Steps (First things to do to move this forward)

1. Investigate current laws in other jurisdictions
2. Identify support of stakeholders and potential opponents
3. Form a working group to draft proposed legislation/rule making
4. Add last drink question to alcohol influence report

Short Term (1-2 years)

1. Draft legislation /rule making authority that requires mandatory training
2. Identify system that effectively addresses the over-service issue
3. Draft media campaign

Long Term (3-5 years)

1. Pass rule or legislation requiring mandatory server training

Measuring Progress and Outcomes

Performance Measure:

1. Number of servers trained
2. Number of cities to adopt the ordinance
3. Lowering of state average blood alcohol content (BAC)
4. Last drink data for media campaign

Measurement Method:

1. Training participation reports showing number of servers trained
2. Copies of city ordinances showing adoption

STRATEGY: **Provide a curriculum to local school districts that includes educational and prevention components such as MADD program and Alive at 25.**

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | Strategies & Action Plans

CRIMINAL JUSTICE SYSTEM

STRATEGY:	**Expand the number of Drug Recognition Experts (DREs) to meet the needs in each Idaho jurisdiction.** **[*** Effective: Countermeasures That Work]**
ACTION PLAN:	**Stakeholders/Allies/Critical Players:** Idaho State Police Idaho Chiefs of Police Association Idaho Sheriffs' Association POST Prosecutors County Commissioners Judges **Does it require?** ☒ Legislative proposal or change ☒ New or changed funding ☐ Judicial confirmation **Other Resources Needed:** Staff support of Drug Recognition Expert (DRE) coordinator **Current and Potential Funding Sources:** Idaho Transportation Department Department training budgets Drug Companies **Key Action Steps:** **First Steps (First things to do to move this forward)** 1. Determine needed funding 2. Identify and quantify the need in geographical areas **Short Term (1-2 years)** 1. Require DRE school every year 2. Target areas of the state lacking on-site training in those areas 3. Strategies to keep DREs from "promoting out" or letting their certification lapse (e.g., awards) **Long Term (3-5 years)** 1. Strategies to keep DREs from "promoting out" or letting their certification lapse 2. Statewide Highway Safety Grant funding for DRE call outs **Measuring Progress and Outcomes** **Performance Measure:** 1. Increase of DUI cases investigated and successfully taken through the court system 2. Maintain sufficient number of DREs in each jurisdiction **Measurement Method:** 1. Quarterly reports – training 2. Quarterly reports – Idaho Supreme Court case dispositions

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | CRIMINAL JUSTICE Strategies & Action Plans	
STRATEGY:	**Make available an Idaho POST-approved Standardized Field Sobriety Testing (SFST) refresher course to all law enforcement officers every two years.** **[Recommendation: SFST Idaho Program Assessment]** **[***** Effective: Countermeasures That Work]**
ACTION PLAN:	**Stakeholders/Allies/Critical Players:** Peace Officers Standards and Training (POST) Idaho Chiefs of Police Association Idaho Sheriffs' Association Prosecutors Breath Testing Specialist **Other Resources Needed:** SFST Assessment for Idaho (including recommendations) Buy-in **Current and Potential Funding Sources:** None needed **Key Action Steps:** 1. Link SFST training instrument to refresher training of officers **Measuring Progress and Outcomes** **Performance Measure:** 1. Number of officers completing SFST training 2. Percent increase in cases prosecuted **Measurement Method:** 1. POST annual training reports showing number of officers completing training

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | CRIMINAL JUSTICE Strategies & Action Plans

STRATEGY:	**Retain a pharmacology expert(s) as a resource in impaired driving investigations and prosecutions.**
ACTION PLAN:	**Does it require?** ☒ Legislative proposal or change ☒ New or changed funding ☒ Judicial confirmation **Stakeholders/Allies/Critical Players:** Idaho State Police (ISP) forensic services Prosecutors Courts Pharmacy Board **Other Resources Needed:** Funding to support three positions **Current and Potential Funding Sources:** Court fines Increased Driver License fees **Key Action Steps:** **First Steps (First things to do to move this forward)** 1. Identify and quantify the need (three at least) 2. Identify the funding sources 3. Determine the pool of candidates **Short Term (1-2 years)** 1. Get information on how many prosecutors use pharmacologists 2. Get information of drug DUIs prosecuted **Long Term (3-5 years)** 1. Pass a per se drugged driving law **Measuring Progress and Outcomes** **Performance Measure:** 1. Unprosecutable cases versus cases now prosecuted **Measurement Method:** 1. Research using Idaho Statewide Trial Court Automated Records System (istars)/New System 2. Number of requests for Pharmacologists

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | CRIMINAL JUSTICE Strategies & Action Plans

STRATEGY: **Lower the BAC threshold for excessive DUI from .20 to .15**
[* Effective: Countermeasures That Work]**

ACTION PLAN:

Does it require?
- ☒ Legislative proposal or change
- ☒ New or changed funding
- ❑ Judicial confirmation

Stakeholders/Allies/Critical Players:

Prosecutors
Office of Highway Safety
Victim advocacy groups
Law enforcement experts
Insurance Companies
Idaho Sheriffs' Association / local departments
Department of Corrections
Judiciary
Distributors
Idaho Chiefs of Police Association
Restaurant and Bar Owners Association

Other Resources Needed:

Data on injuries & fatalities at BAC .15 statewide (ITD/OHS Research Analyst, Steve Rich)
Data from others states injuries & fatalities at .15
Legislators
Intoxication log data from law enforcement
NHTSA data
Law enforcement

Current and Potential Funding Sources:

Office of Highway Safety
Insurance institute for highway safety
Victims service coordinators
Insurance companies
MADD
Volunteers

Key Action Steps:

First Steps (First things to do to move this forward)

1. Contact community groups and stakeholders for support
2. Gather data and statistics on DUI levels, number of wrecks at specific BAC levels (from NHTSA and states with .15 excessive)

Short Term (year 1)

1. Draft legislative language
2. Provide data; prepare public relations data materials for grassroots groups

Long Term (year 2)

1. Coordinate legislative support / lobby and identify legislative sponsor
2. Finalize legislative language

Long Term (year 3)

1. Present legislation with idea that amendments will be needed
2. Gather more support and backing (regroup) if needed in case of non-passage
3. Revise legislation if necessary to re-present in year 4

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | CRIMINAL JUSTICE Strategies & Action Plans	
	<u>Measuring Progress and Outcomes</u> **Performance Measure:** 1. Legislation passes 2. Get closer to passing legislation than prior year 3. Increase number of groups/agencies endorsements **Measurement Method:** 1. Legislative arguments and votes 2. Actual number of groups/agencies endorsing proposals
STRATEGY:	**Recognize and standardize an accepted database that contains competent repositories of drug impairing effects to assist law enforcement, prosecutors and Administrative License Suspension (ALS) hearing officers with impairment documentation.**
STRATEGY:	**Upon improvement of the current application of the Breath Alcohol Ignition Interlock Program, explore the advisability of expanding statutory requirements to include interlock devices for all DUI offenders.**

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | Strategies & Action Plans

COMMUNICATION PROGRAM

STRATEGY: **Educate the public that any substance which affects a person's ability to operate a vehicle safely constitutes impaired driving.**
[* Effective: Countermeasures That Work]

ACTION PLAN:

Stakeholders/Allies/Critical Players:

- Health Care Associations
- Prosecutors, courts
- Media
- Idaho Office of Drug Policy (ODP)
- Law Enforcement – state, county
- Office of Highway Safety
- MADD
- POST
- Pharmacology / Pharmacists / Doctors
- Office of National Drug Code Policy
- Licensing boards / Administrative License Suspension (ALS)

Other Resources Needed:

- In-kind media
- Funding for Public Relations message
- Educational materials

Does it require?
- ❑ Legislative proposal or change
- ☒ New or changed funding
- ❑ Judicial confirmation

Current and Potential Funding Sources:

- Office of Highway Safety
- Pharmaceuticals
- Private industry – corporate donors
- Millennium fund

Key Action Steps:

First Steps (First things to do to move this forward)

1. Identify partners
2. Identify populations to target

Short Term (1-2 years)

1. Identify the message
2. Create / develop media campaign
3. Identify resources
4. Define law

Long Term (3-5 years)

1. Bring message to youth through schools / clubs
2. Implement campaign to specific target audiences
3. Evaluate effectiveness of campaign
4. Develop handouts for pharmacies and doctors' offices

Measuring Progress and Outcomes

Performance Measure:

1. Develop survey
2. Funding has been secured
3. Evaluation materials distributed

Measurement Method:

1. Results of survey – attitudes, behavior change (as a result of campaign)
2. Number of impressions delivered

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | Strategies & Action Plans

ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT & REHABILITATION

STRATEGY: **Conduct a 24/7 Sobriety Program pilot project with a goal of expanding it to a statewide program if strategy is successful.**
[**** Effective: Countermeasures That Work]

ACTION PLAN:

Does it require?
- ❑ Legislative proposal or change
- ☒ New or changed funding
- ❑ Judicial confirmation

Stakeholders/Allies/Critical Players:

Idaho Impaired Driving Task Force
Idaho Transportation Dept.
Idaho State Police Forensic Services
Intoximeter
County Prosecutor & City Prosecutors
Prosecutors
County Judges
Probation/Parole
County Court Clerk
County Sheriff
Idaho Sheriffs' Association
Idaho Chiefs of Police Association

Other Resources Needed:

Software Program for Monitoring Offenders
Legal Forms (Prosecutor)
Location for Testing
Staffing (Sheriff's Office)
Probation
ITD Staffing – Data Tracking
Breath Testing Instruments/UA/Drug Patches/Scram Devices

Current and Potential Funding Sources:

ITD Grants
NHTSA Grants
County Sheriff's Office (Staffing)
Self-funding from offenders
Intoximeter
County Probation (Staffing)

Key Action Steps:

First Steps (First things to do to move this forward)

1. Outline pilot project plan of action
2. Receive law enforcement, prosecutor and judicial approval
3. Secure funding and begin pilot project

Short Term (1-2 years)

1. Investigate legislative proposals
2. Expand program if supported by data collected
3. Introduce & pass legislation

Continued: 4.3 ADDITIONAL RECOMMENDED PRIORITIES | ALCOHOL & OTHER DRUG MISUSE Strategies & Action Plans

Long Term (3-5 years)

1. Investigate legislative proposals
2. Expand program if supported by data collected
3. Introduce & pass legislation

Measuring Progress and Outcomes

Performance Measure:

1. Number of participants in pilot project
2. Number of participants violate release conditions
3. Percent reduction in recidivism (long term)

Measurement Method:

1. Data from probation officers to document number of pilot project participants
2. istars records reports
3. Data from Idaho repository of cases

PROGRAM EVALUATION AND DATA

Idaho plans to conduct several different types of evaluations to effectively measure progress, determine program effectiveness, plan and implement new program strategies to ensure resources are allocated appropriately. Specific evaluation and measurement methods are interwoven into the strategies and action plans above.

APPENDIX

Task Force Agendas & Meeting Summaries

Idaho Transportation Department • **OFFICE OF HIGHWAY SAFETY**
Idaho Impaired Driving Task Force

AGENDA

Inaugural Meeting of the Statewide Impaired Driving Task Force

April 17, 2013 · 9:00 a.m. – noon
Cafeteria Round Room · Idaho State Police Complex · 700 Stratford Drive, Meridian

9:00 a.m.	**Welcome & Introductions** Darla Christiansen, Facilitator Brent Jennings, Office of Highway Safety (OHS) Manager
9:20 a.m.	**The Impaired Driving Task Force: Why, Why Now?** Brent Jennings
9:40 a.m.	**The Challenge: Data Tells a Story** Kevin Bechen, OHS Grants/Contracts Officer for Alcohol Programs, Ignition Interlock Coordinator
10:00 a.m.	**Break**
10:15 a.m.	**The Task Force: What to Expect** Darla Christiansen • The mission • The plan (required elements, timeframe) • The process (making decisions, scheduling meetings, inviting others)
11:15 a.m.	**Idaho's Challenge: Interactive Session** Darla Christiansen
11:30 a.m.	**Wrap-Up / Next Steps / Questions?** Darla Christiansen, Brent and Jennings
noon	**ADJOURN** **Thank You!**

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

Idaho Impaired Driving Task Force

MEETING SUMMARY: April 17, 2013 | 9:00 a.m. – noon | Idaho State Police Complex

Welcome & Introductions

Darla Christiansen, TLG Facilitator, welcomed Task Force members provided agenda review & identified meeting objectives: (1) Meet and get acquainted; (2) Learn context and data; and (3) Look ahead at what to expect.

Brent Jennings, Office of Highway Safety (OHS) Manager, led Task Force members in ice breaker activity. Members shared a word or phrase they associate with "impaired driving" and discussed the concept of "zero" as it relates to Idaho's Toward Zero Deaths goal and eliminating fatal and serious injury crashes.

The Impaired Driving Task Force: Why, Why Now?

Brent Jennings shared Idaho's impaired driving challenges, noting the cost of impaired driving crashes to Idaho for 2011 was more than $560 million. This can be considered a crash tax, and reducing these crashes would reduce the economic impact to individual Idahoans. He also identified impaired driving as a public health issue.

This is a long-range challenge and worth implementing a plan to eliminate impaired driving in Idaho. The Task Force brings a broad spectrum of expertise and value at addressing the issue.

As part of this Task Force we will do the following:

1. **Gap analysis:** identifying what works for Idaho and what Idaho needs to work on. Taking us toward our goal of eliminating fatal and serious injury deaths in the state of Idaho.
2. **Focus on three key concepts**: safety, mobility and economic opportunity. These are the ITD strategic plan goals; we have the support of the Transportation Board and Director as we put this roadmap together.
3. **Assessment:** to be completed by NHTSA; we will share this roadmap with our highway safety partners and will reach sustainable roadmap to success post assessment.

The Challenge: Data Tells a Story

Kevin Bechen, OHS Grants/Contracts Office for Alcohol Programs, provided an overview of funding available for the Impaired Driving program. Approximately $1 million is available; included in that are:

- Law Enforcement Mobilizations (generally coincide with seasonal or holiday campaigns, $300,000/year)
- Media (includes TV-radio-billboards, $350,000/year)
- Staff Positions (Trainers for law enforcement - Sgt. Dean Matlock; and prosecutors - Jared Olson)
- Ignition Interlock

Kevin also presented detailed information which included population, licensed drivers, DUI arrests, liquor dispensary income and DUI arrests. This information may lend itself to assist the Task Force in identifying gaps and potential improvements to the Ignition Interlock program.

The Task Force: What to Expect

Darla Christiansen provided an overview of what the plan includes and reviewed Task Force member's roles and responsibilities. Task Force discussed mission, plan and process moving forward. Part of this process includes establishing high level goals, strategies and action steps.

Darla gave an overview of four core areas NHTSA requires to be addressed in the plan, and what is included in each: (1) Prevention / (2) Deterrence / (3) Treatment & Rehabilitation / (4) Program Management

Task Force reviewed starting language provided, and provided feedback to the following topics:

- **Mission and Expected Outcomes**: replace all reference to "reducing" the number of fatalities with "eliminate"
- **Term (Duration) of the Task Force:** agreement to establish continued momentum after initial task of submitting the plan; revise the language accordingly and bring back a revised/combined option
- **Key challenges:** current laws/changes to Idaho code, funding, perceptions of public and legal community, momentum, time commitments, training, how to build a coalition of diverse groups/organizations
- **Decision Process**: agreed upon a Consensus approach to decision-making; with Majority Vote as backup if necessary
    - *Consensus: we agree on a decision that everyone can support, or at least "I can live with it" and move on; compromise may be required*
    - *Majority vote: simple majority; a way we choose to take a vote if we are at an impasse*
- **Additional Task Force member representatives**: might include Forensics lab representative, University or research representative, child/youth psychologist, underage drinking representative, pharmacy board representative, toxicologist, member of the public, DUI court staff member

Other recommendations are to coordinate with the Office of Drug Policy, as there are many similar strategic plan efforts under way, and some of the same people are involved.

Idaho's Challenge: Interactive Session

Darla led group in an interactive "if only" session; Task Force members provided responses to the following:

- It would be great if only…
- Everything would change if only…
- If only this obstacle were removed…

The responses will serve as a foundation to the plan's roadmap and begin outlining items to address in the report.

Wrap up/Next Steps

Darla Christiansen provided wrap-up and identified the framework for the May Task Force meeting.

Action Items:

- **Darla/Rebecca** – send updated meeting handouts for revision
- **Darla/Rebecca** – send Doodle meeting request to Task Force members
- **All** – compile response to mission statement, review provide feedback by **April 30**
- **All** – respond to Doodle meeting request
- **OHS staff (Kevin/Mary)**– follow up with proposed additional Task Force member representatives

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Task Force Members Present

Katie Ashby
Kevin Bechen
Dick Beglinger
Kay Bennett
Mary Burke
Steve Conger
Brent Jennings
Amy Kearns
Sgt. Dean Matlock
Eric Moody
Jared Olson
Therese Woozley

Contact Information

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Rebecca Coulter: rcoulter@langdongroupinc.com

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

Idaho Impaired Driving Task Force

AGENDA | May 30, 2013 · 11 a.m. – 5 p.m.

Cafeteria Round Room · Idaho State Police Complex · 700 Stratford Drive, Meridian

Meeting Objectives:

- **To Review**: Mission/Charter, the End Product
- **To Decide:** On adopting SHSP strategies, identifying new, setting priorities
- **To Discuss:** New .05 BAC, Surveys as Tools

Time	Agenda Item
11:00 a.m.	**Welcome & Housekeeping Announcements** Darla Christiansen, Facilitator
11:10 a.m.	**Opening Comments** George Hicks, Magistrate Judge, Task Force Chairman
11:20 a.m.	**New Member Introductions & Update** Mary Burke, OHS Grant Manager
11:30 a.m.	**Review: Task Force Mission/Charter** Darla Christiansen, Mary Burke
11:45 a.m.	**The End Product: Strategic Plan Structure, NHTSA Requirements, A Starting Place** Kevin Bechen, Impaired Driving Program Manager and Ignition Interlock Coordinator
12:15 p.m.	**Understanding the Problem: The Who-Where-When of Driving Impaired** Steve Rich, Research Analyst Principal, Behavioral Data Analysis and Dissemination
12:45 p.m.	**Working Lunch and Discussion** Darla Christiansen · Review "if only" statements · Thinking about the challenges that confront you on a daily basis · Bridging the gap with strategies already developed by the SHSP emphasis group
1:15 p.m.	**The SHSP: A Foundation for Building Idaho's Model Program? Roundtable Discussion** George Hicks
2:45 p.m.	**Setting priorities** Darla Christiansen
3:00 p.m.	**BREAK**
4:15 p.m.	**Surveys: Who, What to Ask** George Hicks, Kevin Bechen
4:45 p.m.	**Wrap-Up: Review Action Items, Questions?** Darla Christiansen
5:00 p.m.	**Thank You! ADJOURN**

Upcoming Meetings:

Thursday, June 13 • WORKSHOP 10 a.m. – 4 p.m. ISP Complex, Cafeteria Round Room	Thursday, July 11 • REVIEW WORK 11 a.m. – 5 p.m. ISP Complex, Cafeteria Round Room	Thursday, August 1 • FINAL REVIEW 11 a.m. – 5 p.m. Location TBD
Identify stakeholders & critical players, potential funding, key action steps (short & long-term), first steps, performance measure and method	Review strategies and action steps incorporated into plan; make adjustments; revise & prepare for final document	Final review and revisions to document; submittal to NHTSA by Aug. 28

NOTES

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

Idaho Impaired Driving Task Force

MEETING SUMMARY: May 30, 2013 | 11 a.m. – 5 p.m. | Idaho State Police Complex

Action Items:

- **Darla/Rebecca** – send Task Force meeting handouts and DRAFT plan for review, including Steve Rich's presentation for reference *<complete>*
- **Jared/Amy/Jamie** – compile 24/7 Sobriety Program information and bring to **June 13** meeting
- **All** –review Goals and Strategies table (using Track Changes), provide feedback by **COB Friday, June 7**
- **All** –review updated draft of Impaired Driving Plan(using Track Changes), send feedback by **COB Friday, June 7**
- **OHS staff (Kevin/Mary)**– follow up with proposed additional Treatment & Rehabilitation and Hospitality Task Force member representatives
- **Kevin/Mary/Amy/Eric** – propose rewritten Ignition Interlock plan to Task Force **June 13**

Welcome & Introductions

Darla Christiansen, TLG Facilitator, welcomed Task Force members provided agenda review & identified meeting objectives: (1) To Review: Mission/Charter, the End Product; (2) To Decide: On adopting SHSP strategies, identifying new, setting priorities; and (3) To Discuss: New .05 BAC, Surveys as Tools.

Opening Comments

Judge George Hicks, Task Force Chairman, identified the purpose of the Task Force to come up with a viable, useable impaired driving plan that can easily be communicated to the rest of the public in such a way they will accept it.

New Member Introductions & Update

Darla Christiansen reviewed the list of Task Force team members and welcomed new members:

- **Christina Schorzman**, Citizen Member of Twin Falls DUI Court Staff
- **Kerry Hong**, Misdemeanor Sentencing Alternative Specialist of Idaho Supreme Court
- **Lieutenant Russ Wheatley**, Idaho State Police Alcohol Beverage Control (ABC)

Review Task Force Mission/Charter

Darla Christiansen reviewed Task Force suggestions for revised mission statement and charter, including:

- **Mission** – add 'prevent and eliminate' to the mission statement
- **Term** – combine SHSP's function with Impaired Driving Task Force for streamlining processes

Task Force discussed SHSP background and its relation to the Impaired Driving Plan:

- **SHSP** – a high level highway safety plan outlining specific strategies to reduce the number of fatal and serious injury crashes within eleven emphasis groups
- **Impaired Driving Plan** – follows NHTSA's requirements to build an impaired driving task force, compliments strategies outlined in the SHSP; both are aimed at reducing impaired driving

The End Product: Strategic Plan Structure, NHTSA Requirement, A Starting Place

Kevin Bechen, OHS Grants/Contracts Office for Alcohol Programs, provided history of federal highway safety grant programs, including:

- SAFETEA-LU, expired in 2009 designed to provide grant funding at the state and community level for a highway safety program, addresses Idaho's circumstances and particular highway safety needs

- Map-21, passed in 2012 consolidates Federal-aid highway program structure, eliminating discretionary programs and earmarks giving states increased flexibility to program funds.

Kevin also presented detailed information of NHTSA's Federal Register Requirements and Recommendations; the purpose is to provide a comprehensive strategy for preventing and reducing impaired driving behavior. Plan must be organized in accordance with the general areas stated in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 8—Impaired Driving. These general areas provide the basis for a comprehensive approach to addressing problems of impaired driving: (1) Prevention / (2) Deterrence / (3) Treatment & Rehabilitation / (4) Program Management

Understanding the Problem: The Who-Where-When of Driving Impaired

Steve Rich, OHS Research Analyst Principal**,** provided comprehensive synopsis of Idaho's impaired driving problem, including DUI arrests in relation to impaired driving crashes, how we define impaired driving, crash locations and how age and gender play a role.

Presentation takeaway for consideration:

- Although DUI problem is still high, it is trending downward while drug impairment is on the rise

The SHSP: A Foundation for Building Idaho's Model Program? Roundtable Discussion

Judge Hicks led group in roundtable discussion of topics to address in the impaired driving plan; Task Force agreed to adopt SHSP strategies with the intent to add new strategies (where applicable).

Surveys: Who, What to Ask

Judge Hicks led group in discussion to identify whether or not there is a need to survey the judiciary and others in an effort to find out what is really going on around the state regarding the Ignition Interlock program.

Task Force decided to table the survey for now and established a subgroup to work on a plan for more accessible interlock instillation sites, identifying statistics and propose changes to the Ignition Interlock program; it is the intent to include suggested Ignition Interlock changes in the Impaired Driving Plan.

Task Force Members Present

Katie Ashby	Elisha Figueroa	Jared Olson
Kevin Bechen	George Hicks	Steve Rich
Dick Beglinger	Kerry Hong	Christina Schorzman
Mary Burke	Amy Kearns	Jamie Shropshire
Steve Conger	Eric Moody	Russ Wheatley
		Shirley Wise (by phone)

Facilitation Team

Darla Christiansen: darlachristiansen@gmail.com Rebecca Coulter: rcoulter@langdongroupinc.com

Upcoming meetings

Thursday, June 13	Thursday, July 11	Thursday, August 1
10 a.m. – 4 p.m.	11 a.m. – 5 p.m.	11 a.m. – 5 p.m.

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

Idaho Impaired Driving Task Force

AGENDA

June 13, 2013 · 10 a.m. – 4 p.m.

Cafeteria Round Room · Idaho State Police Complex · 700 Stratford Drive, Meridian

Meeting Objectives:

- **To Report**: on 24/7 Sobriety Program, Ignition Interlock overhaul needs
- **To Prioritize:** select the top strategies
- **To Create:** Action Plans for the priority strategies

Time	Agenda Item
10:00 a.m.	**Welcome & Housekeeping Announcements** Darla Christiansen, Facilitator
10:05 a.m.	**Opening Comments** George Hicks, Magistrate Judge, Task Force Chairman
10:15 a.m.	**Task Force and Strategic Highway Safety Plan (SHSP): Complementary Efforts** Mary Burke, OHS Grant Manager
10:30 a.m.	**Reports** George Hicks • Ignition Interlock Overhaul Needs – Kevin Bechen • 24/7 Sobriety Program – Jared Olson
10:50 a.m.	**BREAK**
11:00 a.m.	**The Goal & Strategies: Select Priorities** Darla Christiansen
11:50 a.m.	**Short Break - Working Lunch - Breakout Preview** Darla Christiansen
12:30 p.m.	**Breakout Work Sessions** Small Groups - Complete Action Plans
2:30 p.m.	**BREAK**
2:45 p.m.	**Reporting back to the Group** George Hicks
3:45 p.m.	**Wrap-Up: Review Action Items, Questions?** Darla Christiansen
4:00 p.m.	**Thank You! ADJOURN**

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

Idaho Impaired Driving Task Force

MEETING SUMMARY: June 13, 2013 | 10 a.m. – 4 p.m. | Idaho State Police Complex

Welcome & Housekeeping Announcements

Darla Christiansen, TLG Facilitator, welcomed Task Force members, provided agenda review and identified meeting objectives. She reminded members that strategies identified in the plan allow for identification of future project, and funding prioritization.

Opening Comments

Judge George Hicks, Task Force Chairman, noted that last meeting's conversation focused on useful overarching discussion; this time we will focus on the goal and strategies.

Task Force and Strategic Highway Safety Plan (SHSP): Complementary Efforts

Mary Burke, Office of Highway Safety, recalled the original intent was to align the Strategic Highway Safety Plan (SHSP) with this Strategic Plan and in order to streamline and manage both upon implementation, because they share goals, strategies and tasks. In the end, this complementary effort meets the needs of all members and makes this more achievable. We want to see that we are creating an achievable plan that we can build on into the future.

Reports

Ignition Interlock: **Kevin Bechen** shared historical perspective of Interlock implementation in Idaho; reported recent Interlock updates that go into effect May 2014; noted need for Education piece. Most important priority is to submit plan to NHTSA, then start working on specialized working group for Interlock program.

Judge followed up with comments noting recent guidelines issued from NHTSA. The education element is important, it is equally important for stakeholders to understand this and working on the education portion would be helpful sooner rather than later.

24/7 Sobriety Program: **Jared Olson** provided background on program, filled out worksheet for review, but could use help from the members to identify specifically how we plan to move forward with program as it relates to this Task Force. Examples of administrative rules that may be involved, players and what the program could look like is outlined but at this point it may not be the right time to try to push legislation forward.

Questions and discussion followed regarding user fees; non-alcohol/other substance monitoring; experiences in other states; and legislative implications. The Task Force supported the concept and agreed to include it as a strategy within the Plan.

The Goal

Discussion regarding the initially proposed goal resulted in a revised goal, which members agreed is easier to understand and easier to communicate with others.
New goal approved: **To prevent and eliminate death and serious injury caused by impaired drivers.**

The discussion included:

- Review of SMART goals/strategies (specific, measurable, action, relevant, timely) and how those can be applied to the strategies that are included in the plan.
- Who is our audience: Go first to NHTSA, but overall this plan will be used by OHS to identify funding sources

The Goal & Strategies: Select Priorities

Darla led the group in a prioritizing activity. Members were asked to consider the following when setting priorities:

- Risk of doing nothing
- Feasibility with available resources
- Seriousness
- Size/how many people
- Getting better/worse
- Overall importance others addressing

The initial responses asked for were:

- **Yes** this is a top priority issue
- **Not now**, not right now we will table and address at a later date
- **Maybe** and address in round two

Through this process, top priority strategies were identified.

Small Group Breakout

Task Force members broke into small groups to create action plans for select strategies.

Roundtable Reporting

Judge Hicks facilitated a roundtable breakout session, during which each group gave a brief synopsis of the strategy and action plan developed during the afternoon breakout session.

Wrap up

Darla Christiansen and **Rebecca Coulter** will compile the action plans and send back out for review, changes by COB Thursday. Next meeting we will review our work.

Action Items:

- **Darla, Rebecca** – Compile and distribute action plans from today
- **All –** review action plans; made edits or corrections by **COB Thursday, June 20**

Task Force Members Present

Judge George Hicks

Group 1	Group 2	Group 3
Dick Beglinger	Kevin Bechen	Mary Burke
Kay Bennett	Christina Schorzman	Steve Conger
Jared Olson	Amy Kearns	Dean Matlock
Russ Wheatley	Jamie Shropshire	Elisha Figueroa

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Idaho Impaired Driving Task Force

AGENDA | July 11, 2013 · 11 a.m. – 5 p.m.

Cafeteria Round Room · Idaho State Police Complex · 700 Stratford Drive, Meridian

Meeting Objectives:

- **Presentations**: Shirley Wise, NHTSA
- **Review**: prior work – strategies and action plans
- **Look Ahead:** review process for draft document (prepare to finalize and submit), what's next for Task Force/Aug. meeting

Time	Agenda Item
11:00 a.m.	**Welcome & Housekeeping Announcements** *Darla Christiansen, Facilitator*
11:05 a.m.	**Opening Comments and Introductions** *George Hicks, Magistrate Judge, Task Force Chairman*
11:15 a.m.	**The Importance of a Task Force: the NHTSA Perspective** *Shirley Wise, Senior Regional Program Manager,* *National Highway Traffic Safety Administration (NHTSA), Seattle*
11:30 a.m.	**Strategies Review: Priority Ranking Discussion** *Darla Christiansen*
12:30 p.m.	**SHORT BREAK / WORKING LUNCH** **Setting Performance Measures** *Shirley Wise* *How performance measures can benefit programs and projects, allow for evaluation and modification of projects.*
1:30 p.m.	**Small Group Breakouts** • *Reconvene into same small groups* • *Review and QC action plans* • *Adjust performance measures, change or clarify any section of action plans*
2:45p.m.	**Break**
3:00 p.m.	**Roundtable Discussion / Check-in / Questions** *George Hicks*
3:45 p.m.	**Looking Ahead** *Darla Christiansen, Mary Burke* • *Review process for draft document (prepare to finalize and submit)* • *Aug. meeting* • *What's next for Task Force*
4:15 p.m.	**Wrap-Up: Review Action Items, Questions?** *Darla Christiansen*
4:30 p.m.	**Thank You! ADJOURN**

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

Idaho Impaired Driving Task Force

MEETING SUMMARY: July 11, 2013 | 11 a.m. – 5 p.m. | Idaho State Police Complex

Welcome & Housekeeping Announcements

Darla Christiansen, Facilitator, welcomed Task Force members, provided agenda review.

Opening Comments and Introductions

Judge George Hicks, Task Force Chairman, challenged the task force to think big picture and acknowledged the extent of work ahead. He led the group in welcoming three guests:

- **Judge Mary Jane Knisely –** NHTSA Liaison – 13th Judicial District, Yellowstone County, Montana
- **Shirley Wise** – Senior Regional Program Manager, Region 10, NHTSA
- **Norma Jaeger –** Director, Idaho Problem Solving Courts & Community Sentencing Alternatives

The Importance of a Task Force: the NHTSA Perspective

Shirley Wise discussed long-term implementation of the plan and advised that, during early implementation, the Task Force meets monthly while continuing to expand participation – this can strengthen the team and provide measurable accomplishments.

Shirley also provided an overview on the importance of drafting an Impaired Driving Plan that meets the requirements outlined in the NHTSA Guideline No. 8 and revisited membership.

Strategies Review: Priority Ranking Discussion

Darla Christiansen revisited the top strategies identified at the June 13 meeting and led a group discussion about ranking the list of top-priority strategies. It was decided there would be no need to prioritize this list due to the overlapping efforts required to implement strategies.

Setting Performance Measures

Shirley Wise presented how performance measures can benefit programs and projects, allow for evaluation and modification of projects. Good performance measures provide strategies and continuous evaluation.

Darla Christiansen provided considerations for writing performance measures: (1) clearly worded and simple to understand, (2) make it clear what is being measured, (3) whenever possible use available or easily-accessed data, and (4) make it practical and useful for future decision-making.

Small Group Breakouts

Task Force members broke into small groups to review and QC action plans, adjusting performance measures and other elements of the strategies and action plans. One new strategy was developed.

Roundtable Discussion / Check-in / Questions

Judge George Hicks led a roundtable discussion where task force members reported changes made to the action plans. Judge Knisely also provided some feedback about her interactions with local representatives and offered her services to the Idaho Task Force.

Looking Ahead / Wrap up / Next Steps

Darla Christiansen and **Mary Burke** reviewed the process for the draft document moving forward – prepare to finalize and submit – and identified the framework for the August 1 Task Force meeting, to fine tune draft Strategic Plan.

Action Items:

- **Darla, Rebecca** – update draft Strategic Plan to reflect updated action plans, provide updated draft to Task Force *<complete>*
- **All –** review draft Strategic Plan and provide edits by **COB Monday, July 22**
- **Kevin, Mary** – identify additional Task Force membership representation as identified in NHTSA Guideline No. 8

Task Force Members Present

Katie Ashby
Kevin Bechen
Dick Beglinger
Mary Burke
Steve Conger
Judge George Hicks
Norma Jaeger
Amy Kearns
Judge Mary Jane Knisely
Eric Moody
Jamie Shropshire
Christina Schorzman
Russ Wheatley
Shirley Wise

Contact Information

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Idaho Impaired Driving Task Force

AGENDA

August 1, 2013 · 11 a.m. – 5 p.m.

ITD District 3 • 8150 W. Chinden Blvd., Boise • Large Conference Room

Meeting Objectives:

- **Membership**: Introduce additional members, provide some context, continue expanding involvement as appropriate
- **Strategy Discussion**: Follow-up to email conversations, how to present strategies, review language in draft plan
- **Next Steps:** Approval process (prepare to finalize and submit), what's ahead for Task Force

Time	Agenda Item
11:00 a.m.	**Welcome & Housekeeping Announcements** *Darla Christiansen, Facilitator*
11:05 a.m.	**Opening Comments and Introductions** *George Hicks, Magistrate Judge, Task Force Chairman*
11:20 a.m.	**Task Force Purpose Revisit, What to Expect** *George Hicks and Darla Christiansen*
11:40 a.m.	**Idaho's Impaired Driving Plan: A Multi-Phase Effort** *Brent Jennings, Manager, Office of Highway Safety*
12:15 p.m.	**BREAK**
12:30 p.m.	**Working Lunch/Strategies Discussion** *Darla Christiansen*
1:45 p.m.	**BREAK**
2:00 p.m.	**Small Group Breakout: Final Action Plan Review**
3:00 p.m.	**Roundtable Discussion / Check-in / Questions** *George Hicks*
4:00 p.m.	**Review and Approval Process** *Darla Christiansen*
4:30 p.m.	**Wrap-Up: Review Action Items, Questions?** *Darla Christiansen*
5:00 p.m.	**Thank You! ADJOURN**

Idaho Transportation Department • **OFFICE OF HIGHWAY SAFETY**
Idaho Impaired Driving Task Force

MEETING SUMMARY: August 1, 2013 | 11:00 a.m. – 5:00 p.m. | ITD District 3

Welcome & Housekeeping Announcements

Darla Christiansen, TLG Facilitator, welcomed Task Force members provided agenda review & identified meeting objectives: (1) Membership: Introduce additional members, provide some context, continue expanding involvement as appropriate (2) Strategy Discussion: Follow-up to email conversations, how to present strategies, review language in draft plan; and (3) Next Steps: Approval process (prepare to finalize and submit), what's ahead.

Opening Comments and Introductions

Judge George Hicks, Task Force Chairman, challenged the task force to look ahead to the work that will begin after the plan is submitted to NHTSA – the work really begins after this, when funding is identified and programs are in place.

Judge Hicks lead the group in welcoming and confirming the following new Task Force members:

- **Sergeant Ryan Howe** – Twin Falls Police Department (attending)

Additional confirmed members:

- **Jermaine Galloway** – Boise Police Department
- **Captain Bob Peace** – Elmore County Police Department
- **Amy Jeppesen** – Recovery 4 Life

Task Force Purpose Revisit, What to Expect

Judge Hicks provided an overview of the Task Force purpose discussed next steps. The plan is a requirement for funding and creates a roadmap. The Task Force will be asked to approve the plan prior to its submission to NHTSA; as we move into implementation the Task Force will identify a new meeting schedule, possibly meeting quarterly and move to semi-annual.

Idaho's Impaired Driving Plan: A Multi-Phase Effort

Brent Jennings, Office of Highway Safety Manager, congratulated the Task Force for their hard efforts; the Task Force has captured viewpoints tied to impaired driving problem in the state of Idaho, bringing these concerns to focus in one document. These efforts give us an opportunity to move toward prioritization, funding and implementation.

Phase One of this process has been the documentation of your ideas and drafting the plan. Phase Two is implementation; considering how to best invest limited resources and marrying the work done by the Task Force with that of the Strategic Highway Safety Plan (SHSP) – these efforts put us where we want to be: zero deaths.

SHSP Relationship to Task Force

Brent Jennings provided an overview of the Strategic Highway Safety Plan (SHSP). The SHSP is a requirement for highway safety funding at the federal level. This plan identified 11 emphasis areas each tasked with identifying strategies to reduce fatalities. Impaired Driving was identified as a vital emphasis area. The goal is to marry the SHSP and the Task Force's Impaired Driving Plan – the work of the SHSP and that done by the Task Force is not to sit in silos.

Strategies Discussion

Darla Christiansen reviewed strategies listed in the plan. Through lengthy discussion, the Task Force reevaluated the categorization of the strategies, approving the following:

1. **Priority Ongoing Projects** – Ongoing projects are top priorities for continued funding
2. **Additional Recommended Priorities** – Projects recommended for funding and support

Review and Approval Process / Wrap up

Darla Christiansen identified key dates for finalizing the plan for its submission to NHTSA, confirmed Task Force voting privileges and discussed the formal approval process of the plan:

- **Review process:** revised Plan circulated to members by **Aug. 7**; comments due back by **Aug. 14**
- **Approval process:** Task members will receive an email with attached copy of the plan containing all revisions **Aug. 21**; members will be asked to approve the plan

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Action Items:

- **Darla, Rebecca –** revise plan and circulate to Task Force members August 7
- **All –** review plan and provide feedback by August 14
- **All –** participate in approval process August 21

Task Force Members Present

Katie Ashby	Kerry Hong	Eric Moody
Kevin Bechen	Sgt. Ryan Howe	Jared Olson
Dick Beglinger	Brent Jennings	Jamie Shropshire
Steve Conger	Amy Kearns	Lieutenant Russ Wheatley
Judge George Hicks	Dean Matlock	

Contact Information Darla Christiansen: darlachristiansen@gmail.com

Impaired Driving Plan Approval Documentation

Task Force members approved this plan via email communication. Following is documentation of that approval.

From: Norma Jaeger [mailto:njaeger@idcourts.net]
Sent: Wednesday, August 21, 2013 10:55 AM
To: Darla Christiansen
Subject: Re: For Approval: Impaired Driving Plan

I approve

From: Wheatley, Russell [mailto:russ.wheatley@isp.idaho.gov]
Sent: Wednesday, August 21, 2013 11:03 AM
To: 'Darla Christiansen'
Subject: RE: For Approval: Impaired Driving Plan

I approve

Russell Wheatley, Lieutenant
Idaho State Police
Alcohol Beverage Control
208.884.7060 Office | 208.884.7096 Fax

From: DICK BEGLINGER [mailto:dickbeg@msn.com]
Sent: Wednesday, August 21, 2013 11:23 AM
To: Darla Christiansen
Subject: RE: For Approval: Impaired Driving Plan

Darla,
I approve. A considerable amount of time and effort were put forth in the Impaired Driving Plan. Thanks for all your leadership in keeping us focused on the major issues.

Dick Beglinger
MADD Volunteer

From: Jamie Shropshire [mailto:JShropshire@CityofLewiston.org]
Sent: Wednesday, August 21, 2013 11:33 AM
To: 'darlachristiansen@gmail.com'
Subject: Impaired Driving Task Force

I approve of the Strategic Plan.

Jamie

Jamie C. Shropshire
City Attorney
1134 F Street, Lewiston ID 83501
20.746.7948
jshropshire@cityoflewiston.org

From: Ryan Howe [mailto:Rhowe@tfid.org]
Sent: Wednesday, August 21, 2013 1:43 PM
To: Darla Christiansen
Subject: RE: For Approval: Impaired Driving Plan

Darla,
Although I came into the process late, I feel comfortable with my name attached to the finished product. I therefore can state that I approve of the final plan.

Ryan Howe

From: Judge George Hicks
[mailto:judgehicks@elmorecounty.org]
Sent: Wednesday, August 21, 2013 4:45 PM
To: darlachristiansen@gmail.com
Subject: Final Draft of the Idaho Impaired Driving Plan

Darla,

I approve the Idaho Impaired Driving Strategic Plan as prepared and sent to all task force members by email on August 21, 2013.

George
George G. Hicks
Magistrate Judge
Elmore County Courthouse
150 South 4th East, Suite #5 | Mountain Home, Idaho 83647
(208) 587-2133 ext. 301

From: Jermaine Galloway [mailto:JGalloway@cityofboise.org]
Sent: Wednesday, August 21, 2013 5:03 PM
To: Darla Christiansen
Subject: RE: For Approval: Impaired Driving Plan

I Approve

Officer Jermaine Galloway
Alcohol Compliance Officer (ACO)
Boise Police Department
333 N. Mark Stall Pl. | Boise, Idaho 83704 | 208-426-4499
jgalloway@cityofboise.org

From: Olson, Jared
[mailto:jared.olson@post.idaho.gov]
Sent: Wednesday, August 21, 2013 11:55 PM
To: Darla Christiansen
Subject: RE: For Approval: Impaired Driving Plan

I approve

Jared D. Olson
Traffic Safety Resource Prosecutor
Idaho Prosecuting Attorneys Association
700 S. Stratford Drive (Idaho POST Academy)
Meridian, ID 83642 |(208) 884-7325

From: Eric Moody [mailto:Eric.Moody@itd.idaho.gov]
Sent: Thursday, August 22, 2013 7:40 AM
To: Darla Christiansen (darlachristiansen@gmail.com)
Subject: For Approval: Impaired Driving Plan

Darla,
I just want to let you know that I approve the Idaho Impaired Driving Strategic Plan. Thanks for everything.

Eric

Eric Moody
Hearing Officer

From: Bob Peace [mailto:bobpeace74@gmail.com]
Sent: Thursday, August 22, 2013 9:48 AM
To: Darla Christiansen
Subject: Re: For Approval: Impaired Driving Plan

I approve.

Thank You

Bob Peace

From: Matlock, Dean [mailto:Dean.Matlock@isp.idaho.gov]
Sent: Thursday, August 22, 2013 12:22 PM
To: 'Darla Christiansen'
Subject: RE: For Approval: Impaired Driving Plan

Darla,
I approve.

Sgt. Dean L. Matlock

Idaho State Police
State Impaired Driving Coordinator
700 South Stratford | Meridian, Idaho 83642
Office: (208) 884-7297
Cell: (208) 867-0268

From: Christina Schorzman [mailto:christina.schorzman@gmail.com]
Sent: Thursday, August 22, 2013 3:15 PM
To: Darla Christiansen
Cc: Amy Jeppesen L. C. S. W.; <Amy.Kearns@itd.idaho.gov>; Bob Peace; <Brent.Jennings@itd.idaho.gov>; <dean.matlock@isp.idaho.gov>; <dickbeg@msn.com>; Elisha Figueroa; Eric Moody; George Hicks; <Jared.Olson@post.idaho.gov>; Jermaine Galloway; <jshropshire@cityoflewiston.org>; <kashby@elmorecounty.org>; <kay.bennett@liquor.idaho.gov>; <Kevin.Bechen@itd.idaho.gov>; <khong@idcourts.net>; <Mary.Burke@itd.idaho.gov>; <njaeger@idcourts.net>; Rebecca Coulter; <russ.wheatley@isp.idaho.gov>; Ryan Howe; <Shirley.Wise@dot.gov>; Steve Conger; <steve.rich@itd.idaho.gov>; Therese Woozley; <vtrevathan@elmorecounty.org>
Subject: Re: For Approval: Impaired Driving Plan

Dear Darla et al,

I approve of the plan attached below for submission to NHTSA.

Best,
Christina Schorzman

From: Mary Burke [mailto:Mary.Burke@itd.idaho.gov]
Sent: Thursday, August 22, 2013 3:41 PM
To: darlachristiansen@gmail.com
Subject: APPROVAL

I approve of the plan attached for submission to NHTSA.

Mary Burke
Office of Highway Safety

From: Brent Jennings [mailto:Brent.Jennings@itd.idaho.gov]
Sent: Thursday, August 22, 2013 3:57 PM
To: 'Darla Christiansen'
Cc: Mary Burke
Subject: Impaired Driving Plan

I approve.

Brent Jennings, P.E.
Highway Safety Manager, Idaho Transportation Department
(208) 334-8557

From: Kerry Hong [mailto:khong@idcourts.net]
Sent: Thursday, August 22, 2013 5:44 PM
To: darlachristiansen@gmail.com
Subject: Re: For Approval: Impaired Driving Plan

I approve.

Kerry Hong
Director, Community and Family Justice Services
(208) 954-1076
Khong@idcourts.net

From: Steve Conger [mailto:sconger@co.twin-falls.id.us]
Sent: Wednesday, August 14, 2013 6:38 AM
To: Darla Christiansen
Subject: Re: Impaired Driving Task Force

I support approval of the Plan to be submitted.

Sincerely yours,
Steve

From: Kevin Bechen [mailto:Kevin.Bechen@itd.idaho.gov]
Sent: Friday, August 23, 2013 8:09 AM
To: Darla Christiansen (darlachristiansen@gmail.com)
Subject: Idaho Impaired Driving Plan

Darla,

As a member of the Idaho Impaired Driving Task Force I approve the Idaho Impaired Driving Plan to submit to NHTSA.

Kevin Bechen

Impaired Driving Program Manager
Ignition Interlock Coordinator
Office of Highway Safety
P.O. Box 7129 | Boise, Idaho 83707
Ph: 208-334-4467

From: Amy Kearns [mailto:Amy.Kearns@itd.idaho.gov]
Sent: Friday, August 23, 2013 8:15 AM
To: 'Darla Christiansen'
Subject: RE: For Approval: Impaired Driving Plan

Darla,

I approve. It looks very good. Thank you for all of your hard work.

Amy Kearns
Program Specialist
(208) 334-4465

From: Steve Rich [mailto:Steve.Rich@itd.idaho.gov]
Sent: Friday, August 23, 2013 8:19 AM
To: Darla Christiansen
Subject: RE: reminder: Impaired Driving Plan

I approve of the Impaired Driving plan.

Steve Rich, Research Analyst Principal
Office of Highway Safety | Idaho Transportation Department
(208) 334-8116
OHS Web Page: http://www.itd.idaho.gov/ohs/

From: Katie Ashby [mailto:kashby@elmorecounty.org]
Sent: Friday, August 23, 2013 9:06 AM
To: 'Darla Christiansen'
Subject: RE: For Approval: Impaired Driving Plan

I approve.

Katie Ashby
Coordinator
Elmore County Drug and DUI Court
125 South 5th East |Mountain Home, Idaho 83647
208-587-2140 ext 283

From: Kay Bennett [mailto:kay.bennett@liquor.idaho.gov]
Sent: Monday, August 26, 2013 5:38 PM
To: Darla Christiansen
Subject: RE: Impaired Driving Plan

I and so sorry Darla I did read it and I do approve of the plan for submission to NHTSA.

Thank you,

Kay Bennett

Manager- Education, Procurement and Distribution
Idaho State Liquor Division
208-947-9460
208-947-9461
www.liquor.idaho.gov

APPENDIX C

DATA DRIVEN PROCESS

Appendix C – The Data Driven Process

Appendix C contains examples of the data used for evaluation of Counties and Cities with a population of 2,000 people or greater. The data is used to solicit and evaluate grant applications and participation in the statewide enforcement mobilizations conducted throughout the year.

This data is produced for each focus area. For each focus area, the data sheets contain information for the number of Fatal and Serious Injury Crashes and the number of Fatal and Injury Crashes. For the motorcycle, pedestrian, and bicycle focus areas, only the number of Fatal and Injury Crashes are used. The number of Fatal and Serious Injury Crashes is not large enough when broken down by smaller geographic areas for any useful evaluation. Each geographic area is grouped according to its population, so the comparisons are between somewhat similar geographic areas. The respective 3-year crash rates per 1,000 population are calculated (e.g., 2010-2012 F&SI Crashes / 2010-2012 Population) and used for ranking the geographic areas within their population group.

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

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

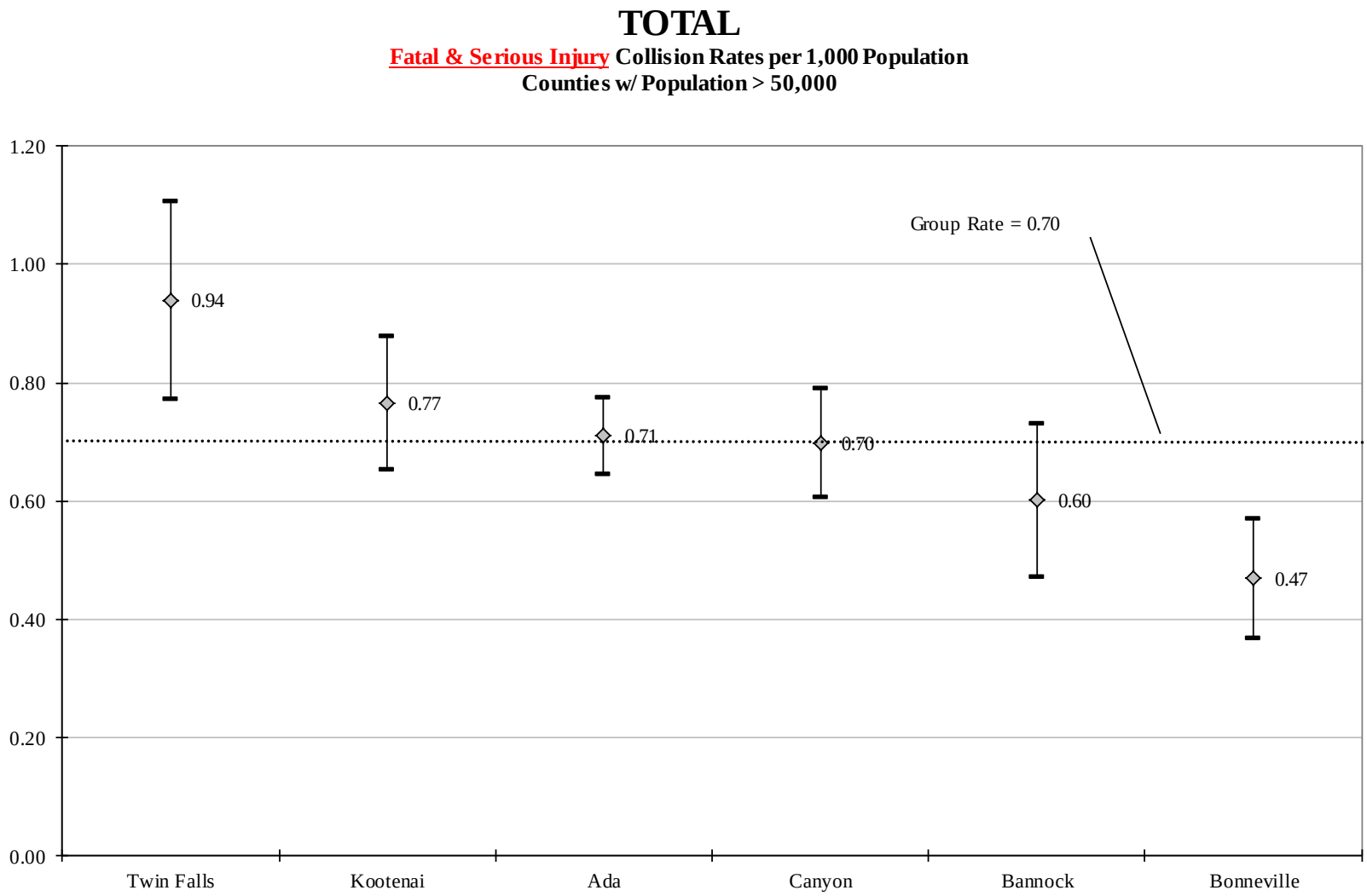
In addition to the data tables, a high-low-close graph for each population group is produced showing the rate with upper and lower confidence limits for each geographic area and the group rate for the population group. Again, this is done for each focus area

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

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

TOTAL F&SI	Population 2010	Population 2011	Population 2012	2010-2012 Population	Crashes 2010	Crashes 2011	Crashes 2012	2010-2012 F&SI Crashes	F&SI Crash Rate	F&SI Bon UCL	F&SI Bon LCL
> 50K											
Twin Falls	76,386	78,005	78,595	232,986	59	90	70	219	0.94	1.11	0.77
Kootenai	140,679	141,132	142,357	424,168	109	108	108	325	0.77	0.88	0.65
Ada	388,624	400,842	409,061	1,198,527	294	269	289	852	0.71	0.78	0.65
Canyon	188,584	191,694	193,888	574,166	128	130	143	401	0.70	0.79	0.61
Bannock	83,548	83,691	83,800	251,039	53	54	44	151	0.60	0.73	0.47
Bonneville	102,738	105,772	106,684	315,194	54	43	51	148	0.47	0.57	0.37
Group Rate	**980,559**	**1,001,136**	**1,014,385**	**2,996,080**				**2,096**	**0.70**	**0.74**	**0.66**
20K-49,999											
Elmore	28,606	26,346	26,223	81,175	36	45	29	110	1.36	1.72	0.99
Jerome	21,789	22,682	22,499	66,970	30	19	26	75	1.12	1.49	0.75
Cassia	22,230	23,186	23,249	68,665	24	17	26	67	0.98	1.32	0.63
Bonner	41,550	40,808	40,476	122,834	44	34	29	107	0.87	1.11	0.63
Nez Perce	39,499	39,543	39,531	118,573	34	39	27	100	0.84	1.08	0.60
Payette	23,140	22,624	22,639	68,403	29	16	12	57	0.83	1.15	0.52
Bingham	45,371	45,952	45,474	136,797	34	30	38	102	0.75	0.96	0.53
Latah	38,590	37,704	38,184	114,478	21	31	31	83	0.73	0.95	0.50
Minidoka	19,438	20,155	20,037	59,630	14	13	11	38	0.64	0.93	0.34
Jefferson	25,126	26,301	26,684	78,111	12	10	14	36	0.46	0.68	0.24
Blaine	22,166	21,199	21,146	64,511	10	7	6	23	0.36	0.57	0.14
Madison	38,550	37,864	37,456	113,870	14	11	11	36	0.32	0.47	0.17
Group Rate	**366,055**	**364,364**	**363,598**	**1,094,017**				**834**	**0.76**	**0.84**	**0.69**
10K-19,999											
Idaho	15,628	16,446	16,308	48,382	27	26	24	77	1.59	2.10	1.08
Gooding	14,592	15,475	15,291	45,358	11	24	24	59	1.30	1.78	0.82
Boundary	11,147	10,804	10,808	32,759	11	11	8	30	0.92	1.39	0.45
Fremont	12,693	13,128	12,957	38,778	12	11	11	34	0.88	1.30	0.45
Shoshone	12,566	12,672	12,702	37,940	11	13	9	33	0.87	1.30	0.44
Washington	10,153	10,255	10,099	30,507	7	9	6	22	0.72	1.15	0.29
Owyhee	11,129	11,438	11,439	34,006	8	7	7	22	0.65	1.03	0.26
Gem	16,188	16,665	16,673	49,526	14	10	7	31	0.63	0.94	0.31
Franklin	12,697	12,850	12,786	38,333	9	4	7	20	0.52	0.85	0.19
Teton	9,406	10,166	10,052	29,624	6	2	4	12	0.41	0.73	0.08
Group Rate	**126,199**	**129,899**	**129,115**	**385,213**				**340**	**0.88**	**1.02**	**0.75**
5K-9,999											
Boise	7,536	7,025	6,835	21,396	23	31	27	81	3.79	4.95	2.62
Power	8,045	7,766	7,778	23,589	17	12	11	40	1.70	2.44	0.95
Valley	8,416	9,638	9,545	27,599	19	10	16	45	1.63	2.30	0.96
Bear Lake	5,721	6,001	5,907	17,629	9	6	12	27	1.53	2.35	0.72
Lemhi	7,946	7,967	7,758	23,671	14	7	15	36	1.52	2.22	0.82
Benewah	9,270	9,209	9,117	27,596	13	11	11	35	1.27	1.86	0.67
Lincoln	4,679	5,186	5,277	15,142	7	6	4	17	1.12	1.88	0.37
Caribou	6,936	6,850	6,787	20,573	10	3	7	20	0.97	1.57	0.37
Clearwater	8,017	8,702	8,590	25,309	7	5	4	16	0.63	1.07	0.19
Group Rate	**66,566**	**68,344**	**67,594**	**202,504**				**317**	**1.57**	**1.81**	**1.32**
0-4,999											
Clark	991	949	869	2,809	5	3	5	13	4.63	8.08	1.18
Custer	4,222	4,333	4,331	12,886	9	8	8	25	1.94	2.98	0.90
Oneida	4,228	4,215	4,215	12,658	5	6	6	17	1.34	2.22	0.47
Lewis	3,675	3,822	3,889	11,386	4	6	4	14	1.23	2.11	0.35
Adams	3,403	3,977	3,915	11,295	2	4	6	12	1.06	1.89	0.24
Camas	1,078	1,124	1,077	3,279	0	1	1	2	0.61	1.77	0.00
Butte	2,820	2,822	2,740	8,382	1	1	2	4	0.48	1.12	0.00
Group Rate	**20,417**	**21,242**	**21,036**	**62,695**				**87**	**1.39**	**1.79**	**0.99**

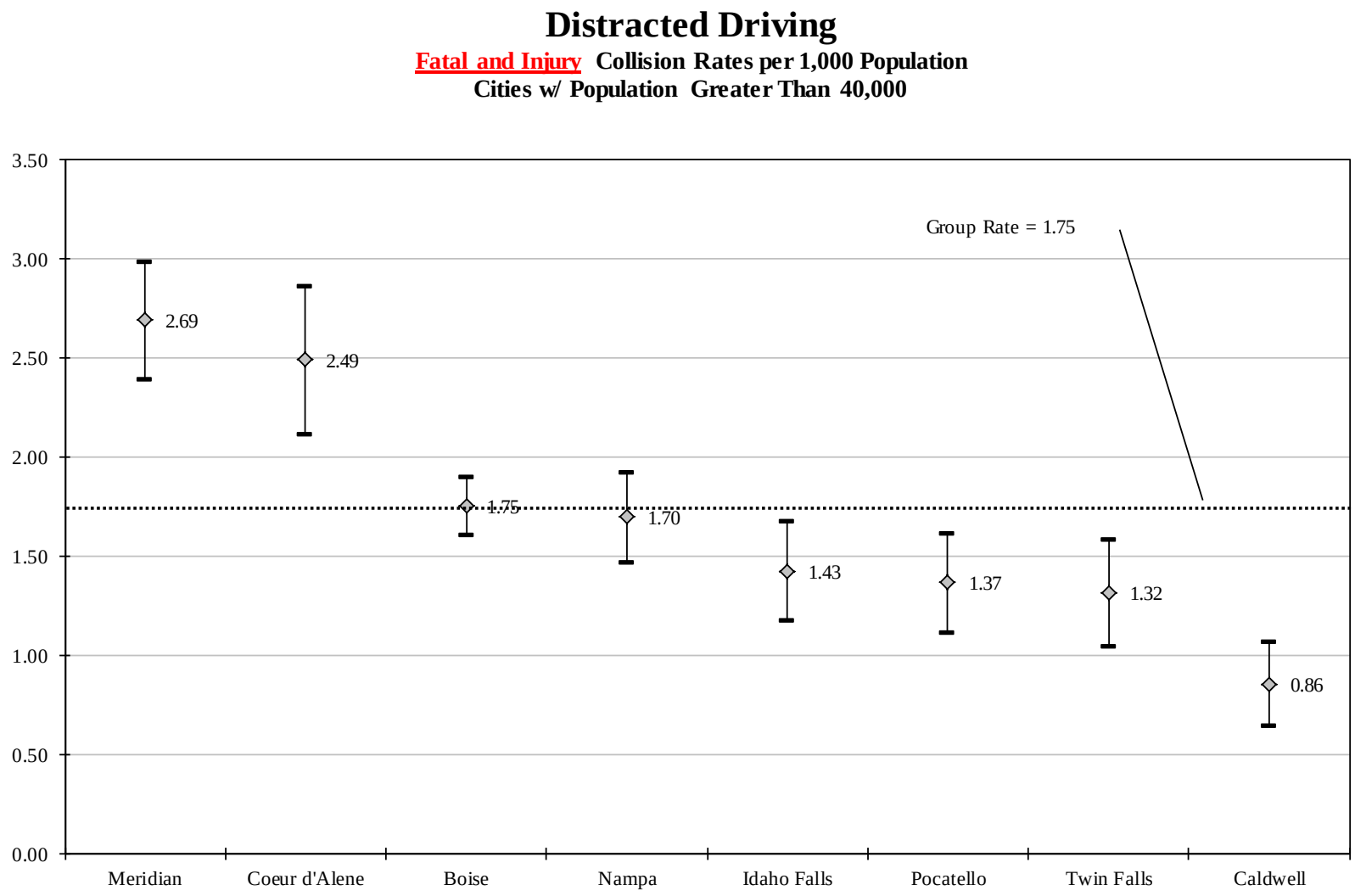
Graph of the 3-Year TOTAL Fatal and Serious Injury Crash Rates for Counties with a Population Greater than 50,000 people.



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

Distracted F&I	Population			2010-2012	Crashes			2010-2012	F&I Crash	F&I	F&I
	2010	2011	2012	Population	2010	2011	2012	F&I Crashes	Rate	Bon UCL	Bon LCL
>40K											
Meridian	75,579	77,827	80,386	233,792	229	191	209	629	2.69	2.98	2.40
Coeur d'Alene	44,275	45,032	45,579	134,886	117	115	104	336	2.49	2.86	2.12
Boise	206,349	209,226	212,303	627,878	407	340	354	1,101	1.75	1.90	1.61
Nampa	81,859	82,606	83,930	248,395	135	128	159	422	1.70	1.93	1.47
Idaho Falls	57,042	57,527	57,899	172,468	93	81	72	246	1.43	1.68	1.18
Pocatello	54,305	54,610	54,777	163,692	82	67	75	224	1.37	1.62	1.12
Twin Falls	44,505	44,848	45,158	134,511	69	57	51	177	1.32	1.59	1.04
Caldwell	46,487	47,210	47,668	141,365	37	48	36	121	0.86	1.07	0.64
Group Rate	**607,887**	**618,886**	**627,700**	**1,856,987**				**3,256**	**1.75**	**1.84**	**1.67**
15K-39,999											
Post Falls	27,750	28,338	28,651	84,739	58	51	45	154	1.82	2.20	1.43
Moscow	23,866	24,298	24,499	72,663	39	49	34	122	1.68	2.08	1.28
Eagle	19,953	20,433	21,025	61,411	22	16	26	64	1.04	1.39	0.70
Lewiston	31,926	31,983	32,051	95,960	42	26	23	91	0.95	1.21	0.69
Rexburg	25,548	25,952	25,732	77,232	18	20	19	57	0.74	1.00	0.48
Kuna	15,404	15,841	16,189	47,434	4	2	6	12	0.25	0.45	0.06
Group Rate	**143,870**	**146,845**	**148,147**	**439,439**				**500**	**1.14**	**1.27**	**1.00**
5K-14,999											
Garden City	10,982	11,116	11,251	33,349	42	41	21	104	3.12	4.03	2.21
Hayden	13,316	13,482	13,549	40,347	30	31	30	91	2.26	2.96	1.55
Sandpoint	7,377	7,387	7,403	22,167	17	12	15	44	1.98	2.88	1.09
Emmett	6,538	6,550	6,516	19,604	16	9	9	34	1.73	2.62	0.85
Blackfoot	11,930	11,949	11,852	35,731	26	14	13	53	1.48	2.09	0.88
Burley	10,392	10,401	10,425	31,218	16	20	6	42	1.35	1.96	0.73
Rathdrum	6,865	6,973	7,024	20,862	11	6	8	25	1.20	1.91	0.48
Chubbuck	13,994	14,101	14,166	42,261	17	13	18	48	1.14	1.62	0.65
Jerome	10,932	10,994	11,027	32,953	16	13	7	36	1.09	1.64	0.55
Mountain Home	14,245	13,807	13,791	41,843	12	16	7	35	0.84	1.26	0.42
Preston	5,197	5,163	5,145	15,505	5	3	3	11	0.71	1.35	0.07
Rupert	5,557	5,544	5,514	16,615	8	2	1	11	0.66	1.26	0.07
Payette	7,477	7,429	7,451	22,357	8	2	4	14	0.63	1.12	0.13
Hailey	7,935	7,875	7,920	23,730	5	6	1	12	0.51	0.94	0.07
Ammon	13,880	14,032	14,199	42,111	6	5	8	19	0.45	0.76	0.14
Middleton	5,552	5,677	5,801	17,030	1	4	2	7	0.41	0.87	0.00
Weiser	5,503	5,470	5,425	16,398	1	1	4	6	0.37	0.81	0.00
Star	5,812	5,989	6,194	17,995	2	0	3	5	0.28	0.65	0.00
Group Rate	**163,067**	**163,939**	**164,653**	**492,076**				**597**	**1.21**	**1.36**	**1.07**
2K-4,999											
Dalton Gardens	2,335	2,352	2,353	7,040	4	4	2	10	1.42	2.81	0.03
Rigby	3,971	3,974	4,016	11,961	6	3	6	15	1.25	2.26	0.25
Saint Anthony	3,543	3,512	3,470	10,525	4	4	5	13	1.24	2.30	0.17
American Falls	4,474	4,416	4,421	13,311	4	7	3	14	1.05	1.92	0.18
Salmon	3,119	3,128	3,044	9,291	4	3	2	9	0.97	1.97	0.00
Heyburn	3,093	3,118	3,124	9,335	4	4	1	9	0.96	1.96	0.00
McCall	2,931	2,884	2,871	8,686	1	4	3	8	0.92	1.93	0.00
Saint Maries	2,399	2,366	2,351	7,116	2	2	2	6	0.84	1.91	0.00
Orofino	3,019	3,102	3,078	9,199	2	4	1	7	0.76	1.65	0.00
Grangeville	3,146	3,180	3,151	9,477	2	4	1	7	0.74	1.60	0.00
Shelley	4,427	4,453	4,413	13,293	4	2	3	9	0.68	1.38	0.00
Gooding	3,570	3,543	3,519	10,632	1	5	1	7	0.66	1.43	0.00
Montpelier	2,589	2,574	2,537	7,700	2	1	2	5	0.65	1.55	0.00
Wendell	2,785	2,762	2,751	8,298	1	3	1	5	0.60	1.44	0.00
Homedale	2,621	2,608	2,610	7,839	1	2	1	4	0.51	1.30	0.00
Bonners Ferry	2,685	2,622	2,610	7,917	1	2	1	4	0.51	1.29	0.00
Ketchum	2,709	2,682	2,680	8,071	1	2	1	4	0.50	1.26	0.00
Fruitland	4,690	4,679	4,723	14,092	2	4	0	6	0.43	0.96	0.00
Filer	2,522	2,542	2,562	7,626	2	0	1	3	0.39	1.10	0.00
Parma	1,989	2,002	2,020	6,011	1	1	0	2	0.33	1.06	0.00
Buhl	4,130	4,147	4,170	12,447	3	1	0	4	0.32	0.82	0.00
Kellogg	2,113	2,104	2,110	6,327	2	0	0	2	0.32	1.01	0.00
Soda Springs	3,057	3,000	2,973	9,030	1	0	1	2	0.22	0.71	0.00
Kimberly	3,280	3,308	3,333	9,921	2	0	0	2	0.20	0.64	0.00
Malad City	2,097	2,046	2,037	6,180	1	0	0	1	0.16	0.66	0.00
Bellevue	2,318	2,289	2,281	6,888	0	0	0	0	0.00	0.00	0.00
Group Rate	**79,612**	**79,393**	**79,208**	**238,213**				**158**	**0.66**	**0.83**	**0.50**

Graph of the 3-Year DISTRACTED Fatal and Injury Crash Rates for Counties with a Population Greater than 40,000 people.



APPENDIX D

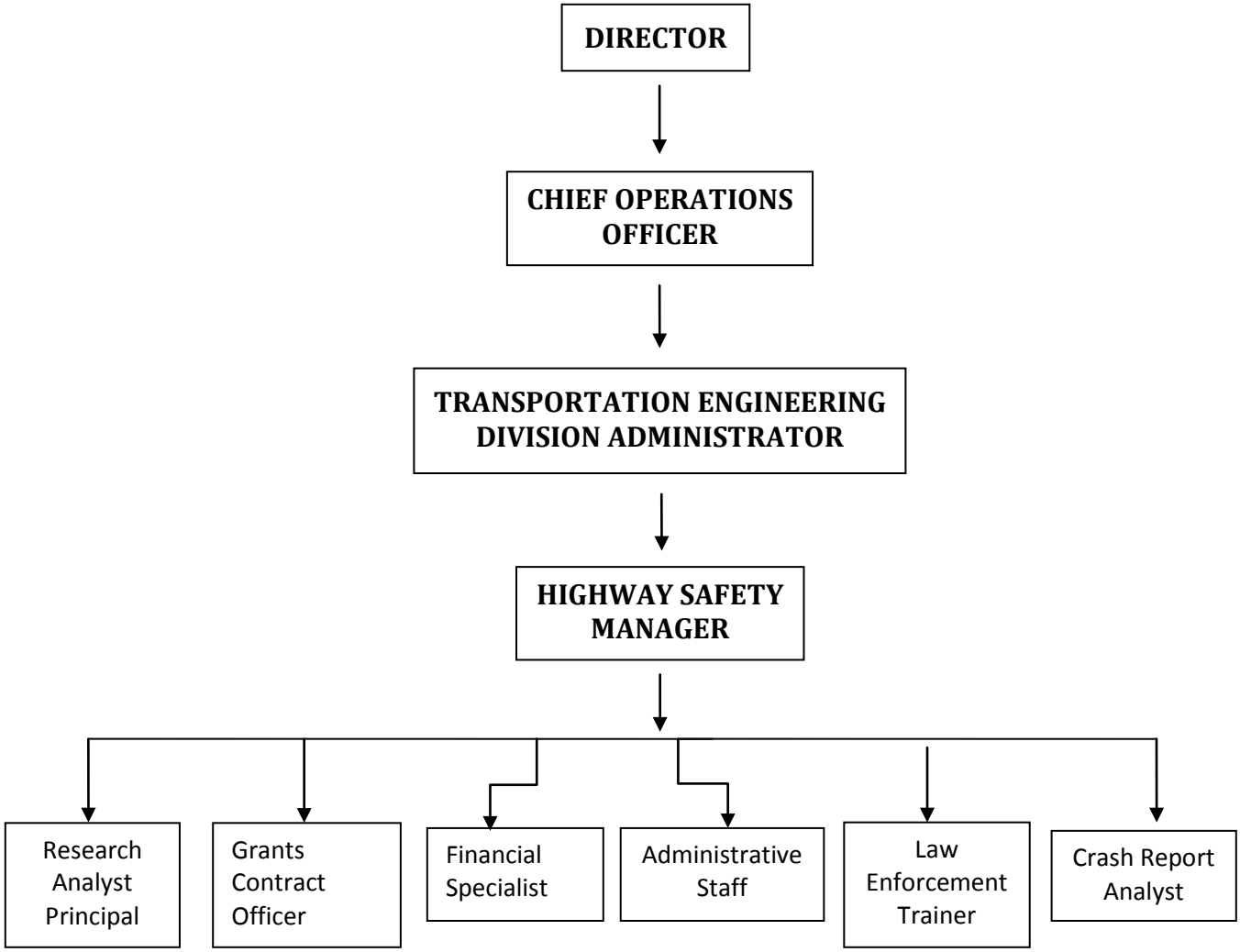
HIGHWAY SAFETY

ORGANIZATIONAL STRUCTURE

Idaho Transportation Department

Organization Chart Supplement

Division of Engineering Products and Plans – Office of Highway Safety



Highway Safety Staff includes:

- 1 Highway Safety Manager
- 5 Grants/Contracts Officer
- 2 Research Analyst Principal
- 1 Financial Specialist
- 4 Crash Report Analyst
- 1 Law Enforcement Trainer
- 1.5 Administrative Staff

APPENDIX E

REQUEST FOR PROPOSAL DOCUMENTS

OFFICE OF HIGHWAY SAFETY

Highway Safety Grant
Request for Proposal (RFP)
Federal Fiscal Year 2015

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

This RFP is for year-long highway safety grant projects in Federal Fiscal Year 2015 which begins October 1, 2014 and ends September 30, 2015. The grants can provide startup or "seed" money for new programs, provide new direction to already existing safety programs, or support state planning to identify and quantify highway safety problems. *If your agency plans to participate in only the various high visibility law enforcement mobilizations of impaired driving, seat belts, aggressive driving and/or bike/pedestrian, the forms for the mobilization program will be sent in August 2014 and your agency does not need to complete the documents in this RFP.*

Depending on the type of project, funding may be considered for one, two or at a maximum of three years. Please understand all Letters of Intent must be submitted to OHS for the second or third year projects. Consideration is then given to new applicants that show the greatest potential for the elimination of serious injuries, fatalities or system improvement.

Highway safety projects require the grantee agency provide a portion of the funding for the project, referred to as matching funds. For first year projects, grant money will generally reimburse seventy-five (75) percent of the total costs, in the second year fifty (50) percent and in the third year twenty-five (25) percent. Matching funds can be in the form of agency funds or resources to support the proposed project. Highway safety programs are "seed money" programs and as their contribution to the goal of eliminating death and serious injury, agencies are expected to assume the full cost of programs, and provide program continuation at the conclusion of the grant funding. Agencies pay one hundred (100) percent of the project costs up-front as accrued and then request reimbursement monthly or quarterly in the amount of the approved federal share.

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

FOCUS AREA PROJECT EXAMPLES

Occupant Protection: The overall goal of the Occupant Protection Program is to eliminate death and serious injuries from motor vehicle crashes by increasing the proper use of seat belts, booster seats and child safety seats. Projects may include a combination of seat belt enforcement, public awareness programs, purchase of traffic enforcement equipment and creative education activities. Projects can include adult, teen, and/or child safety seat use education as a program emphasis as well as funding to start or improve a local child safety seat distribution program. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to the activities to increase program effectiveness.

Impaired Driving: The goal of this program area is to remove alcohol and drug-impaired drivers from the road and reduce recidivism. A project may include establishing DUI Courts, DUI probation positions, or enforcement combined with public information outreach activities. We encourage jurisdictions with these projects to work closely with their

local media to "advertise" their enforcement activities and inform their community about highway safety. This program area can also fund alcohol breath testing equipment, training for judges, law enforcement, prosecutors, probation officers, and education programs such as designated driver awareness, underage alcohol consumption, outreach and enforcement. The OHS is searching for creative programs that could eliminate impaired driving in your community. All grants will include an emphasis on seat belt use, emphasis/enforcement to eliminate the death and serious injuries resulting from impaired driving crashes.

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

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

Youthful Divers: Funding is provided to eliminate the number of fatal and injury crashes by 15-19 year old drivers. Emphasis is placed on prevention through education and enforcement activities. Grant funding is directed toward youthful drivers and pre-teen drivers in grades K-8. Agencies are encouraged to work with local teen community population groups such as impaired driving offenders, student governments, and other student organizations dedicated to increasing peer-to-peer education on traffic safety issues. Proposed projects will create a comprehensive program to change teen driving behaviors. The OHS urges agencies to think creatively and work closely with the OHS when developing a youth program.

Emergency Response: The goal of this program area is to enhance appropriate, timely and safe response to crashes and to reduce the time that it takes first responders to remove injured crash victims from the crash site and transport them to advanced medical treatment.

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

ELIGIBILITY REQUIREMENTS

Grant awards will be to local and state governmental entities and non-profit organizations.
There must be a data driven highway safety problem. Grant requests will be evaluated based on crash data.
Agencies must have a seat belt policy in place prior to the start of the grant funding.
Law enforcement agencies must demonstrate they are enforcing the seat belt laws.

HOW TO APPLY

Interested agencies must complete a Letter of Intent (LOI) and have it postmarked no later than Thursday, January 31, 2014 or have it faxed or e-mailed received no later than 11:59 PM MST (before midnight) on Thursday, January 31, 2014. Electronic versions of our forms can be found by logging on to our website at http://itd.idaho.gov/ohs/programs.htm . Contact the Office of Highway Safety with any questions. Proposals may be sent to:

Idaho Transportation Department
Office of Highway Safety
P.O. Box 7129, Boise, ID 83707
Fax: (208) 334-4430 **Phone**: (208) 334-8100
E-mail: ohsgrants@itd.idaho.gov

OFFICE OF HIGHWAY SAFETY

Letter of Intent for Highway Safety Grants FFY 2015

MAIL TO:	**OFFICE OF HIGHWAY SAFETY** **PO Box 7129** **Boise ID 83707-1129** **Phone No.: (208) 334-8100** **FAX No.: (208) 334-4430**	**FOR OHS USE ONLY** Primary Program Area: OHS Staff:
EMAIL TO:	**ohsgrants@itd.idaho.gov**	

1. Agency:		2. Mark the Focus Areas that apply:
Street Address:		☐ Occupant Protection ☐ Aggressive Driving ☐ Impaired Driving ☐ Youthful Drivers ☐ Distracted Drivers ☐ Emergency Response ☐ Other (specify below)
Mailing Address (if different)		
Contact		
Phone #		
FAX #		
Email		

3. **Briefly describe** the proposed activities to eliminate the highway safety problem:

_____

4. **Proposed Budget:**

a. PERSONNEL COSTS: (Salary, Benefits, Travel etc.) Example: Salary + Benefits x _____ hours x _____ officers)	**Agency Match**	**Requested Grant Funds**	**Total Resources***
			$ 0
			$ 0
			$ 0
			$ 0
			$ 0
b. Other Costs			
			$ 0
			$ 0
			$ 0
			$ 0
			$ 0
Total	**$ 0**	**$ 0**	**$ 0**

*Calculations will be automatic, a minimum of a 25% match is required.

ADDENDUM

Addendum#1: Public Awareness: Surveying Idaho 2013

Addendum#2: Evidenced Based Performance Program

This is only the front page of the Public Awareness Survey for 2013. For a complete result, please contact our office.

Addendum 1
FFY 2015 Idaho Highway Safety Plan
Idaho Office of Highway Safety

Public Awareness: Surveying Idaho 2013

Methodology and Results

September 2013

Prepared For:

Idaho Transportation Department
Office of Highway Safety
P.O. Box 7129
Boise, Idaho 83707-1129

Prepared By:

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University of Idaho
College of Agricultural and Life Sciences

Addendum 2

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

August 22, 2014

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

RE: FFY 2015 Highway Safety Plan Addendum for Evidenced Based Performance Program

Dear Mr. Moffat:

This serves as a follow-up to the NHTSA Region 10 recommendation on the Idaho's Highway Safety Plan (HSP). The Idaho Transportation Department Office of Highway Safety incorporates Evidenced Based Performance Program in the FFY'15 HSP by submitting the enclosed document.

We value your input in ensuring that Idaho HSP complies with the requirements of Title 23 Code of Federal Regulation Part 1200. If you have questions, please call upon me at 208-334-8557 or e-mail brent.jennings@itd.idaho.gov.

Sincerely,

Brent Jennings P.E.,
Highway Safety Manager

Evidence-Based Traffic Safety Enforcement Program

Idaho state and local law enforcement agencies are the greatest advocates for highway safety. Our law enforcement 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 (OHS) to fund highly visible 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 state 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

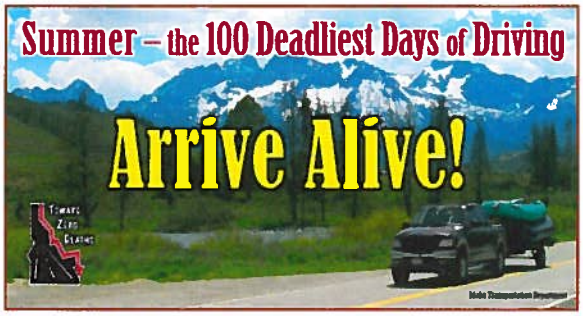
The goal of each mobilization is to establish project requirements with law enforcement agencies to eliminate deaths, serious injuries and economic loss and align with the Strategic Highway Safety Plan (SHSP). Agencies taking part in the mobilizations enter into an agreement with the OHS to perform dedicated 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.

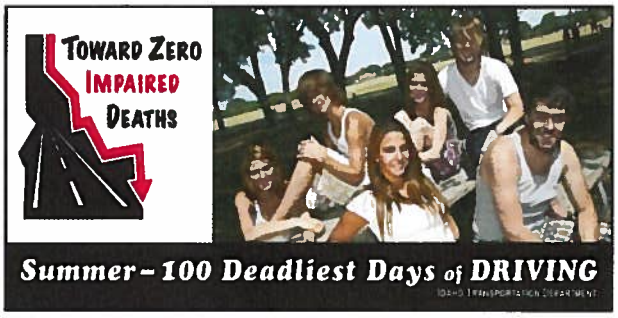
As part of the agreement, the law enforcement agencies publicize the enforcement effort with local media contacts to increase the awareness of enforcement and provide results before, during, and after

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 the NHTSA, closely mirroring their media calendar. Outreach efforts include using public service announcements (TV, radio, outdoor, and internet marketing), social media, variable message boards, and earned media events. Upon completion of each mobilization the agencies are responsible for reporting their performance. During the seat belt mobilization, pre- and post- surveys are conducted and submitted along with their performance report. Although formal seat belt usage surveys are done annually through the OHS, the recipient of highway safety funds is given the opportunity to gauge performance by doing the pre- and post- seat belt surveys. The OHS Program Managers use this information as an indicator in evaluating and monitoring performance.

The OHS conducts these specific HVE/Mobilizations:

- Impaired Driving mobilizations: November-December (to coincide with NHTSA Impaired Driving campaign, December – January 1st), March (to coincide with St. Patrick's day), June – July (to coincide with 4th of July holiday), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend)
- Seat Belts mobilizations: November Buckle up America over the Thanksgiving holiday and May Click it or Ticket (to coincide with NHTSA national campaign)
- Aggressive Driving and Distracted Driving mobilizations
- 100 Deadliest Days, sustained enforcement during the summer months. During the summer, traffic crash fatalities frequency is over-represented.





Law Enforcement/Adjudication Process

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

Idaho's Traffic Safety Resource Prosecutor (TSRP) has served as a liaison between prosecutors, judiciary, law enforcement, and other stakeholders in the fight against impaired driving. Prior the start of this program, the communication between law enforcement and prosecutors was in need of stronger

relationships and communication. The TSRP provides training and technical assistance to law enforcement officers and prosecutors, delivering the critical support to enhance successful prosecution of traffic safety violations.

This document is prepared by:

Idaho Transportation Department
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