



Highway Safety Plan



Idaho Transportation Department

Office of Highway Safety

FFY 2019



TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
Mission Statement	I
Vision	I
Primary Goal.....	I
Establishing Goals and Performance Measures	I
Primary Performance Measures, Benchmarks and Strategy	2
ORGANIZATION and STAFFING.....	3
Office of Highway Safety Program Team.....	3
Organizational Chart	4
PLANNING PROCESS	4
Process Descriptions	4
Project Selection and Development.....	5
Linking with the Strategic Highway Safety Plan	6
Timeline: Annual Highway Safety Planning Calendar	7
Evidence-Based Traffic Safety Enforcement Program.....	8
High Visibility Enforcement / Traffic Safety Enforcement Mobilizations	8
Law Enforcement / Adjudication Process	9
STRATEGIC PARTNERS and STAKEHOLDERS.....	10
Idaho Traffic Safety Commission Members	10
PERFORMANCE PLAN.....	11
Performance Measures: Goals and Values	11
IDENTIFICATION REPORT	13
State Demographics.....	13
Idaho Problem Identification Report	14-34
HIGHWAY SAFETY COUNTERMEASURES and PROJECTS for FFY 2018	35
Impaired Driving.....	36-42
Police Traffic Services	42-51
Vulnerable Users.....	52-57
Occupant Protection.....	57-66
Community Traffic Safety Program	66-73
Planning and Administration.....	74
Traffic Records and Roadway Safety	75-77
FFY 2019 FUNDING PLAN	78-80
SECTION 405 GRANT PROGRAM.....	81



EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state shall have a highway safety program approved by the Secretary, designed to eliminate traffic crashes, deaths, injuries, property damage and economic losses resulting from traffic crashes on Idaho roadways. In order to secure funding each state must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The HSP must be a set of clear and measurable highway safety goals, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. This Idaho HSP for Federal Fiscal Year (FFY) 2019 serves as the State of Idaho's application to NHTSA for federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Fixing America's Surface Transportation (FAST) Act.

Mission Statement

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

Vision

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

Primary Goal

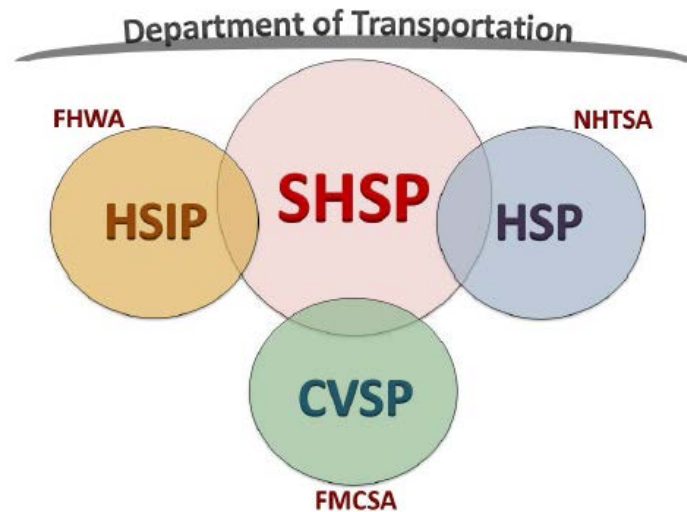
Reduce the 5-year average number of traffic deaths to 185 or fewer by 2020.

Establishing Goals and Performance Measures

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

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

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



The goals are determined by examining the trend of past data to determine likely future performance. The OHS tries to set goals that are aggressive, but also reasonable. An updated set of goals with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2016 meeting.

Primary Performance Measures, Benchmarks and Strategy

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

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

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

Goals are set and performance will be measured using five-year averages and five-year rates. For example, the 5-Year Average Number of Fatalities is comprised of the sum of the number of fatalities over 5 years divided by 5 (for the 2010-2014 Benchmark, that would be for the years 2010 through 2014). The 5-Year Fatality Rate is the sum of the number of fatalities over the 5 year period divided by the sum of the annual vehicle miles of travel over the same 5 year period. Averaging the rates over the 5 year period is mathematically incorrect, the rates are weighted values and



averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

ORGANIZATION and STAFFING

The Office of Highway Safety (OHS), which is in the Division of Engineering Products and Plans of the Idaho Transportation Department (ITD), has a deep concern for the welfare of the traveling public, and believe our main purpose is to save lives through creative, highly visible, innovative, and effective highway safety programs for all modes of transportation. We are committed to our critical role within the State of Idaho, and the rest of the nation, to ensure safe travel on Idaho's roadways. As stewards, we have a responsibility to make a positive impact on peoples' lives.

ITD Director Brian W. Ness is the Governor's Highway Safety Representative for Idaho. John Tomlinson is the Highway Safety Manager for Idaho's OHS.

The continuation and expansion of state and local partnerships is essential to our success. The primary mission is to identify existing and emerging traffic safety trends through statistically-based problem identification efforts, to efficiently provide decision makers accurate data for use in determining where the most effective highway safety investment is made. This includes the task to develop and implement highway safety programs that save lives and prevent injuries, and to provide appropriate safety funds that empower communities to address critical local traffic safety issues.

As highway safety professionals, we are committed to teamwork, integrity and maintaining a positive working environment. In our highway safety partnerships, we respond, cooperate, and provide accurate and timely service. We are a leader in a coordinated statewide effort to eliminate death and serious injury on all of Idaho's roadways.

Office of Highway Safety Program Team

John Tomlinson	Highway Safety Manager
Cecilia Awusie	Grants Contract Officer for Strategic Planning (SHSP, HSP), Vulnerable Users (Motorcycles), Task Forces, Financial Administration
Josephine Middleton	Grants Contract Officer for Police Traffic Services, Vulnerable Users (Bicycle & Pedestrian), Mobilizations, Equipment and Mini Grants
Lisa Losness	Grants Contracts Officer for Impaired Driving, Vulnerable Users (Youth), Alive at 25, Compliance and Training
Bill Kotowski	Grants Contracts Officer for Community Traffic Safety (Law Enforcement Liaisons, Coalition, Summit) & Public Outreach
Sherry Jenkins	Grants Contracts Officer for Occupant Protection, Child Passenger Safety, Year-Long grants
Steve Rich	Research Analyst Principal
Kelly Campbell	Research Analyst Principal, Traffic Records/Roadway Safety, TRCC, Equipment for E-Citation
Carrie Akers	FARS(Fatality Analysis Reporting System) Analyst and Crash Analyst
Patti Fanckboner	Crash Analyst and Backup FARS Analyst
Ruth Munoz	ITD Financial Specialist
Savannah Hill	Crash Analyst
Carol Schubach	Crash Analyst
Adam Miller	Crash Analyst
Kirstin Weldin	Crash Analyst and Law Enforcement Trainer

**Idaho Transportation Department
Organizational Chart
Division of Engineering Products and Plans – Office of Highway Safety**



PLANNING PROCESS

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

Process Descriptions

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

The process used to identify traffic safety problems began by evaluating Idaho’s experience in each of the National Highway Traffic Safety Administration’s (NHTSA) eight highway safety priority areas [Alcohol/Drugs and Impaired Driving; Occupant Protection (Safety and Child Restraints); Pedestrian and Bicycle Safety; Traffic Records; Emergency



Medical Services; Aggressive Driving; Motorcycle Safety; Teen Drivers]. In addition to these priority program areas, Distracted Driving has become a major concern nationwide. These program areas were determined by NHTSA to be most effective in eliminating motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from analysis of the Idaho crash data and coordination with the Idaho Strategic Highway Safety Plan. The Strategic Highway Safety Plan (SHSP) is a statewide coordinated plan that provides a comprehensive framework for eliminating highway fatalities and serious injuries on all public roads.

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

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

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

Project Selection and Development

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

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

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

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

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

Linking with the Strategic Highway Safety Plan (SHSP)

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

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

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



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

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

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

A = Aggressive
D = Distracted Driving
I = Impaired Drivers
OP = Occupant
Protections

CMV = Commercial Motor
Vehicles
INT = Intersections
LD = Lane Departure

BP = Bicycle and Pedestrian
MD = Mature Drivers
M = Motorcycle
YD = Youthful Drivers

Timeline: Annual Highway Safety Planning Calendar

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



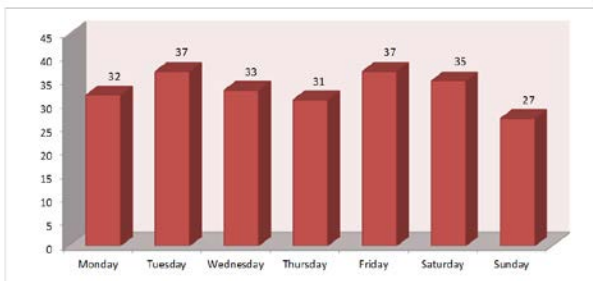
Evidence-Based Traffic Safety Enforcement Program

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

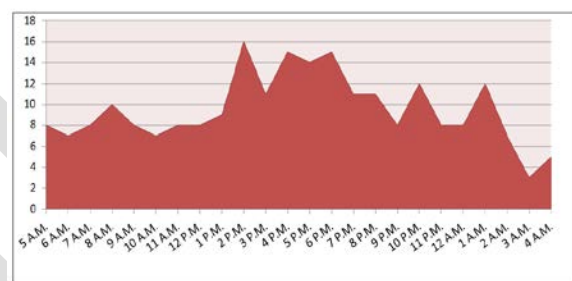
Executing effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The agency's evidence-based traffic safety enforcement program outlines a three-step strategy to ensure effectiveness: Data Analysis,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

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

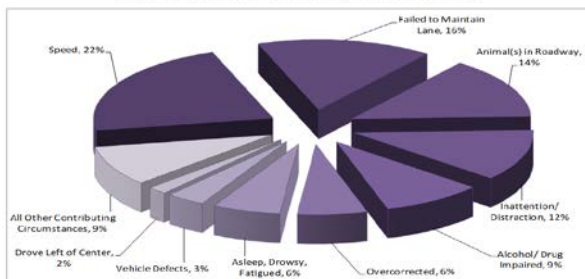
Fatal Crashes by Day of the Week: 2016



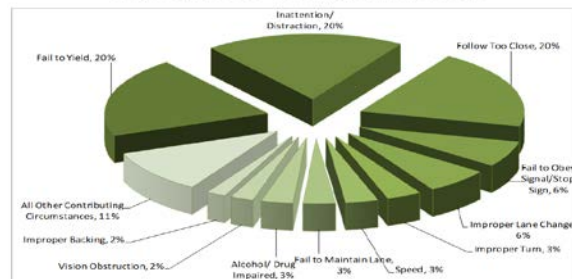
Fatal Crashes by Time of Day: 2016



Single-Vehicle Crashes - Contributing Circumstances: 2016



Multiple-Vehicle Crashes - Contributing Circumstances: 2016



High Visibility Enforcement / Traffic Safety Enforcement Mobilizations

The goal of each mobilization is to establish project requirements with law enforcement agencies to align with the SHSP and to eliminate deaths, serious injuries and economic loss. Agencies taking part in the mobilizations enter into an agreement with the OHS to perform dedicated patrol for traffic enforcement. For the impaired driving



mobilizations, the OHS encourages participants to conduct enforcement during time frames that are data driven; nighttime hours. Funding for these campaigns are allocated to locations throughout the state using demographic, traffic safety data, and agency past performance.

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

The OHS conducts these specific HVE/Mobilizations:

- **Impaired Driving Mobilizations:** December - January (to coincide with NHTSA Impaired Driving campaign), June-July (to coincide with July 4th), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).
- **100 Deadliest Days Sustained Enforcement:** During the summer, traffic crash fatalities frequency is over-represented. Aggressive Driving and Distracted Driving used to be the main focus for 100 Deadliest Days enforcement, but this campaign is now encompassing the DIA principle (Distracted, Impaired, and Aggressive) and Safety Restraints usage.
- **Seat Belt Mobilizations:** May Click It or Ticket (to coincide with NHTSA national campaign).

FFY 2019 HVE Mobilization Schedule	
December/January (Holiday Season- Drive Sober or Get Pulled Over)	Dec 13, 2018 - Jan 3, 2019
May (Click it or Ticket)	May 20 - June 2, 2019
4th of July (Drive Sober or Get Pulled Over)	July 1 - July 7, 2019
Aggressive Driving	July 26 - Aug 9, 2019
Labor Day (Drive Sober or Get Pulled Over)	Aug 16 - Sept 4, 2019

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 to the start of this program, the communication between law enforcement and prosecutors was in need of stronger relationships and communication.



The TSRP provides training and technical assistance to law enforcement officers and prosecutors, delivering the critical support to enhance successful prosecution of traffic safety violations.

STRATEGIC PARTNERS and STAKEHOLDERS

Idaho Traffic Safety Commission Members

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

The following members represent the ITSC:

Idaho Transportation Department

L. Scott Stokes, Deputy Director

John Tomlinson, Highway Safety Manager

Law Enforcement

Lt. Colonel Sheldon Kelley, Idaho State Police

Chief Jeff Wilson, Orofino Police Department

Craig T Rowland, Bingham County Sheriff

Prosecutor/Legal

Louis Marshall, Bonner County Prosecutor

Medical Services

Stacey Carson, VP Operations, Idaho Hospital Association

Education

Audra Urie, Driver Education Coordinator, State Department of Education

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

Idaho Senate & House

Senator Bert Brackett, Idaho Senate Representative

Representative Joe Palmer, Idaho House Representative



PERFORMANCE PLAN

Performance Measures: Goals and Actual Values

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

		Benchmark	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Primary Goal									
C1	5-Year Ave Fatalities - Goals			192	191	190	188	187	185
	Actual Values		192	193	211				
Secondary Goals									
C2	5-Year Ave Serious Injuries - Goals			1,278	1,263	1,250	1,239	1,230	1,221
	Actual Values		1,303	1,294	1,298				
C3	5-Year Fatality Rate - Goals			1.19	1.17	1.17	1.14	1.12	1.10
	Actual Values		1.20	1.19	1.29				
FHWA-1	5-Year Serious Injury Rate - Goals			7.98	7.74	7.63	7.49	7.36	7.27
	Actual Values		8.12	7.98	7.89				
Aggressive Driving									
C6	5-Year Ave Speeding Fatalities - Goals			53	52	51	51	50	49
	Actual Values		54	51	52				
Distracted Driving									
I1	5-Year Ave Distracted Fatalities - Goals			43	42	41	40	39	38
	Actual Values		45	43	48				
Safety Restraint Use in Passenger Motor Vehicles (PMV)									
C4	5-Year Ave Unrestrained PMV Fatalities - Goals			75	74	73	72	70	69
	Actual Values		76	81	89				
B1	Yearly Observed Seat Belt Use - Goals			81.6%	82.2%	82.5%	83.0%	83.3%	83.8%
	Actual Values		80.2%	81.1%	82.9%	81.2%			
Impaired Driving									
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Goals			55	54	53	53	52	52
	Actual Values		57	56	62				
Vulnerable Users (Bike, Pedestrian, Mature)									
C11	5-Year Ave Bicyclist Fatalities - Goals			2	2	2	2	2	2
	Actual Values		2	1	3				
C10	5-Year Ave Pedestrian Fatalities - Goals			11	11	11	11	11	10
	Actual Values		12	11	13				
I2	5-Year Ave Drivers >=65 in Fatal Crashes - Goals			37	36	35	35	34	33
	Actual Values		38	39	42				
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injuries			120	120	120	120	120	120
	Actual Values		112	111	117				
Youthful Driver									
C9	5-Year Ave Drivers <=20 in Fatal Crashes - Goals			28	27	27	26	25	24
	Actual Values		29	29	28				
Motorcycle (MC)									
C7	5-Year Ave Motorcycle Fatalities - Goals			22	22	21	21	21	20
	Actual Values		23	24	25				
C8	5-Year Ave Unhelmeted MC Fatalities - Goals			12	12	11	11	11	11
	Actual Values		12	13	14				
Commercial Motor Vehicle (CMV)									
I3	5-Year Ave CMV Fatalities - Goals			23	22	21	21	20	20
	Actual Values		23	26	29				
Lane Departure									
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Goals			100	99	98	97	95	94
	Actual Values		101	101	107				
I5	5-Year Ave Head-On/SS Opposite Fatalities - Goals			28	27	26	25	24	23
	Actual Values		30	27	30				
Intersections									
I6	5-Year Ave Intersection-Related Fatalities - Goals			36	36	35	35	33	32
	Actual Values		36	38	40				
Items for Reporting									
		2014	2015	2016	2017	2018	2019	2020	
	Yearly Total Fatality Rate	1.15	1.30	1.48					
	Yearly Urban Fatality Rate	0.52	1.70	1.97					
	Yearly Rural Fatality Rate	1.61	0.48	0.65					
A1	Seat Belt Citations Issued during Grant Funded Activities		FFY2015 11,780	FFY2016 12,067	FFY2017 5,574	FFY2018	FFY2019	FFY2020	
A2	DUI Arrests made during Grant Funded Activities		861	687	557				
A3	Speeding Citations Issued during Grant Funded Activities		7,853	6,908	10,239				

Updated: 12/18/2017



- CI** – Reduce the five-year average number of fatalities from 211 (2012-2016) to 187 (2015-Dec. 31, 2019).
- C2** – Reduce the five-year average number of serious injuries from 1,298 (2012-2016) to 1,230 (2015-Dec. 31, 2019).
- C3** – Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-Dec. 31, 2019).
- C4** – Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 89 (2012-2016) to 70 (2015-Dec. 31, 2019).
- C5** – Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 62 (2012-2016) to 52 (2015-Dec. 31, 2019).
- C6** – Maintain the five-year average number of fatalities resulting from crashes involving speeding at or below 50.
- C7** – Reduce the five-year average number of motorcyclists killed from 25 (2012-2016) to 21 (2015-Dec. 31, 2019).
- C8** – Reduce the five-year average number of motorcyclists killed that were not wearing helmets from 14 (2012-2016) to 11 (2015-Dec. 31, 2019).
- C9** – Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 28 (2012-2016) to 25 (2015-Dec. 31, 2019).
- CI0** – Maintain the five-year average number of pedestrians killed by motor vehicles at or below 11.
- CI1** – Keep the five-year average number of bicyclists killed by motor vehicles from increasing (2).
- BI** – Increase the yearly observed seat belt use rate from 82.9% (2012-2016) to 83.3% (2015-Dec. 31, 2019).
- II** – Reduce the five-year average number of fatalities resulting from distracted driving from 48 (2012-2016) to 39 (2015-Dec. 31, 2019).
- I2** – Reduce the five-year average number of drivers, 65 years old and older, involved in fatal crashes from 42 (2012-2016) to 34 (2015-Dec. 31, 2019).
- I3** – Reduce the five-year average number of fatalities resulting from commercial motor vehicle crashes from 29 (2012-2016) to 20 (2015-Dec. 31, 2019).
- I4** – Reduce the five-year average number of fatalities resulting from single-vehicle run off the road crashes from 107 (2012-2016) to 95 (2015-Dec. 31, 2019).
- I5** – Reduce the five-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes from 30 (2012-2016) to 24 (2015-Dec. 31, 2019).
- I6** – Reduce the five-year average number of fatalities resulting from intersection-related crashes from 40 (2012-2016) to 33 (2015-Dec. 31, 2019).

*All goals are based on calendar years (ending December 31, 2019).

Core Outcome Measures		5 Year Moving Averages						
		2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016
Traffic Fatalities	Total (C-1)	237	217	204	200	192	193	211
	Rural	185	172	162	161	156	156	167
	Urban	53	45	42	39	36	35	38
	Unknown	0	0	0	0	0	3	5
Fatalities Per 100 Million VMT**	Total (C-3)	1.53	1.39	1.29	1.26	1.20	1.19	
	Rural	1.99	1.84	1.74	1.72	1.67	1.66	
	Urban	0.85	0.72	0.65	0.60	0.54	0.51	
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	179	162	150	148	141	143	156
	Restrained	73	65	62	61	59	57	61
	Unrestrained (C-4)	99	90	82	81	76	81	89
	Unknown	7	7	6	7	6	5	6
Alcohol-Impaired Driving Fatalities (BAC=.08+)***(C-5)		73	66	62	58	57	56	62
Speeding-Related Fatalities (C-6)		76	69	65	61	54	51	52
Motorcyclist Fatalities	Total (C-7)	32	27	26	25	23	23	24
	Helmeted	14	13	13	12	11	10	10
	Unhelmeted (C-8)	17	15	13	13	12	13	14
	Unknown	0	0	0	0	0	0	1
Drivers Involved in Fatal Crashes	Total	293	269	260	254	243	248	270
	Aged Under 15	2	2	1	2	1	1	1
	Aged 15-20	41	37	33	30	28	29	28
	Aged Under 21 (C-9)	43	39	34	32	29	30	29
	Aged 21 and Over	248	228	225	222	214	219	240
	Unknown Age	1	1	1	1	0	0	1
Pedestrian Fatalities (C-10)		11	11	11	11	12	11	13
Bicyclist and Other Cyclist Fatalities**** (C-11)		3	3	3	3	2	1	3

*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

**2016 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

***Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only

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



IDENTIFICATION REPORT

State Demographics

Idaho is geographically located in the Pacific Northwest. Idaho is the 11th largest State the nation in land area, but the 39th largest in population. Idaho consists of 82,750.9 square miles of land and is comprised of 44 Counties ranging in size from 407.5 square miles (Payette County) to 8,485.2 square miles (Idaho County). Two counties, Idaho County (8,485.2 square miles) and Owyhee County (7,678.4 square miles) encompass 19.5% of the State, although they only represent just 1.7 percent of the statewide population. Just over 63% of Idaho is federally owned land, primarily consisting of national forests, wilderness areas, and BLM land.

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





Idaho

Problem

Identification

Report

FY 2019

Prepared by the Office of Highway Safety

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



Statewide

The Problem

- In 2016, 253 people were killed and 13,664 people were injured in traffic crashes.
- The fatality rate was 1.48 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2016. The US fatality rate was estimated to be 1.18 fatalities per 100 million AVMT in 2016.
- Motor vehicle crashes cost Idahoans nearly \$4.3 billion in 2016. Fatal and serious injuries represented 70 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Crashes	21,402	22,347	22,134	24,018	25,328	4.4%
Fatal Crashes	169	200	175	198	232	9.0%
Total Deaths	184	214	186	216	253	9.1%
Injury Crashes	7,630	7,850	8,217	9,050	9,327	5.2%
Total Injured	10,988	11,344	11,768	13,207	13,664	5.7%
Property-Damage-Only Crashes (Severity >\$1,500)	13,603	14,298	13,742	14,770	15,769	3.9%
Idaho Population (thousands) ¹	1,596	1,612	1,634	1,655	1,683	1.3%
Licensed Drivers (thousands) ²	1,093	1,111	1,128	1,144	1,165	1.6%
Vehicle Miles of Travel (millions) ²	15,838	15,877	16,145	16,662	17,152	2.0%
Registered Vehicles (thousands) ³	1,555	1,445	1,480	1,489	1,491	-1.0%
Sources: 1: U.S. Census Bureau, 2: Economics and Research Section, Idaho Transportation Department 3: Traffic Survey and Analysis Section, Idaho Transportation Department						

Economic Costs* of Idaho Crashes, 2016

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	253	\$9,623,771	\$2,434,814,073
Serious Injuries	1,332	\$460,257	\$613,062,509
Visible Injuries	4,251	\$125,360	\$532,903,363
Possible Injuries	8,081	\$64,013	\$517,285,896
No Injuries	49,005	\$3,243	\$158,914,683
Total Estimate of Economic Cost			\$4,256,980,523
*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 2014 dollars.			



Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2016

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	2,297	14%	65,940	6%	2.4
20-24	2,325	14%	99,305	9%	1.6
25-34	3,362	20%	198,720	17%	1.2
35-44	2,656	16%	190,481	16%	1.0
45-54	2,301	14%	185,748	16%	0.8
55-64	1,952	11%	198,970	17%	0.7
65 & Older	1,833	11%	226,067	19%	0.6
Missing	268	2%			
Total	16,994		1,165,231		
*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, 2012-2016

Roadway Information	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Local:						
AVMT (100 millions) ¹	74.0	73.5	74.5	75.8	77.3	1.1%
Fatal Crash Rate	1.0	1.1	1.0	1.1	1.2	4.9%
Injury Crash Rate	60.7	62.6	64.7	68.7	68.8	3.2%
Total Crash Rate	170.3	183.6	185.9	191.2	195.0	3.5%
State System (Non-Interstate):						
AVMT (100 millions) ¹	48.4	48.8	49.5	51.1	52.1	1.9%
Fatal Crash Rate	1.5	1.8	1.5	1.6	1.8	6.3%
Injury Crash Rate	52.1	51.9	50.4	56.5	57.6	2.7%
Total Crash Rate	142.2	139.5	133.4	149.2	154.6	2.3%
Interstate:						
AVMT (100 millions) ¹	36.0	36.5	37.4	39.7	42.1	4.0%
Fatal Crash Rate	0.7	0.8	0.7	0.9	1.1	14.5%
Injury Crash Rate	17.2	19.6	24.2	24.1	23.9	9.0%
Total Crash Rate	53.2	56.0	44.8	47.9	52.4	0.4%
Statewide Totals:						
AVMT (100 millions) ¹	158.4	158.8	161.5	166.6	171.5	2.0%
Fatal Crash Rate	1.1	1.3	1.1	1.2	1.4	6.9%
Injury Crash Rate	48.2	49.4	50.9	54.3	54.4	3.1%
Total Crash Rate	135.1	140.8	137.1	144.1	147.7	2.3%
Source: 1: Traffic Survey and Analysis Section, Idaho Transportation Department						



Aggressive Driving

The Definition

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

The Problem

- Aggressive driving was a factor in 51 percent of all crashes and 36 percent of all fatalities in 2016.
- Drivers, ages 19 and younger, are 4.2 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving crashes cost Idahoans more than \$1.7 billion in 2016. This represented 41 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Aggressive Driving Crashes	11,442	12,522	12,366	12,383	12,793	2.9%
Fatalities	66	84	72	77	83	6.9%
Serious Injuries	629	635	649	637	612	-0.7%
Visible Injuries	1,944	2,109	2,077	2,282	2,164	2.9%
Possible Injuries	3,964	4,255	4,356	4,652	4,706	4.4%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	233	244	229	276	266	3.9%
Fail to Yield Right of Way	215	219	205	171	174	-4.8%
Exceeded Posted Speed	63	97	124	115	93	13.9%
Passed Stop Sign	93	95	102	92	89	-0.9%
Disregarded Signal	63	50	60	50	67	4.2%
Following Too Close	100	68	58	49	69	-5.4%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.39	4.53	4.47	4.29	4.05	-1.9%
* Three contributing circumstances possible per unit involved in each collision						



Distracted Driving

The Definition

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

The Problem

- In 2016, 64 fatalities resulted from distracted driving crashes. This represents 25 percent of all fatalities. Of the 50 passenger vehicle occupants killed in distracted driving crashes, 23 (46 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2016 were 4 motorcyclists, 2 bicyclists, 7 pedestrians, and 1 farm equipment operator.
- In 2016, drivers under the age of 25 comprised 37 percent of the drivers involved in all distracted driving crashes and 27 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 14 percent of the licensed drivers.
- Distracted driving crashes cost Idahoans just over \$1.1 billion in 2016. This represents 26 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Distracted Driving Crashes	4,890	4,757	4,781	5,470	4,973	0.8%
Fatalities	41	43	39	51	64	13.0%
Serious Injuries	422	339	364	425	367	-2.3%
Visible Injuries	1,005	996	1,033	1,285	1,193	5.0%
Possible Injuries	1,792	1,831	1,846	2,211	2,121	4.7%
Distracted Driving Crashes as a % of All Crashes	22.8%	21.3%	21.6%	22.8%	19.6%	-3.4%
Distracted Driving Fatalities as a % of All Fatalities	22.3%	20.2%	21.0%	23.6%	25.3%	3.6%
Distracted Driving Injuries as a % of All Injuries	29.3%	27.9%	27.6%	29.7%	26.9%	-1.9%
All Fatal and Injury Crashes	7,799	8,049	8,392	9,248	9,559	5.3%
Distracted Fatal/Injury Crashes	2,153	2,096	2,182	2,568	2,355	2.7%
% Distracted Driving	27.6%	26.0%	26.0%	27.8%	24.6%	-2.6%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.92	2.41	2.50	2.86	2.51	-2.9%



Safety Restraints

The Problem

- In 2016, 83 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2016, seat belt usage varied by region around the state from a high of 90 percent in District 3 (Southwestern Idaho) to a low of 66 percent in District 4 (South-Central Idaho).
- Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2016. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 65 lives were saved in Idaho in 2016 because they were wearing a seat belt and an additional 57 lives could have been saved if everyone had worn their seat belt.
- There were 4 children under the age of 7 killed (1 was restrained) and 17 seriously injured (11 were restrained) while riding in passenger vehicles in 2016. 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 2016. If all of the children under 7 had been properly restrained, an additional 2 lives may have been saved. Furthermore, 24 serious injuries were prevented and 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.
- Unrestrained passenger motor vehicle occupants cost Idahoans nearly \$1.3 billion in 2016. This represents 30 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Observational Seat Belt Survey						
District 1	72%	72%	76%	74%	77%	1.8%
District 2	86%	85%	80%	79%	78%	-2.3%
District 3	93%	86%	91%	89%	90%	-0.7%
District 4	66%	74%	67%	58%	66%	0.8%
District 5	64%	81%	80%	87%	86%	8.1%
District 6	71%	77%	71%	66%	67%	-1.3%
Statewide Average	79%	82%	80%	81%	83%	1.2%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	43.0%	33.3%	44.3%	37.6%	34.6%	-3.2%
In Serious Injury Crashes	65.8%	63.2%	64.2%	66.8%	69.3%	1.4%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	75.5%	79.3%	80.4%	80.3%	96.4%	6.6%
*The child restraint law was modified in 2005 to include children under the age of 7. As of 2005, seat belt use is for persons age 7 and older and child restraint use if or children 6 and younger.						



Impaired Driving

Definition

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

The Problem

- In 2016, 88 fatalities resulted from impaired driving crashes. This represents 35 percent of all fatalities. Only 17 (or 25 percent) of the 65 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 6 motorcyclists, 10 pedestrians, 4 ATV riders, 2 commercial vehicle occupants, and 1 bicyclist killed in impaired driving crashes.
- Of the 88 people killed in impaired driving crashes in 2016, 80 (or 91%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.
- Nine percent of the impaired drivers involved in crashes were under the age of 21 in 2016, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$1 billion in 2016. This represents 24 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Impaired Driving Crashes	1,454	1,425	1,378	1,367	1,535	1.5%
Fatalities	73	96	72	87	88	7.1%
Serious Injuries	241	228	227	219	223	-1.9%
Visible Injuries	399	362	383	350	397	0.3%
Possible Injuries	535	445	443	477	482	-2.1%
Impaired Driving Crashes as a % of All Crashes	6.8%	6.4%	6.2%	5.7%	6.1%	-2.7%
Impaired Driving Fatalities as a % of All Fatalities	39.7%	45.1%	38.7%	40.3%	34.8%	-2.5%
Impaired Driving Injuries as a % of All Injuries	10.7%	9.1%	8.9%	7.9%	8.1%	-6.6%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	1.98	2.04	1.85	1.84	1.81	-2.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,659	1,304	1,197	1,089	1,305	-4.7%
Local Agencies	7,482	6,825	6,248	6,298	6,015	-5.2%
Total Arrests	9,141	8,129	7,445	7,387	7,320	-5.3%
DUI Arrests per 100 Licensed Drivers	0.84	0.73	0.66	0.65	0.63	-6.8%
*Source: Bureau of Criminal Identification, Idaho State Police						



Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2016, yet they represented 12 percent of the drivers involved in fatal and serious injury crashes.
- In 2016, drivers ages 15 to 19 constituted 6 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.
- Of the 27 people killed in crashes with youthful drivers, 9 were the youthful drivers themselves. Of the 7 youthful drivers killed that were in passenger motor vehicles, 3 were wearing a seat belt. Of the other 2 drivers, 1 was on a motorcycle and 1 was on an ATV.
- Crashes involving youthful drivers cost Idahoans nearly \$664 million in 2016. This represents 16 percent of the total economic cost of crashes.

Crashes Involving Youthful Drivers in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Crashes Involving Drivers 15-19	4,796	4,825	4,668	5,374	5,622	4.3%
Fatalities	14	26	20	34	27	28.0%
Serious Injuries	230	214	198	270	238	2.5%
Visible Injuries	782	785	812	997	1,011	7.0%
Possible Injuries	1,541	1,524	1,547	1,903	1,986	6.9%
Drivers 15-19 in Fatal & Serious Injury Crashes	211	197	182	232	232	3.3%
% of all Drivers involved in Fatal and Serious Injury Crashes	11.2%	10.5%	9.4%	12.0%	12.0%	2.7%
Licensed Drivers 15-19	62,094	62,398	62,895	65,264	65,940	1.5%
% of Total Licensed Drivers	5.7%	5.6%	5.6%	5.7%	5.7%	-0.1%
Fatal & Injury Crash Involvement*	1.98	1.87	1.69	2.11	2.13	2.6%
Drivers 15-19 - Fatal Crashes	12	22	19	32	25	29.1%
Impaired Drivers 15-19 - Fatal Crashes	3	5	4	7	4	19.7%
% of Youthful Drivers that were Impaired in Fatal Crashes	25.0%	22.7%	21.1%	21.9%	16.0%	-9.9%
* Fatal & Injury Crash Involvement is the percent of fatal and injury crashes divided by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.						



Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 4,214 crashes in 2016. This represents 17 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 20 percent of the total number of fatalities in 2016. Of the 51 people killed in crashes with mature drivers, 39 (76 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 19 percent of licensed drivers, but represent 11 percent of drivers involved in fatal and injury crashes.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans nearly \$845 million in 2016. This represents 20 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Mature Driver Crashes	3,255	3,605	3,682	3,992	4,214	6.7%
Fatalities	38	35	46	42	51	9.1%
Serious Injuries	220	215	263	269	287	7.3%
Visible Injuries	566	598	642	719	784	8.5%
Possible Injuries	1,059	1,097	1,176	1,372	1,476	8.8%
Mature Drivers in Fatal & Injury Crashes	1,329	1,388	1,536	1,711	1,833	8.4%
% of All Drivers in Fatal & Injury Crashes	10.2%	11.2%	11.1%	10.4%	10.8%	1.5%
Licensed Drivers 65 & Older	187,274	197,457	207,824	216,423	226,067	4.8%
% of Total Licensed Drivers	17.1%	17.8%	18.4%	18.9%	19.4%	3.2%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.60	0.63	0.60	0.55	0.56	-1.6%
Mature Drivers-Fatal Crashes	37	35	43	41	53	10.5%
Mature Drivers-Impaired Fatal Crashes	1	4	2	3	1	58.3%
% Fatal Impaired Crashes	2.7%	14.3%	6.7%	7.3%	1.9%	77.7%
<i>* 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.</i>						



Motorcycles

The Problem

- In 2016, motorcycle crashes represented 2 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 (45 percent) and more than half of fatal motorcycle crashes (52 percent) involved just the motorcycle (no other vehicles were involved) in 2016.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2016, 9 of the 12 (75 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 2016, only 36 percent of motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans nearly \$325 million in 2016. This represents 8 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Motorcycle Crashes	545	517	510	546	528	-0.7%
Fatalities	22	26	25	28	22	1.2%
Serious Injuries	158	150	146	174	164	1.4%
Visible Injuries	253	221	207	225	223	-2.8%
Possible Injuries	105	95	87	131	123	6.6%
Motorcyclists in Crashes	621	584	562	611	591	-1.1%
Registered Motorcycles	62,964	54,813	60,160	51,219	55,865	-2.2%
Motorcyclists Wearing Helmets	351	306	328	347	329	-1.3%
% Motorcyclists Wearing Helmets	56.5%	52.4%	58.4%	56.8%	55.7%	-0.1%



Pedestrians and Bicyclists

The Problem

- In 2016, 18 pedestrians and 6 bicyclists were killed in traffic crashes. The 18 pedestrians killed represented 7 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 12 percent of the fatalities and injuries sustained in pedestrian crashes and 25 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$332 million in 2016. This represents 8 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Pedestrian Crashes	229	206	232	207	236	1.5%
Fatalities	13	14	14	8	18	22.5%
Serious Injuries	53	53	55	51	66	6.5%
Visible Injuries	102	88	87	103	102	0.6%
Possible Injuries	69	53	78	66	80	7.5%
Pedestrians in Crashes	242	218	245	224	249	1.3%
Pedestrian Fatal and Serious Injuries	66	67	69	59	81	6.8%
% of All Fatal and Serious Injuries	4.5%	4.5%	4.7%	3.8%	5.1%	5.2%
Impaired Pedestrian F&SI	9	10	7	6	17	37.5%
% of Pedestrian F&SI - Impaired	13.6%	14.9%	10.1%	10.2%	21.0%	21.0%
Bicycle Crashes	389	334	296	286	319	-4.3%
Fatalities	2	3	2	0	6	41.7%
Serious Injuries	51	51	41	36	52	3.2%
Visible Injuries	206	167	152	149	158	-6.0%
Possible Injuries	117	104	100	101	109	-1.5%
Bicyclists in Crashes	399	341	305	353	322	-4.5%
Bicycle Fatal and Serious Injuries	53	54	43	36	57	5.9%
% of All Fatal and Serious Injuries	3.6%	3.7%	2.9%	2.3%	3.6%	4.1%
Bicyclists Wearing Helmets in Collisions	97	69	82	63	76	-3.1%
% of Bicyclists Wearing Helmets	24.3%	20.2%	26.9%	17.8%	23.6%	3.7%
Impaired Bicyclist F&SI	2	1	2	0	2	-25.0%
% of Bicycle F&SI - Impaired	3.8%	1.9%	4.7%	0.0%	3.5%	-13.1%

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, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Crashes	21,402	22,347	22,134	24,018	25,328	4.4%
EMS Response to Fatal & Injury Crashes	5,150	5,342	5,602	6,142	6,476	5.9%
% of Fatal & Injury Crashes	66.0%	66.4%	66.8%	66.4%	67.7%	0.6%
Persons Injured in Crashes	11,172	11,557	11,954	13,423	13,917	5.7%
Injured Transported from Rural Areas	2,214	2,272	2,278	2,589	2,755	5.7%
Injured Transported from Urban Areas	2,288	2,189	2,288	2,321	2,503	2.4%
Total Injured Transported by EMS	4,502	4,461	4,566	4,910	5,258	4.0%
% of Injured Transported	40.3%	38.6%	38.2%	36.6%	37.8%	-1.6%
Trapped and Extricated	439	424	459	504	491	3.0%
Fatal and Serious Injuries Transported by Helicopter	147	142	110	173	178	8.6%

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 2016, 37 people died in crashes with commercial motor vehicles. This represents 15 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 70 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2016, 48 percent of all crashes and 94 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 47 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 54 percent.
- Commercial motor vehicles crashes cost Idahoans over \$502 million in 2016. This represents 12 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total CMV Crashes	1,521	1,681	1,613	1,768	2,009	7.4%
Fatalities	15	36	25	34	37	38.6%
Serious Injuries	111	120	114	125	137	5.6%
Visible Injuries	207	217	248	249	284	8.4%
Possible Injuries	355	436	436	498	512	10.0%
Commercial AVMT (millions)	2,741	2,820	2,859	2,933	3,080	3.0%
% of Total AVMT	17.3%	17.8%	17.7%	17.6%	18.0%	0.9%
Fatalities per 100 Million CAVMT	0.55	1.28	0.87	1.16	1.20	34.5%
Injuries per 100 Million CAVMT	24.56	27.41	27.91	29.73	30.29	5.5%

Drowsy Driving Crashes

The Problem

- In 2016, 9 fatalities resulted from drowsy driving crashes. This represents 4 percent of all fatalities. Of the 8 passenger vehicle occupants killed in drowsy driving crashes, 2 were properly restrained.
- In 2016, 77 percent of the drowsy driving crashes involved a single vehicle, while 67 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2016, only 7 percent of the drowsy driving crashes also involved impaired driving.
- In 2016, 31 percent of the drowsy driving crashes occurred between 5 AM and 10 AM, while 25 percent occurred between 1 PM and 6 PM and 19 percent occurred between 12 AM and 5 AM.
- Drowsy driving crashes cost Idahoans nearly \$152 million in 2016. This represents 4 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Drowsy Driving Crashes	537	534	569	650	700	7.0%
Fatalities	3	8	4	17	9	98.7%
Serious Injuries	55	52	52	64	57	1.7%
Visible Injuries	126	126	150	161	169	7.8%
Possible Injuries	166	169	189	209	247	10.6%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2016, 17 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (74 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 49 percent of all fatalities in Idaho. Aggressive driving was a factor in 24 percent of the 112 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 43 percent of the 112 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 70 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 68 percent of the single-vehicle run-off road fatalities and more than one-third (34 percent) of all fatalities in 2016. Of the 81 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 64 (79 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans nearly \$1.6 billion in 2016. This represents 37 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Run-Off-Road Crashes	4,606	4,779	4,545	4,412	4,338	-1.4%
Fatalities	92	104	102	110	125	8.1%
Serious Injuries	415	404	339	405	361	-2.5%
Visible Injuries	842	905	954	943	920	2.3%
Possible Injuries	1,156	1,148	1,220	1,214	1,284	2.7%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	227	248	223	270	249	3.1%
Ditch/Embankment	63	42	25	33	29	-13.5%
Tree	44	36	35	43	49	4.0%
Poles/Posts	21	33	15	21	13	1.1%
Fence/Building/ Wall	13	11	19	12	9	-1.1%
Guardrail, Traffic Barrier	16	17	11	10	7	-17.0%
Other Fixed Object	7	11	8	6	11	22.1%
Immersion	6	4	5	4	4	-7.1%
Culvert	1	3	2	3	1	37.5%
Bridge Rail/Abutment/End	4	2	5	3	3	15.0%
All Other Most Harmful Events	17	22	28	27	28	14.2%

Intersection Crashes

The Problem

- In 2016, 43 percent of all crashes occurred at or were related to an intersection, while 18 percent of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (84 percent) occurred on urban roadways in 2016, while 55 percent of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were evenly split among intersections with signals (40 percent) and stop signs (40 percent), 79 percent of fatal intersection crashes occurred at intersections with stop signs, 12 percent at intersections with traffic signals, and 10 percent at intersections with no control.
- Of the 45 people killed in crashes at intersections, 31 were passenger motor vehicle occupants, 7 were pedestrians, 3 were bicyclists, 2 were motorcyclists, 1 was on an ATV, and 1 was a commercial motor vehicle. Of the 31 passenger motor vehicle occupants, 13 (41 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$1.3 billion in 2016. This represents 30 percent of the total economic cost of crashes.

Intersection–Related Crashes on Idaho Highways, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Intersection Crashes	8,472	9,037	8,876	9,753	10,965	6.8%
Fatalities	39	43	31	44	45	6.6%
Serious Injuries	493	467	499	495	545	2.7%
Visible Injuries	1,517	1,552	1,484	1,830	1,897	6.2%
Possible Injuries	2,933	3,131	3,218	3,627	4,064	8.6%
Traffic Control Device at Intersection						
Signal	3,421	3,521	3,585	3,994	4,419	6.7%
%	40%	39%	40%	41%	40%	0.0%
Stop Sign	3,328	3,663	3,565	3,946	4,433	7.6%
%	39%	41%	40%	40%	40%	0.7%
None	1,445	1,544	1,458	1,516	1,807	6.1%
%	17%	17%	16%	16%	16%	-0.8%
Yield	158	190	166	183	192	5.7%
%	2%	2%	2%	2%	2%	-1.2%
All Other	120	119	102	114	114	-0.8%
%	1%	1%	1%	1%	1%	-7.3%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2016, just 4 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 48 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2016, 100 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 (58 percent), while another 15 percent were negotiating a curve.
- Of the 32 people killed in head on or side swipe opposite crashes, 30 were passenger motor vehicle occupants, and 2 were motorcyclists. Of the 30 passenger motor vehicle occupants, 10 (33 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans more than \$430 million in 2016. This represents 10 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Head-On/Side Swipe Opposite Crashes	536	627	689	661	942	16.3%
Fatalities	23	33	33	28	32	10.7%
Serious Injuries	92	147	133	125	135	13.1%
Visible Injuries	171	184	204	180	236	9.5%
Possible Injuries	259	263	292	304	374	9.9%

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 22 percent of the crashes in work zones in 2016. 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 \$25 million in 2016. This represents just under 1 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Work Zone Crashes	342	332	407	444	324	0.4%
Fatalities	1	3	1	2	0	33.3%
Serious Injuries	23	12	34	27	19	21.3%
Visible Injuries	34	50	108	95	59	28.3%
Possible Injuries	104	109	204	222	96	11.0%
% All Crashes	1.6%	1.5%	1.8%	1.8%	1.3%	-3.4%
Workers Injured	1	1	0	1	0	-25.0%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 17 crashes in 2016, 5 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 2016, 59 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans just over \$1 million in 2016. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total Train Crashes	8	13	16	14	17	23.6%
Fatalities	2	4	1	3	0	31.3%
Serious Injuries	2	1	2	0	1	12.5%
Visible Injuries	1	2	1	2	1	25.0%
Possible Injuries	2	4	3	1	5	102.1%
Location of Crashes						
Rural Roads	6	12	11	11	10	20.6%
Urban Roads	2	1	5	3	7	110.8%

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 56 cross-median crashes in 2016, 36 (64 percent) resulted in an injury.
- Cross-median crashes cost Idahoans just nearly \$46 million in 2016. This represents just more than 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Cross Median Crashes	47	51	49	54	56	4.6%
Fatalities	2	5	5	1	4	92.5%
Serious Injuries	4	16	8	17	8	77.4%
Visible Injuries	14	20	28	18	19	13.2%
Possible Injuries	24	20	17	21	19	-4.4%

School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. Typically, the occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2016, 97 percent of the school bus occupants on buses involved in crashes sustained no injuries.
- Crashes with school buses cost Idahoans over \$6 million in 201. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2012-2016

	2012	2013	2014	2015	2016	Avg. Yearly Change 2012-2016
Total School Bus Crashes	66	87	81	89	78	5.6%
Fatalities	0	1	0	1	0	0.0%
Serious Injuries	5	10	1	6	0	102.5%
Visible Injuries	13	10	15	10	20	23.4%
Possible Injuries	16	24	25	35	21	13.5%



HIGHWAY SAFETY COUNTERMEASURES and PROJECTS for FFY 2019

by Focus Area

The statewide safety partners work to achieve Idaho's safety goals through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. The following section shows what activities will take place in fiscal year 2019. The information is presented by safety focus area.

Each section contains the following information:

- **Focus Area Group:** The areas of highway safety that will be focused on in FFY 2019 are taken from the priorities set in the Strategic Highway Safety Plan (SHSP) and approved by the Executive Safety Committee.
- **Problem Identification:** Description of the problem using state crash and demographic data that provides justification for including the program area and guides the selection an implementation of countermeasures to address the problem in a way that is specific to Idaho.
- **Annual Targets:** Targets for total annual crashes; major injuries and fatalities by focus area groups are set in this plan based on 5-year averages.
- **Countermeasures:** Strategies will be implemented in the next year by the Idaho Office of Highway Safety and Idaho's safety partners are proven effective nationally, have been successful in Idaho and are appropriate given the data in the problem identification report and resources available.
- **Programs and Projections:** Data-driven activities will be implemented in the next year to achieve the identified countermeasures for each focus area.

Impaired Driving PROGRAM

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

Goals:

- Reduce the five-year average number of fatalities by 11 percent from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries by 5 percent from 1,298 (2012-2016) to 1,230 (2015-2019).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).
- Reduce the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater to 52 or fewer by 2020.

Alcohol Statewide Services

Project Number	AL-2019-001-00-00 Federal (SAL1901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding	\$50,000.00	402
Grant Start-up	October 1, 2018	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, and law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
SHSP Strategy I-6	Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.	

Project Objective	Fund training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment (BAC-related), education materials to help eliminate traffic crashes and fatalities, Produce updated and new educational materials.
NHTSA Countermeasures That Work 7 th Edition	Chapter I. Alcohol-and Drug-Impaired Driving 2.2, 2.3, 2.4, 2.5, 6.2, 7.1

This grant will pay for training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment, education materials to educate on the dangers of impaired driving and to help eliminate traffic crashes and fatalities, serious injuries and economic losses. Also fund overtime hours for DUI enforcement for special events and support the tools for aid in effective enforcement. Grant funds will also be used in support of the Impaired Driving Advisory Council (IDAC) for meetings and coordination of travel and per diem as needed.

Impaired Driving Statewide Services

Project Number	M5SID-2019-01-00 Federal (SID1901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding	\$215,000.00	405d
Grant Start-up	October 1, 2018	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, and law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
SHSP Strategy I-6	Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol service training.	
Project Objective	Fund training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment (BAC-related), education materials to help eliminate traffic crashes and fatalities. Produce updated and new educational materials.	
NHTSA Countermeasures That Work 7 th Edition	Chapter I. Alcohol-and Drug-Impaired Driving 2.2, 2.3, 2.4, 2.5, 6.2, 7.1	

This grant will pay for training for judicial, law enforcement, probation and prosecutorial professionals; consultant fees; equipment, education materials to educate on the dangers of impaired driving and to help eliminate traffic crashes and fatalities, serious injuries and economic losses. Also, funding will be for overtime hours for DUI enforcement for special events and support the tools for aid in effective enforcement.

Traffic Safety Resource Prosecutor

Project Number	M5CS-2019-02-00-00 Federal (SID1902 State)	
Benefit to Locals	N/A	
Grantee	Idaho Prosecuting Attorneys Association	
Grant Amount, Funding Source	\$275,000.00	405d
Grant Start-up	October 1, 2018	
SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (ITSRP) and the Idaho State Impaired Driving Coordinator (SIDC).	
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, and law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.	
Project Objective	Grantee to provide fully funded Traffic Safety Resource Prosecutor position.	
NHTSA Countermeasures That Work 7 th Edition	Chapter I. Alcohol-and Drug-Impaired Driving 3.2, 3.3, 3.4, 7.2, 7.3	

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

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

State Impaired Driving Coordinator

Project Number	M5SID-2019-03-00-00 Federal (SID1903 State)	
Benefit to Locals	N/A	
Grantee	Idaho State Police	
Grant Amount, Funding Source	\$275,000.00	405d
Grant Start-up	October 1, 2018	

SHSP Strategy I-1	Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (ITSRP) and the Idaho State Impaired Driving Coordinator (SIDC).
SHSP Strategy I-2	Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, and law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.
Project Objective	Grantee will fully fund the State Impaired Driving Coordinator Position
NHTSA Countermeasures That Work 7 th Edition	Chapter 1. Alcohol-and Drug-Impaired Driving 1.3, 1.4, 2.5, 3.2, 3.3, 3.4, 4.1, 7.3

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.

The SIDC will be responsible for the daily operations of Idaho's Drug Enforcement Certification (DEC) program, the ARIDE program, the Standard Field Sobriety Testing (SFST), and Law Enforcement Phlebotomy Program. The SIDC also serves as a liaison for prosecutors, courts, citizens groups, education professionals, youth programs and health professionals. This program directly ties into the Office of Highway Safety's Strategic Plan by providing education, enforcement, collaboration and research. The program trains and certifies Idaho Law Enforcement officers in several areas of impaired driving recognition along with ongoing training and certification for new and existing officers, i.e., DRE training coordination. This training has a direct impact on the number of officers looking for and identifying impaired drivers on Idaho's Highways. Officers trained in the area of drug recognition work closely with their departments and communities to enforce Idaho's laws and create awareness.

Coeur d'Alene Police Department (CDA) DUI STEP Officer – Year I

Project Number	M5SID-2019-04-00-00 Federal (SID1904 State)
Benefit to Locals	N/A
Grantee	Coeur d' Alene Police Department
Grant Amount, Funding Source	\$120,000.00 405d
Grant Start-up	October 1, 2018
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.

SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.
SHSP Strategy I-8	Create new and continue to support existing multi-jurisdictional DUI task forces.
Project Objective	Grantee will fund year one for a DUI STEP officer with the Coeur d'Alene Police Department
NHTSA Countermeasures That Work 7 th Edition	Chapter I. Alcohol-and Drug-Impaired Driving 2.2, 2.3, 2.4, 2.5, 5.2, 6.2, 7.2

The Coeur d'Alene Police Department will use the funding to support year one of the DUI STEP Officer position. This is a newly funded position. The DUI STEP project goal is to target impaired driving through on-going public education, awareness and enforcement in the City of Coeur d'Alene as well as participate and coordinate multi-jurisdictional enforcement efforts. The department will maintain a data base of traffic citations/contacts and compare it with pre and post project data.

Impaired Driving Paid Media

Project Number	M5PEM-2019-PM-00-00 Federal (SID19PM State)
Benefit to Locals	N/A
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$150,000.00 405d
Grant Start-up	October 1, 2018
SHSP Strategy I-9	Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations.
Project Objective	Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods in support of the scheduled Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months.
NHTSA Countermeasures That Work 7 th Edition	Chapter I. Alcohol-and Drug-Impaired Driving 1.4, 2.3, 2.4, 7.3,

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

The purchases support the scheduled Impaired Traffic Enforcement Mobilization program and may coincide with nationally designated safety weeks/months. Funding will purchase radio, TV, printed materials, outdoor advertising, and other communication tools and methods. Message recognition and penetration of target audience will be measured through the annual public opinion survey as well as media buy demographic reports. OHS will fund, at minimum, 3 HVE media campaigns during FFY2019, and sustained impaired driving messages on social media throughout the year.



Impaired Driving Program Administration

Project Number	M5HVE-2019-ID-00-00 (SI999ID State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$70,000	405d
Grant Start-up	October 1, 2018	
Project Objective	Support the cost of Program Management to implement and manage the highway safety programs.	

Project Number	AL-2019-AL-00-00 (S00I9AL State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$27,000	402
Grant Start-up	October 1, 2018	
Project Objective	Support the cost of Program Management to implement and manage the highway safety programs.	

Funding will provide development and support to implement and manage impaired driving projects.

Total Funding Budget

Program Number	Project Number	Project Title	Section 402	Section 405d	Total
SAL1901	AL-2019-01-00	Statewide Services	\$50,000.00		\$50,000.00
SID1901		405(d) Statewide Services		\$215,000.00	\$215,000.00
SID1902	M5CS-2019-02	TSRP		\$275,000.00	\$275,000.00
SID1903	M5SID-2019-03	SIDC		\$275,000.00	\$275,000.00
SID1904	M5HVE-2019-04	CDA DUI STEP		\$120,000.00	\$120,000.00
SID19PM	M5PEM-2019-PM	Impaired Driving Media		\$150,000.00	\$150,000.00
SI999ID	M5HVE-2019-ID	Program Area Management		\$70,000.00	\$70,000.00
S00I9AL	AL-2019-AL	Program Area Management	\$27,000		\$27,000.00
Program		Total	\$77,000	\$1,105,000.000	\$1,182,000.00



Listed under the Police Traffic Services Section pg. 49-50

SIDI9EA	M5HVE-2019-EA-00-00	Dec/Jan Impaired HVE	\$175,000.00	405(d)
SIDI9EB	M5HVE-2019-EB-00-00	4 th of July Impaired HVE	\$125,000.00	405(d)
SIDI9EC	M5HVE-2019-EC-00-00	Labor Day Impaired HVE	\$150,000.00	405(d)
SIDI9ED	M5HVE-2019-ED-00-00	Superbowl Impaired HVE	\$75,000.00	405(d)
			\$525,000.00	

Police Traffic Services

The Office of Highway Safety (OHS) implements activities in support of national and state highway safety goals to reduce motor vehicle related fatalities and injuries. The activities include participation in national high-visibility law enforcement mobilizations, mini-grants, and sustained enforcement addressing impaired, aggressive, and distracted driving, and occupant protection.

Aggressive Driving

- Aggressive driving was a contributing factor in 51 percent of all crashes in Idaho during 2016.
- Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. While 76 percent of aggressive driving crashes occur in urban areas, 71 percent of the fatal aggressive driving crashes occur in rural areas.
- Drivers ages 19 and younger were 4.2 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20-24 are 2.2 times as likely as all other drivers to be involved in these types of crashes.
- Speed played the biggest role in single-vehicle crashes, contributing to 22% of single-vehicle crashes. Failure to Maintain Lane was the second most prevalent contributing circumstance for single-vehicle crashes at 16% as well as contributing to 3% of multiple vehicle crashes.
- Failure to Yield was the most prevalent contributing circumstance for multiple vehicle crashes, with Inattention/Distraction and Follow too Close with just slightly fewer occurrences. Each of the three as a contributing factor to 1 in 5 multiple vehicle crashes.

Distracted Driving

- Distracted driving is inattention that occurs when drivers divert their attention away from the driving task to focus on other activity instead. The distracting tasks can affect drivers in different ways and can be categorized into one of the following types: visual, manual and cognitive distractions.
- Distracted driving made up 20% of all crashes in 2016 and was responsible for 25% of all fatalities.
- While 72% of all distracted driving crashes occurred on urban roadways, 71% of fatal distracted driving crashes occurred on rural roadways. While only 20% of all distracted driving crashes involved a single vehicle, 45% of fatal distracted driving crashes involved a single vehicle.



Impaired Driving

- Impaired driving contributed to 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Occupant Protection

- Of the 80 passenger motor vehicle occupants killed in single vehicle rollovers, only 16% were wearing seatbelts or in child safety seats. Of the 64 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing seatbelts, 91% were totally or partially ejected from their vehicle.

Youthful Drivers

- In 2016, more than one in every five crashes involved a youthful driver. There were 9 teens passengers and 7 youthful drivers aged 15 to 19 years, drivers killed in automobile crashes. Only 22 percent of the teen passengers killed were wearing seatbelts, and only 43 percent of the youthful drivers were wearing seatbelts.

Goals:

- Reduce the five-year average number of fatalities from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries from 1,298 (2012-2016) to 1,230 (2015-2019).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).
- Reduce the five-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 from 62 (2012-2016) to 52 (2015-2019).
- Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 89 (2012-2016) to 70 (2015-2019).
- Reduce the five-year average number of speed related fatalities from 52 (2012-2016) to 50 (2015-2019).
- Reduce the five year average number of distracted driving fatalities from 48 (2012-2016) to 39 (2015-2019).
- Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 28 (2012-2016) to 25 (2015-2019).

Police Traffic Statewide Services

Project Number	PT-2019-01-00-00 (SPT1901 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2018	

SHSP Strategy A-3	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about aggressive driving and the associated dangers.
SHSP Strategy D-4	Continue to work with stakeholders to develop and implement statewide-community-based, grassroots and peer-to-peer outreach efforts to raise awareness about the dangers of distracted driving
Project Objective	Education and outreach efforts that support education and awareness efforts to address aggressive and distracted
NHTSA Countermeasures That Work 2015	3. Speeding and Speed Management (4.I) 4. Distracted and Drowsy Driving (2.I)

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

Police Traffic Services, Training Support

Project Number	PT-2019-06-00-00 (SPT1906 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy A-3	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about aggressive driving and the associated dangers.	
SHSP Strategy D-4	Continue to work with stakeholders to develop and implement statewide-community-based, grassroots and peer-to-peer outreach efforts to raise awareness about the dangers of distracted driving	
Project Objective	Education and training in the area of speed management, aggressive and distracted driving, and support for local targeted enforcement projects in partnership with law enforcement partners and stakeholders, which will further the goal of the reducing fatal and serious injury crashes.	
NHTSA Countermeasures That Work 2015	3. Speeding and Speed Management (4.I) 4. Distracted and Drowsy Driving (2.2)	

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

High Visibility Enforcement - Impaired Driving December/January Mobilization

Project Numbers	M5HVE-2019-EA Federal (SID19EA State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$175,000.00	405d
Grant Start-up	October 1, 2018	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
Project Objective	Conduct a 2 week HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.	

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

High Visibility Enforcement - Impaired Driving 4th of July Mobilization

Project Numbers	M5HVE-2019-EB Federal (SID18EB State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$125,000.00	405d
Grant Start-up	October 1, 2018	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	
Project Objective	Conduct a 10 day HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.	

High Visibility Enforcement - Impaired Driving Labor Day Mobilization

Project Numbers	M5HVE-2019-EC Federal (SID19EC State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$150,000.00	405d
Grant Start-up	October 1, 2018	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.	

Project Objective	Conduct a 2 week HVE Impaired Driving Campaign using best practices and lessons learned from previous mobilizations.
-------------------	--

High Visibility Enforcement – Superbowl Impaired Driving Mobilization

Project Numbers	M5HVE-2019-ED Federal (SID19ED State)
Benefit to Locals	N/A
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$75,000 405d
Grant Start-up	October 1, 2018
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.
SHSP Strategy I-7	Support impaired driving high-visibility enforcement campaigns.
Project Objective	Conduct a I-2 week HVE Impaired Driving in February '19 Campaign using best practices and lessons learned from previous mobilizations.

Aggressive Driving High Visibility Traffic Enforcement and Mini-Grants

Project Number	PT-2019-02-00-00 (SPT1902 State)
Benefit to Locals	Yes
Grantee	State, county and local law enforcement
Grant Amount, Funding Source	\$280,000 402
Grant Start-up	October 1, 2018
SHSP Strategy A-I	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.
Project Objective	Conduct statewide aggressive driving enforcement during high crash times at high crash locations. Support local agencies equipment (lidars, radars, portable speed trailers, in-car video cameras) needs for traffic enforcement through statewide mobilizations and mini-grants. Agencies participating in HVE will generate a minimum of one local public outreach activity per agency.
NHTSA Countermeasures That Work 2015	3.Speeding and Speed Management (2.2 & 4.1)

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

large number of officers as occasional overtime duty. Funding will be used to will support overtime to target aggressive drivers through statewide HVE, equipment support, and mini-grants. Public information supporting the enforcement is moderately effective as a tool for changing aggressive driving behaviors. The participating agencies will be required to conduct at a minimum one public outreach activity in addition to the enforcement to help inform the public about the enforcement efforts and educate the public about the risks of aggressive driving.

Distracted Driving High Visibility Enforcement and Mini-grants

Project Number	DD-2019-01-00-00 (SDDI901 State)	
Benefit to Locals	Yes	
Grantee	HVE & Mini-grant recipients	
Grant Amount, Funding Source	\$100,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy D-3	Continue multi-agency statewide high visibility enforcement campaigns.	
Project Objective	During distracted driving awareness month conduct a high visibility enforcement campaign using best practices for distracted driving enforcement.	
NHTSA Countermeasures That Work 2015	4. Distracted: 1.3, 2.2).	

There was an increase of 25 percent in distracted driving fatalities (2015-2016), while the number of overall crashes decreased slightly. OHS will continue to solicit and review mini-grant applications for projects that support distracted driving initiatives that help increase local community awareness about the dangers of distracted driving, thereby eliminating distracted driving crashes at locations where data supports it. Idaho law enforcement agencies can issue texting citations only when they witness the violation clearly shows either transmitting or reading a written message on a cellular device. Due to the limitations of the crash investigation and report process, it is generally understood that limitations exist when identifying distraction and its role in crashes, and that crash statistics may not fully capture the significance and extent of the distracted driving problem in Idaho.

Lewiston Police Department STEP Officer Year 3

Project Number	PT-2019-03-00-00 (SPT1903 State)	
Benefit to Locals	Yes	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$23,755	402
Grant Start-up	October 1, 2018	
SHSP Strategy A-I	Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy Y-I	Develop and implement statewide community-based grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.	
SHSP Strategy I-7	Support impaired driving high-visibility enforcement	
SHSP Strategy D-3	Continue communication campaigns using all media sources to educate the public to promote attentive	

SHSP Strategy OP-2	Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.
Project Objective	Year three of STEP officer position will reduce total number of injury crashes compared to previous STEP grant year by 5%. In addition to regular traffic enforcement duties that focus on aggressive, distracted, impaired driving and occupant protection, the STEP officer regularly engages in opportunities to educate the public about traffic safety in the City of Lewiston ID.
NHTSA Countermeasures That Work 2015	1. Impaired: (2.2, 7.1) 2. Seatbelts: (2.1, 2.3, 3.1) 3. Speeding and Speed Management: (2.2, 4.1)

The Lewiston Police Department will use the funding to support Year 3 of this STEP Officer position. The LPD STEP project's goal is to target aggressive, distracted, impaired driving and occupant protection issues through on-going public education, awareness and enforcement within the City of Lewiston. The LPD also plan to continue to conduct high visibility enforcement campaigns focusing on aggressive and/or distracted driving at high speed crash locations and at intersections. The agency will continue to take a zero tolerance approach with regards to occupant protection violations and impaired driving, and will work to support and increase participation in statewide all high visibility enforcement campaigns for proper occupant protection use year round. The department will maintain a data base of traffic citations/contacts and compare it with pre and post project crash data. Upon conclusion of this grant, Lewiston Police Department will fully fund this position moving forward.

Twin Falls County Sheriff (TFCSO) Traffic Enforcement

Project Number(s)	PT-2019-07-00-00 (SPT1907 State)	
Benefit to Locals	Yes	
Grantee	Twin Falls County Sheriff	
Grant Amount, Funding Source	\$10,500	402
Grant Start-up	October 1, 2018	

SP Strategy(ies)	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p>I-7: Support impaired driving high-visibility enforcement campaigns.</p> <p>A-I: Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.</p> <p>D-3: Continue communication campaigns using all media sources to educate the public to promote attentive driving.</p> <p>OP-2: Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.</p>
Project Objective(s)	<p>Funding will be used to enforce aggressive driving, specifically speeding and to educate the public regarding enhanced aggressive driving enforcement.</p> <p>Encourage seat belt enforcement and child passenger safety essential components of all patrol activities.</p> <p>Use each traffic stop as opportunity to educate the public by addressing safety restraint usage whether or not occupants are restrained.</p>
NHTSA Countermeasures 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 5.1) 3.Speeding and Speed Management: (2.2, 4.1) 4. Distracted: 1.3, 2.2).</p>

Idaho Falls Police Department (IFPD) Traffic Enforcement

Project Number(s)	PT-2019-08-00-00 (SPT1908 State)	
Benefit to Locals	Yes	
Grantee	Idaho Falls Police Department	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2018	

SHSP Strategy(ies)	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p>I-7: Support impaired driving high-visibility enforcement campaigns.</p> <p>A-I: Support statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.</p> <p>D-3: Continue communication campaigns using all media sources to educate the public to promote attentive driving.</p> <p>OP-2: Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.</p>
Project Objective(s)	<p>Project funding will be for additional overtime/enforcement of aggressive driving and distracted driving. There will be a strong emphasis on increased officer presence within the city, to enforce traffic laws and educate the driving public.</p> <p>Increase public education of good driving habits.</p> <p>Distribute educational materials during traffic stops when appropriate.</p> <p>Create social and traditional media PSAs to address specific driving habits.</p>
NHTSA Countermeasures 2015	<p>1.Impaired: (2.2, 7.1) 2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 5.1) 3.Speeding and Speed Management: (2.2, 4.1) 4. Distracted: 1.3, 2.2).</p>

Idaho State Police (ISP)

Project Number	PT-2019-09-00-00 (SPT1909 State)	
Benefit to Locals	Yes	
Grantee	Idaho State Police	
Grant Amount, Funding Source	\$400,000	402

Grant Start-up	October 1, 2018
SHSP Strategy	This program supports enforcement strategies for the following focus areas: aggressive driving (A-1), <u>distracted driving (D-3)</u> , <u>impaired driving (I-5)</u> , and
Project Objective	Participate in each of the High Visibility Enforcement (HVE) Campaigns. Sustained enforcement in each of the 6 Districts based on data driven efforts.
NHTSA Countermeasures That Work 2015	1.Impaired: (2.2, 7.1) 2.Seatbelts: (2.1,2.3,3.1) 3.Speeding and Speed Management: (2.2,4.1) 4.Distracted: (1.3,2.2).

Program Management

Project Number	PT-2019-PT-00-00 (S0019PT State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$60,200	402

Support the cost of Program Management to implement and manage the highway safety programs.

Project Number	Project Title	Section 402	Section 405	Total
PT-2019-01	Police Traffic Statewide Services	\$10,000	\$0	\$10,000
PT-2019-10	Police Traffic Services Education and Training	\$20,000	\$0	\$20,000
PT-2019-02	Aggressive Driving HVE & Mini-grants	\$280,000	\$0	\$280,000
PT-2019-03	Distracted Driving HVE & Mini-grants	\$100,000		\$100,000
PT-2019-04	Lewiston PD STEP-Year 3	\$ 23,755	\$0	\$ 23,755
PT-2019-05	CDAPD DUI STEP Year 1	\$ 90,000	\$0	\$ 90,000
PT-2019-07	TFCSO Traffic Enforcement	\$ 10,500	\$0	\$ 10,500
PT-2019-08	Idaho Falls PD Traffic Enforcement	\$ 10,000	\$0	\$ 10,000
PT-2019-09	Idaho State Police	\$400,000	\$0	\$400,000
PT-2019-PT	Police Traffic Services Program Area Mgmt.	\$41,200	\$0	\$41,200
	Total	\$ 885,455	\$0	\$ 885,455



Vulnerable Users (Motorcycle, Bicycle/Pedestrian, Teen Drivers)

The Vulnerable Roadway Users Program was created as an umbrella for all of the programs that are associated with those using our public roadways, that are the most exposed as relates to crash situation. These programs include bicyclists, pedestrians, motorcycles, and teen drivers.

Motorcycles

The number of motorcycle crashes decreased in 2016 by 3 percent, while the number of motorcycle fatalities decreased 21 percent. Of all motorcyclists in crashes in 2016, 85 percent received some degree of injury. Of all motorcycle crashes, 9 percent involved impaired motorcyclists. Roughly four out of every nine motorcycle crashes were single vehicle crashes and 52 percent of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2016, 68 percent were 40 years of age or older.

Only 56 percent of riders 18 and older involved in motorcycle crashes were wearing a helmet. In 2016, the economic cost of crashes involving motorcyclists was \$325 million dollars, which represents 8 percent of the total cost of Idaho crashes.

Goals:

- Reduce the five-year average of fatalities from 193 (2011-2015) to 188 (2014-2018).
- Reduce the five-year average of serious injuries from 1,294 (2011-2015) to 1,239 (2017-2018).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1,019 (2011-2015) to 1,014 (2014-2018).
- Reduce the five-year average number of motorcyclists killed from 24 (2011-2015) to 21 (2014-2018).
- Reduce the five-year average of number of motorcyclist killed that were not wearing helmets from 13 (2011-2015) to 11 (2014-2018).

Bicycle and Pedestrian Safety

Crashes involving pedestrians increased by 14 percent in 2016, and the number of pedestrians killed in motor vehicle crashes increased 125 percent. Of all pedestrians involved in crashes in 2016, 97 percent received some degree of injury. Impairment was a factor in a 21 percent pedestrian fatalities and serious injury crashes, of the pedestrians killed in 2016, all were 21 years of age or older. Pedestrians aged 15-19 years, had the highest rate of involvement in pedestrian crashes, over all other age groups.

The number of bicycle crashes increased 12 percent in 2016, and there were 6 bicyclists killed. Of the bicyclists involved in crashes, 97 percent received some degree of injury. The ages of bicyclist involved in crashes in 2016, 25 percent were between the ages of 4 and 14. The percentage of bicyclists wearing helmets involved in crashes remains low at 24 percent. Only 21 percent of riders younger than 35 years of age were wearing helmets in reported crashes.

Goals:

- Reduce the five-year average number of fatalities by 11 percent from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries by 5 percent from 1,298 (2012-2016) to 1,230 (2015-2019).

- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).
- Reduce the five-year average of number of bicyclists killed in crashes, from 3 (2012-2016) to below 2 (2015-2019).
- Reduce the five-year average of number of pedestrians killed in crashes, from 13 (2012-2016) to below 11 (2015-2019).
- Reduce the five-year average number of drivers, 20 years old and younger, involved in fatal crashes from 28 (2012-2016) to 25 (2015-2019).

Motorcycle Safety Statewide Services

Project Number	MC-2019-01-00-00 (SMCI901 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.	
SHSP Strategy M-5	Partner with ITD's Office of Highway Safety to target aggressive and impaired riders as part of statewide rider awareness and enforcement campaigns.	
SHSP Strategy M-7	Evaluate the effectiveness of current motorcycle laws, provide relevant data to inform decision-making, and make recommendations for improvements.	
Project Objective	Continue to work with motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.I, 2.I, I.2)	

The SHSP Motorcycle Committee members work closely with OHS to undertake projects that promote motorcycle safety and awareness across the State.

Motorcycle Safety Training and Education Grant

Project Number	MC-2019-02-00-00 (SMCI902 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$2,000	402
Grant Start-up	October 1, 2018	

SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.
SHSP Strategy M-3	Continue to foster partnerships between the motorcycle community and multi-agency stakeholders (e.g., law enforcement, EMS, military, etc.).
Project Objective	OHS will focus on specific training and educational efforts, partnering with our motorcycle safety partners to provide education, outreach efforts and projects that support and promote motorcycle safety.
Countermeasures That Work NHTSA 2015	5. Motorcycles (2.1, 3.1,3.2)

Motorcycle Awareness Paid Media

Project Number	MA-2019-02-00-00 (SMA1902 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$35,000	405f
Grant Start-up	October 1, 2018	
SHSP Strategy M-6	Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.	
Project Objective	Education efforts and outreach that supports and promotes driver awareness of motorcycle awareness and motorcyclist conspicuity.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.2,4.1,1.2)	

Idaho Coalition for Motorcycle Safety (ICMS) Awareness Rally Grant

Project Number	MC-2019-03-00-00 (SMCI903 State)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy M-6	Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.	

SHSP Strategy M-2	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.
Project Objective	Education efforts and outreach events that support and promote driver awareness of motorcycle awareness.
Countermeasures That Work NHTSA 2015	5. Motorcycles (4.2, 4.1, 1.2)

Impaired Motorcyclist Paid Media

Project Number	M5-PEM-2019-00-00-00 (SID1905)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$35,000	405d
Grant Start-up	October 1, 2018	
SHSP Strategy M-5	Partner with ITD's Office of Highway Safety to target aggressive and impaired riders as part of statewide rider awareness and enforcement campaigns.	
Project Objective	Paid media campaign targeting motorcycle riders through education and outreach efforts to promote safe and sober motorcycle riding.	
Countermeasures That Work NHTSA 2015	5. Motorcycles (2.2, 2.1)	

Motorcycle Program Management

Project Number	MC-S019-MC-00-00 (S0019MC)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$17,000	402

Project Number	Project Title	Section 402	Section 405f	Section 405d	Total
SMC1901	Motorcycle Safety Statewide Services	\$20,000	\$0	\$0	\$20,000
MC-2019-10	Motorcycle Safety Education and Training Grant	\$5,000	\$0	\$0	\$5,000
MA-2019-02	Motorcycle Awareness	\$0	\$35,000	\$0	\$ 35,000



	Paid Media Campaign				
ID-2019-04	Impaired Motorcycle Paid Media	\$0	\$0	\$50,000	\$50,000
MC-2019-02	STAR Communication and Training Grant	\$12,000	\$0	\$0	\$12,000
MC-2019-03	ICMS Awareness Rally Grant	\$5,000	\$0	\$0	\$5,000
MC-2019-MC	Program Area Management	\$17,000	\$0	\$0	\$17,000
	Total	\$59,000	\$35,000	\$50,000	\$144,000

Bicycle and Pedestrian Statewide Services

Project Number	PS-2019-01-00-00 (SPSI901)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy B-P4	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about bicycle and pedestrian behavior, safety and mobility.	
Project Objective	Provide support and resources for education and outreach efforts that support and promote bicycle and pedestrian safety.	
NHTSA Countermeasures That Work 2015	Chapter 8. Pedestrians (3.1) Chapter 9. Bicyclists (2.2,3.2)	

We are all pedestrians at one point, and many of the youngest and oldest members of our population either walk and or ride a bicycle, because it's their primary mode of transportation. Pedestrians and bicyclists involved in motor vehicle crashes result in high rate of injury. The majority of bicycle fatalities and serious injuries occurred when the bicyclist was crossing the road, at either an intersection or mid-block. OHS will utilize this funding to work with local advocates and safety partners, who have identified a need for enforcement, education, and awareness, about the need for bicycle and pedestrian safety in their communities.

Bicycle and Pedestrian Safety Program Management

Project Number	PS-2019-PS-00-00 (S0019PS)	
Benefit to Locals	Yes	
Grantee	OHS	
Grant Amount, Funding Source	\$20,000	402

Project Number	Project Title	Section 402	Total
PS-2019-01	Bicycle and Pedestrian Safety Education, Training and Statewide Services	\$50,000	\$50,000
PS-2019-PS	Program Area Management	\$20,000	\$20,000
Program	Total	\$70,000	\$70,000

OCCUPANT PROTECTION

Occupant protection in a vehicle includes the proper use of seat belts, car seats, and air bags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries and reducing injury severity. Every occupant should utilize the proper restraints and safety devices. Idaho consistently experiences a percentage higher than the national percentage (50%) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year.

Goals:

- Increase the yearly observed seat belt use rate from 82.9% (2016) to 83.3% (2019).
- Reduce the five-year average number of unrestrained passenger motor vehicle occupants killed from 89 (2012-2016) to 70 (2015-2019).
- Increase youthful driver and high school participation in statewide activity to evaluate and promote increase of their local communities' seat belt use rate by December 31, 2019.
- Increase seat belt and child passenger safety education and training activities in Hispanic and refugee communities, and Idaho Tribal nations by December 31, 2019.
- Increase child passenger safety education and training from four tribal nations to all Idaho tribal nations (five) by December 31, 2019.

Statewide Services Mobilization (High Visibility Enforcement) May-June 2019

Project Number(s)	OP-2019-EB-00-00 (SSB19EB State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$150,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy OP-2	Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement year round.	

SHSP Strategy OP-4	Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.
Project Objective(s)	<p>Increase law enforcement agency participation in enforcement campaign from 56 agencies (SB HVE/CIOT 2017) to 59 agencies (SB HVE/CIOT 2019).</p> <p>Encourage agencies statewide to participate in mobilization and enforce Idaho OP laws in communities in which the majority of Idaho's unrestrained passenger fatalities and/or serious injuries occurred.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (2.1, 2.3, 3.1, 3.2, 5.1, 6.1)

Occupant Protection Program Assessment

Project Number(s)	M2OP-2019-PA-00-00 (SSB19PA State)
Benefit to Locals	No
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$30,000 405b
Grant Start-up	October 1, 2018
SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.
Project Objective(s)	Conduct assessment to provide Idaho an overview of the strengths and challenges of the occupant protection programs (Seat Belt and Child Passenger Safety), and to present the state with recommendations to address potential opportunities.
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1, 6.2)

Occupant Protection Outreach

Project Number(s)	M2TR-2019-TR-00-00 (SOP192T State)
Benefit to Locals	Yes
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$100,000 405b
Grant Start-up	October 1, 2018

SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.
Project Objective(s)	Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection. Expand program to include and educate Hispanic and refugee communities, and Idaho's tribal nations.
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1, 6.2)

Seat Belt Statewide Services

Project Number	OP-2019-01-00-00 (SSB1901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	
Project Objective(s)	Develop and/or purchase educational outreach opportunities and materials for education parents, caregivers, first responders, employers, about the proper use and importance of occupant protection. Expand program to include and educate Hispanic and refugee communities, and Idaho's tribal nations. Expand program educational outreach opportunities and materials to include and educate Hispanic and refugee communities, and Idaho's tribal nations.	
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (3.1, 3.2, 6.1)	

Annual Occupant Protection Observational Survey

Project Number	M2OP-2019-2S-00-00 (SOP192S State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$40,000	405b
Grant Start-up	October 1, 2018	

SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.
Project Objective(s)	<p>Conduct quality control monitoring at a minimum of nine survey sites in an effort to ensure survey accuracy.</p> <p>Increase the yearly observed seat belt use rate from 82.9% (2016) to 83.3% (2019).</p>

Occupant Protection Program Assessment

Project Number(s)	OP-2019-PA (SSBI9PA State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$30,000	402
Grant Start-up	October 1, 2018	
Project Objective(s)	Conduct assessment to provide Idaho an overview of the strengths and challenges of the occupant protection programs (Seat Belt and Child Passenger Safety), and present the state with recommendations to address potential opportunities.	

Program Management – Seat Belt

Project Number(s)	OP-2019-SB-00-00 (S0019SB State)	
	M2HVE-2019-SB -00-00 (SI999OP State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$29,870	402
Grant Amount, Funding Source	\$46,350	405b
Grant Start-up	October 1, 2018	
SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	
Project Objective(s)	Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's occupant protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.	

Project Number	Project Title	Section 402	Section 405b	Total
OP-2019-EB	May CIOT HVE	\$150,000	\$0	\$150,000
M2-OP2019-PA	OP Program Assessment		\$30,000	
M2PE-2019-PM	Paid/Earned Media		\$ 25,000	\$ 25,000
M2TR-2019-TR	Educational Training, Travel		\$ 50,000	\$ 50,000
OP-2019-01	Statewide Services	\$ 10,000		\$ 10,000
M2OP-2019-2S	Observational Survey		\$ 40,000	\$ 40,000
OP-2019-PA	Seat Belt Program Assessment	\$30,000		\$30,000
OP-2019-SB	Seat Belt Program Area Mgmt.	\$ 29,870		\$ 29,870
M2HVE-2019-SB	Seat Belt Program Area Mgmt.		\$ 46,350	\$ 46,350
	*Total	\$219,870	\$191,350	\$381,220

*Total excludes PM-2019-01-00 (SPM1901) paid media funding for occupant protection (\$80K).

Child Passenger Safety Educational Opportunities and Materials

Project Number(s)	CR-2019-01-00-00 (SCR1901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy	OP-4: Continue to work with stakeholders to develop and implement statewide, community based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.	

Project Objective(s)	<p>Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Develop and/or purchase educational outreach opportunities and materials to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Expand program to include and educate Hispanic and refugee communities and Idaho's tribal nations.</p> <p>Distribute educational materials to general public at multiple safety outreach events; primary focus during National Child Passenger Safety Week.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)

Child Passenger Safety Statewide Program

Project Number(s)	CR-2019-0L-00-00 (SCRI90L State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p>OP-6: Coordinate a statewide child passenger safety program.</p>	

Project Objective(s)	<p>Distribute funding to sub/grantees proportionate to local community child population and demographics.</p> <p>Increase distribution of funding to ensure multiple communities are capable of educating parents and caregivers regarding the importance of properly restraining children.</p> <p>Increase local community participation in National Child Passenger Safety Week from 4 (FFY17) to 6 (FFY19).</p> <p>Increase number of CPST training courses statewide from 7 (FFY17) to 8 (FFY19). Majority of courses to be held in counties and demographic communities at risk for zero or insignificant numbers of technicians to conduct car seat checks and verify community children are properly restrained.</p> <p>Increase number of CPS Inspection stations statewide from 37 (FFY17) to 45 (FFY19).</p> <p>Review counties for technician and instructor numbers, and address those communities with zero or insignificant amount of technicians and/or instructors.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)

Paid and Earned Media

Project Number(s)	M2PE-2019-PM-00-00 (SOP192P State)
Benefit to Locals	No
Grantee	ITD Office of Highway Safety (OHS)
Grant Amount, Funding Source	\$50,000 405b
Grant Start-up	October 1, 2018
SHSP Strategy	OP-3: Use a variety of media sources to educate the public about the importance of using occupant protection and child restraints.
Project Objective(s)	<p>Conduct media campaign during National Child Passenger Safety Week.</p> <p>Review, update demographics based on crash injuries and fatalities, and focus media campaign and venues in those communities primarily affected by crash data.</p>
NHTSA Countermeasures 2015	2.Seatbelts and Child Restraints: (6.2)

Child Passenger Safety Restraints

Project Number(s)	M2CSS-2019-CR-00-00 (SOP192R State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$14,192	405b
Grant Start-up	October 1, 2018	
SHSP Strategy	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p>OP-6: Coordinate a statewide child passenger safety program.</p>	
Project Objective(s)	<p>Fund multiple community organizations to educate parents, caregivers, first responders, employers, about the proper use and importance of occupant protection.</p> <p>Ensure funds are expended for economical child restraints, and used to educate and distribute CRs to financially-disadvantaged parents and caregivers.</p>	

Program Management – Child Restraint

Project Number(s)	CR-2019-CR-00-00 (S0019CR State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$18,540	402
Grant Start-up	October 1, 2018	
SHSP Strategy	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p>	
Project Objective(s)	<p>Provide funding to effectively develop and coordinate programs directly related to increasing enforcement and education of Idaho's occupant protection laws, and reducing unrestrained crash fatalities, serious injuries and economic losses in Idaho.</p>	

Child Passenger Safety Statewide Coordinator Program

Project Number	M2CPS-2019-2L -00-00 (SOP192L State)	
Benefit to Locals	Yes	
Grantee	Lemhi County Sheriff's Office	
Grant Amount, Funding Source	\$75,000	405b
Grant Start-up	October 1, 2018	

SHSP Strategy	<p>OP-4: Continue to work with stakeholders to develop and implement statewide, community-based, grassroots and peer-to-peer outreach efforts to raise awareness about occupant protection.</p> <p>OP-6: Coordinate a statewide child passenger safety program.</p>
Project Objective(s)	<p>Host statewide coordinator position. Coordinator:</p> <ol style="list-style-type: none"> 1. Implement and oversee administration, continuity and consistency of CPST courses. 2. Oversee educational and training programs to raise awareness of occupant protection, specifically child passenger safety. 3. Administer sub/grantee participation in program; secure and compile monthly reports and data. 4. Expand program to include and educate Hispanic community. 5. Maintain and increase active network of child restraint inspection stations. 6. Increase number of CPST training courses from 7 in FFY2017 to 8 in FFY2019. 7. Increase number of CPS technicians and instructors statewide; focus on those communities with zero or insignificant numbers. Increase technicians from 248 (FFY17) to 290 (FFY19). 8. Increase seat belt and child passenger safety education and training activities in Hispanic and refugee communities, and Idaho's tribal nations. 9. Increase child passenger safety education and training from four tribal nations to five tribal nations.
NHTSA Countermeasures 2015	<p>2.Seatbelts and Child Restraints: (6.1, 6.2, 7.2)</p>

Project Number	Project Title	Section 402	Section 405b	Total
CR-2019-01	Educational Opportunities and Materials	\$ 50,000	\$0	\$ 50,000
CR-2019-0L	CPS Statewide Program	\$ 50,000	\$0	\$ 50,000
M2PE-2019-PM	Paid/Earned Media		\$ 25,000	\$ 25,000
M2CSS-2019-CR	Safety Restraints		\$ 14,192	\$ 14,192
CR-2019-CRB	Child Restraint Program Area Mgmt.	\$ 18,540		\$ 18,540
M2CPS-2019-2L	Statewide Coordinator Program		\$ 75,000	\$ 75,000
	Total	\$ 118,540	\$114,192	\$232,732

Community Traffic Safety Programs

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

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

Goals:

- Reduce the five-year average number of fatalities by 11 percent from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries by 5 percent from 1,298 (2012-2016) to 1,230 (2015-2019).

- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).

Highway Safety Summit

Project Number	CP-2019-01-00-00 (SCPI901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy	The following strategies include education elements: A-2, D-2, I-6, OP-3, MD-3, M-6, Y-2, Y-4, CMV-I, INT-4, L-3	
Project Objective	Conduct the Annual Highway Safety Summit in April 2019 in Lewiston, Idaho. The Summit will include training and education opportunities for highway safety 4E partners and stakeholders.	
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 1: Alcohol & Impaired Driving, 5 Prevention, Communications & Outreach, 5.2 Mass Media Campaigns; Chapter 2: Seatbelts and Child Restraints (Countermeasures Targeting Adults), 3 Communications and Outreach, 3.1 Supporting Law Enforcement, 3.2 Strategies for low-belt-use groups, (Countermeasure Targeting Children and Youth) 6 Communications and Outreach, 6.1 Strategies for Older Children, 6.2 Strategies for Child Restraint and Booster Seat Use, 7 Other Strategies, 7.1 School Programs; Chapter 3: Speeding and Speed Management, 4 Communications and Adjudication, 4.1 Public Information Supporting Enforcement; Chapter 4: Distracted and Drowsy Driving, 2 Communications and Outreach, 2.1 Drowsy Driving, 2.2 Distracted Driving; Chapter 5: Motorcycles, 4 Communications and Outreach, 4.2 Other Driver Awareness of Motorcycles; Chapter 7: Older Drivers, 1 Communications and Outreach, 1.2 General Communications and Education; Chapter 8: Pedestrians, 3 Impaired Pedestrians, 3.1 Communications and Outreach, 4 All Pedestrians, 4.7 University Educational Campaigns; Chapter 9: Bicycles, 1 Children, 1.3 Bicycle Safety Education for Children, 2 Adult Bicyclists, 2.2 Bicycle Safety Education for Adult Cyclists, 3 All Bicyclists, 3.2 Promote Bicycle Helmet Use with Education, 4 Drivers and Bicyclists, 4.2 Share the Road Awareness programs.	

Funding provides contractor technical fees and services to produce and support the Idaho Highway Safety Summit on April 16-17, 2019, in Lewiston, Idaho. The Summit will include training and education opportunities for highway safety 4E partners, EMS and first responders, and stakeholders.



Law Enforcement Liaison Program

Project Number	CP-2019-02-00-00 (SCPI902 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety	
Grant Amount, Funding Source	\$60,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy A-1, D-3, I-7, OP-2, CMV-2, INT-2,	Support Statewide high visibility enforcement campaigns for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.	
SHSP Strategy I-5	Support enforcement measures that effectively address drug impaired driving.	
SHSP Strategy I-8	Create new and continue to support existing multi-jurisdictional DUI task forces.	
Project Objective	One Law Enforcement Liaison for each of the 6 Transportation Districts to promote NHTSA priority programs and provide ongoing technical assistance at the community level. Increase law enforcement agency HVE participation for each district.	
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 1: Alcohol & Impaired Driving, 2 Deterrence; Enforcement, 2.2 High Visibility Saturation Patrols; Chapter 2: Seatbelts and Child Restraints (Countermeasures Targeting Adults), 2 Seatbelt Enforcement, 2.1 Short Term , High Visibility Seatbelt Law Enforcement, (Countermeasure Targeting Children and Youth)5 Child Restraint/Booster Seat Law Enforcement, 5.1 Short High-Visibility CR Law Enforcement; Chapter 3: Speeding and Speed Management, 2 Enforcement, 2.2 High Visibility Enforcement, 2.3 Other Enforcement Methods; Chapter 4: Distracted and Drowsy Driving, 1 Laws and Enforcement, 1.3 High Visibility Cell Phone/Text Messaging Enforcement; Chapter 5: Motorcycles, 2 Alcohol Impairment, 2.1 Alcohol Impairment: Detection, Enforcement, and Sanctions	

Funds support one Law Enforcement Liaison (LEL) for each of the 6 Transportation Districts to promote NHTSA priority programs and provide ongoing technical assistance at the community level. LEL outreach will be measured by an increase in participation on statewide HVEs.

SHIFT Outreach & Education

Project Number	CP-2019-03-00-00 (SCPI903 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1, 2018	

SHSP Strategy A-3, D-4, I-6, OP-4, BP-4, M-2, Y-I, CMV-3, & L-3.	The following strategies include work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about highway safety issues.
Project Objective	Coordinate no less than 10 educational programs with the stakeholders regarding priority safety focus areas. Sustain a statewide highway safety coalition.
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 1: Alcohol & Impaired Driving, 5 Prevention, Communications & Outreach, 5.2 Mass Media Campaigns; Chapter 2: Seatbelts and Child Restraints (Countermeasures Targeting Adults), 3 Communications and Outreach, 3.1 Supporting Law Enforcement, 3.2 Strategies for low-belt-use groups, (Countermeasure Targeting Children and Youth) 6 Communications and Outreach, 6.1 Strategies for Older Children, 6.2 Strategies for Child Restraint and Booster Seat Use, 7 Other Strategies, 7.1 School Programs; Chapter 3: Speeding and Speed Management, 4 Communications and Adjudication, 4.1 Public Information Supporting Enforcement; Chapter 4: Distracted and Drowsy Driving, 2 Communications and Outreach, 2.1 Drowsy Driving, 2.2 Distracted Driving; Chapter 5: Motorcycles, 4 Communications and Outreach, 4.2 Other Driver Awareness of Motorcycles; Chapter 7: Older Drivers, 1 Communications and Outreach, 1.2 General Communications and Education; Chapter 8: Pedestrians, 3 Impaired Pedestrians, 3.1 Communications and Outreach, 4 All Pedestrians, 4.7 University Educational Campaigns; Chapter 9: Bicycles, 1 Children, 1.3 Bicycle Safety Education for Children, 2 Adult Bicyclists, 2.2 Bicycle Safety Education for Adult Cyclists, 3 All Bicyclists, 3.2 Promote Bicycle Helmet Use with Education, 4 Drivers and Bicyclists, 4.2 Share the Road Awareness programs.

Funds will support SHIFT Education and outreach efforts, which is a vital component of statewide traffic safety efforts. Educational efforts will target all age groups, businesses, schools to raise awareness of traffic safety laws, resources/training. Outreach will be directed to schools, community groups, businesses, police departments, EMS/Fire, and the judicial community to increase awareness of traffic safety, campaigns that are conducted throughout the year and to provide opportunities for collaboration which will enhance program effectiveness and to standardize messaging among safety partners

St. Luke's Youth Action Team

Project Number	CP-2019-04-00-00 (SCPI904 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety	
Grant Amount, Funding Source	\$8,500	402

Grant Start-up	October 1, 2018
SHSP Strategy Y-1	Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.
SHSP Strategy A-3, D-4, OP-4, BP-4, M-2, Y-1, CMV-3, & L-3.	The following strategies include work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about highway safety issues.
SHSP Strategy I-6	Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol training.
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 1: Alcohol & Impaired Driving, 5 Prevention, Communications & Outreach, 5.2 Mass Media Campaigns, 6 Underage Drinking and Drinking and Driving; 6.5 Youth Programs; Chapter 2: Seatbelts and Child Restraints (Countermeasures Targeting Adults), 3 Communications and Outreach, 3.1 Supporting Law Enforcement, 3.2 Strategies for low-belt-use groups, (Countermeasure Targeting Children and Youth) 6 Communications and Outreach, 6.1 Strategies for Older Children, 6.2 Strategies for Child Restraint and Booster Seat Use, 7 Other Strategies, 7.1 School Programs; Chapter 3: Speeding and Speed Management, 4 Communications and Adjudication, 4.1 Public Information Supporting Enforcement; Chapter 4: Distracted and Drowsy Driving, 2 Communications and Outreach, 2.1 Drowsy Driving, 2.2 Distracted Driving;

Funding will provide development and support to implement and manage youthful driver projects as set forth by the St Luke's (grantee) team in unison with staff participation from the OHS. The St. Luke's team will educate teens on the importance of seatbelt use, the dangers of driving impaired, the dangers of aggressive driving, and inattentive/distracted driving prevention outreach.

Alive at 25

Project Number	TSP-2019-02-00 (State)
Benefit to Locals	Yes
Grantee	ITD Office of Highway Safety
Grant Amount, Funding Source	\$ 125,000 State funds
Grant Start-up	October 1, 2018
SHSP Strategy Y-2	Evaluate Alive at 25 or similar defensive driver awareness training courses. Based on results, recommend expansion of the program, or implementation of another program, to increase participation across Idaho.

Project Objective	Through a combination of education and enforcement-based programs, the focus will be on reducing youth-involved traffic crash fatalities, serious injuries and economic losses in Idaho. OHS will continue to evaluate this program yearly.
NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 6: Young Drivers, 2 Driver Education, 2.2 Post-licensure driver education

Funding will support the research and evaluation of youthful driver post-driver training defensive driver instruction, and provide training and law enforcement instructors to conduct the presentations. Positive class evaluations from participating young adults and parental feedback will be part of demonstrating and measuring value. A majority of project activities are currently funded by state dollars.

Media Survey/Public Opinion Poll

Project Number	PM-2019-02-00-00 (SPMI902 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$25,000	402
Grant Start-up	October 1, 2018	

Funding provides contractor technical fees and services to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations regarding valuable information about driving behavior in the State of Idaho. The information gathered is utilized in raising awareness and affecting behavioral changes to eliminate death and serious injuries in traffic crashes.

Paid Media

Project Number	PM-2019-01-00-00 (SPMI901 State)	
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$250,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy D-2, A-2, I-9, OP-3, M-6, BP-I	Undertake communication campaigns using all media sources to educate the public	
Project Objective	<p>Develop, produce and disseminate public information materials to be used to educate the public regarding distracted driving.</p> <p>Support outreach efforts including the use of educational materials.</p>	

NHTSA Countermeasures that Work, Eighth Edition, 2015	Chapter 1: Alcohol & Impaired Driving, 5 Prevention, Communications & Outreach, 5.2 Mass Media Campaigns; Chapter 2: Seatbelts and Child Restraints (Countermeasures Targeting Adults), 3 Communications and Outreach, 3.1 Supporting Law Enforcement, 3.2 Strategies for low-belt-use groups, (Countermeasure Targeting Children and Youth) 6 Communications and Outreach, 6.1 Strategies for Older Children, 6.2 Strategies for Child Restraint and Booster Seat Use, 7 Other Strategies, 7.1 School Programs; Chapter 3: Speeding and Speed Management, 4 Communications and Adjudication, 4.1 Public Information Supporting Enforcement; Chapter 4: Distracted and Drowsy Driving, 2 Communications and Outreach, 2.1 Drowsy Driving, 2.2 Distracted Driving; Chapter 5: Motorcycles, 4 Communications and Outreach, 4.2 Other Driver Awareness of Motorcycles; Chapter 7: Older Drivers, 1 Communications and Outreach, 1.2 General Communications and Education; Chapter 8: Pedestrians, 3 Impaired Pedestrians, 3.1 Communications and Outreach, 4 All Pedestrians, 4.7 University Educational Campaigns; Chapter 9: Bicycles, 1 Children, 1.3 Bicycle Safety Education for Children, 2 Adult Bicyclists, 2.2 Bicycle Safety Education for Adult Cyclists, 3 All Bicyclists, 3.2 Promote Bicycle Helmet Use with Education, 4 Drivers and Bicyclists, 4.2 Share the Road Awareness programs.
---	---

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

402 Paid Media	Budget
Occupant Protection	\$50,000
Aggressive Driving	\$50,000
Impaired Driving	\$50,000
Distracted Driving	\$50,000
Motorcycle	\$25,000
Bicycle and Pedestrian Safety	\$25,000



Community Traffic Program Area Management

Project Number	DD-2019-CP-00-00 (S0019CP State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$60,000	402
Grant Start-up	October 1, 2018	

Support the cost of Program Management to implement and manage the highway safety programs.

Project Number	Project Title	Section 402	State funds	Total
CP-2019-01	Highway Safety Summit	\$50,000		\$50,000
CP-2019-02	Law Enforcement Liaison Program	\$60,000		\$60,000
CP-2019-03	Idaho Highway Safety Coalition	\$20,000		\$20,000
CP-2019-04	St. Luke's Youth Action Team	\$8,500		\$8,500
CP-2019-CP	Community Program Area Management	\$75,000		\$75,000
PM-2019-01	Paid Media	\$250,000		\$ 250,000
PM-2019-02	Media Survey/Public Opinion Poll	\$25,000		\$25,000
TSP-2019-02	Alive at 25		\$125,000	
	TOTALS	\$488,500	\$125,000	\$488,500



PLANNING and ADMINISTRATION

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Idaho Transportation Department, is responsible for Idaho's Highway Safety Plan, Idaho Statute 40-408. Under Idaho statute 40-408 the Idaho Traffic Safety Commission (ITSC) was created and Idaho statute 40-409 stipulates ITSC duties.

Goals:

- Reduce the five-year average number of fatalities from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries from 1,298 (2012-2016) to 1,230 (2015-2019).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).

Planning and Administration

Project Number(s)	PA-2019-PA-00-00 (S00I9PA State)	
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$145,000	402
Grant Start-up	October 1, 2018	
Project Objective(s)	<p>Provide planning, coordination, financial aspects, and general administration of the entire HSP and other areas related to the highway safety process.</p> <p>Provide policy and procedures, program administration, and personnel guidance for the Office of Highway Safety.</p>	

Funding supports the cost of Program Management to implement and manage the highway safety programs.

TRAFFIC RECORDS and ROADWAY SAFETY

A comprehensive traffic safety program for Toward Zero Deaths is based upon efficient and accurate record systems. The Office of Highway Safety process identifies highway safety problems, develops measures to address the problem, implements the measures, and evaluates the results. Each stage of the process depends on the availability of accurate highway safety data and analysis tools by: 1) Maintaining and enhancing the crash collection from law enforcement through IMPACT (eIMPACT); 2) Maintaining and enhancing the WebCARS analysis software; 3) Responding to user requests for changes within the eIMPACT and WebCARS software; 4) Maintaining and enhancing high crash locations, crash causation and roadway characteristics; 5) Identifying safety corridors with data-driven support for infrastructure safety improvements on Idaho roadways; and 6) Addressing recommendations noted in the latest Traffic Records Assessment, and the TRCC created Idaho Traffic Record Systems Strategic Plan (ITRSSP), to improve data in the traffic record systems for timeliness, completeness, accuracy, accessibility, uniformity and integration.

Goals:

- Reduce the five-year average number of fatalities by 11 percent from 211 (2012-2016) to 187 (2015-2019).
- Reduce the five-year average number of serious injuries by 5 percent from 1,298 (2012-2016) to 1,230 (2015-2019).
- Reduce the five-year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT) from 1.29 (2012-2016) to 1.12 (2015-2019).

Statewide Services

	TS-2019-01-00-00	STR1901
Benefit to Locals	No	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$ 70,000	402
Grant Start-up	October 1, 2018	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and	
Project Objective	Provide funding to enhance the linkage and timely analysis for citation data use and information reporting.	

Funding will provide development and support to implement, manage, coordinate and improve the traffic records and roadway safety data projects in the traffic record systems.

Traffic Records Coordinating Committee (TRCC) Data Improvement Projects:

Goal:

Improve timeliness, accuracy, completeness, uniformity, integration and accessibility of the traffic safety data to improve and enhance the six traffic record systems of Crash, Roadway, Vehicle, Driver, Citation/Adjudication and Injury Surveillance.

Project Number	M3DA-2019-01-00-00	SKD1901
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$560,000	405c
Grant Start-up	October 1	

SHSP Strategy	Provide timeliness and accuracy of data collection, analysis processes and accessibility for traffic record systems data distribution.
Project Objective	Develop and implement three projects within the six traffic records systems for deficiencies noted in the 2016 Traffic Records System, to implement changes and show improvement of traffic safety data within the system (s).

Statewide E-Citation (SWET)

Goal:

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

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

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

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

Project Number	M3DA-2019-02-00-00	SKD1902
Benefit to Locals	Yes	
Grantee	ITD Office of Highway Safety (OHS) and Idaho State	
Grant Amount, Funding Source	\$1,500,000	405c
Grant Start-up	October 1, 2018	
SHSP Strategy	Implement a uniform statewide electronic citation system to improve the timeliness of citation availability and accessibility for law enforcement agencies. Priority will be provided to agencies without an electronic	
Project Objective	Implement the E-citation software platform for the statewide electronic citation system in agencies that have not yet installed a system to improve citation data timeliness and accuracy or in agencies that have existing systems but want to upgrade to the new system which will improve completeness.	



Funding will be provided for equipment and installation costs to implement the Statewide E-Citation software platform electronic citation system.

Program Area Management

Project Number	TR-2019-00-00 (S0019TR State)	
Benefit to Locals	N/A	
Grantee	ITD Office of Highway Safety (OHS)	
Grant Amount, Funding Source	\$40,000	402
Grant Start-up	October 1, 2018	
Project Objective	Support the cost of Program Management to implement and manage the highway safety programs.	

Funding will provide development and support to implement and manage traffic records/roadway safety projects.

Project Number	Project Title	Section 402	Section 405c	Total
TR-2019-00	Program Management	\$ 40,000		
TS-2019-01	Traffic Records Program Area Mgmt.	\$ 70,000		\$ 35,000
M3DA-2019-01	TRCC Data Improvement		\$ 560,000	\$ 560,000
M3DA-2019-02	Statewide eCitation		\$1,500,000	\$1,500,000
	Total	\$110,000	\$2,060,000	\$2,130,000



FFY 2019 FUNDING PLAN

Fed Id #	Idaho Project Number	Description	Budget	Match
AL-2019-00-00-00				
AL-2019-01-00-00	SAL1901	Impaired Driving Statewide Services (SWS)	\$50,000.00	\$12,500.00
AL-2019-AL-00-00	S0019AL	PAM Impaired Driving	\$27,000.00	
CP-2019-00-00-00				
CP-2019-01-00-00	SCPI901	Highway Safety Summit	\$50,000.00	
CP-2019-02-00-00	SCPI902	Law Enforcement Liaisons (LEL)	\$60,000.00	\$15,000.00
CP-2019-03-00-00	SCPI903	SHIFT Outreach & Education	\$20,000.00	\$5,000.00
CP-2019-04-00-00	SCPI904	St. Luke's Action Team	\$8,500.00	\$2,125.00
CP-2019-CP-00-00	S0019CP	PAM Community Projects	\$60,000.00	
CR-2019-00-00-00				
CR-2019-01-00-00	SCRI901	Training, Educational Materials & Travel	\$50,000.00	\$12,500.00
CR-2019-0L-00-00	SCRI90L	Statewide Child Passenger Safety Program	\$50,000.00	\$12,500.00
CR-2019-CR-00-00	S0019CR	PAM Child Restraints	\$18,540.00	
DD-2019-00-00-00				
DD-2019-01-00-00	SDD1901	Distracted Driving Mini-Grants	\$100,000.00	\$25,000.00
M2HVE-2019-00-00-00				
M2CPS-2019-2L-00-00	SOP192L	Lemhi County CPS Program Coordinator	\$75,000.00	\$21,250.00
M2CSS-2019-CR-00-00	SOP192R	Child Restraint Purchases	\$14,307.00	\$3,577.00
M2HVE-2019-SB-00-00	SI999OP	PAM 405(b) Occupant Protection	\$46,350.00	
M2OP-2019-2S-00-00	SOP192S	Seat Belt Survey	\$40,000.00	
M2PE-2019-PM-00-00	SOP192P	405(b) Occupant Protection Paid Media	\$50,000.00	\$15,000.00
M2TR-2019-TR-00-00	SOP192T	Occupant Protection Outreach	\$100,000.00	\$30,000.00
M2OP-2019-PA-00-00	SSB19PA	Occupant Protection Program Assessment	\$30,000.00	\$7,500.00
M3DA-2019-00-00-00				
M3DA-2019-01-00-00	SKD1901	TRCC	\$560,000.00	\$140,000.00
M3DA-2019-02-00-00	SKD1902	Statewide eCitation	\$1,500,000.00	\$375,000.00
M5HVE-2019-00-00-00				
M5CS-2019-00-00-00	SID19CS	Match for 405(d)	\$0.00	\$750,000.00
MC5SID-2019-01-00	SID1901	Impaired Driving Statewide Services	\$215,000.00	\$ 53,750.00
M5CS-2019-02-00-00	SID1902	TSRP - Traffic Safety Resource Prosecutor	\$275,000.00	\$68,750.00
M5-HVE-2019-EA-00-00	SID19EA	Dec/Jan Impaired HVE	\$175,000.00	\$43,750.00
M5-HVE-2019-EB-00-00	SID19EB	July Impaired HVE	\$125,000.00	\$31,250.00
M5-HVE-2019-EC-00-00	SID19EC	Labor Day Impaired HVE	\$150,000.00	\$37,500.00



M5-HVE-2019-ED-00-00	SID19ED	Super Bowl Impaired HVE	\$75,000.00	\$18,750.00
M5HVE-2019-ID-00-00	S1999ID	PAM 405(d) Impaired Driving	\$70,000.00	
M5OT-2019-00-00-00				
M5PEM-2019-00-00-00	SID1905	Motorcycle, Impaired Media	\$35,000.00	\$8,750.00
M5PEM-2019-PM-00-00	SID19PM	405(d) Paid Media	\$150,000.00	\$37,500.00
M5SID-2019-03-00-00	SID1903	State Impaired Driving Coordinator (SIDC)	\$275,000.00	\$68,750.00
M5SID-2019-04-00-00	SID1904	Coeur d'Alene STEP Officer	\$120,000.00	\$30,000.00
M9MA-2019-00-00-000				
M9MA-2019-02-00-00	SMA1902	Motorcycle Awareness Safety Paid Media	\$35,000.00	\$8,750.00
MC-2019-01-00-00	SMC1901	Motorcycle Statewide Services	\$20,000.00	\$5,000.00
MC-2019-02-00-00	SMC1902	Safety Training and Education	\$2,000.00	\$500.00
MC-2019-03-00-00	SMC1903	Awareness Rally Grant	\$5,000.00	\$1,250.00
MC-2019-MC-00-00	S0019MC	PAM Motorcycle	\$17,000.00	
OP-2019-00-00-00				
OP-2019-01-00-00	SSB1901	Training, Ed. Materials & Travel SWS Project	\$10,000.00	\$2,500.00
OP-2019-EB-00-00	SSB19EB	May CIOT HVE (Click it Don't Risk It)	\$150,000.00	\$37,500.00
OP-2019-SB-00-00	S0019SB	PAM Occupant Protection	\$29,870.00	\$
PA-2019-00-00-00				
PA-2019-PA-00-00	S0019PA	402 Planning & Administration	\$145,000.00	
PM-2019-00-00-00				
PM-2019-01-00-00	SPM1901	Paid Media	\$250,000.00	\$62,500.00
PM-2019-02-00-00	SPM1902	Public Opinion Poll	\$25,000.00	\$6,250.00
PS-2019-01-00-00	SPS1901	Bike and Pedestrian Statewide Services	\$50,000.00	\$12,500.00
PS-2019-PS-00-00	S0019PS	PAM Pedestrian Safety	\$20,000.00	\$
PT-2019-00-00-00				
PT-2019-01-01-00	SPT1901	Police Traffic Statewide Services	\$10,000.00	\$2,500.00
PT-2019-02-00-00	SPT1902	Aggressive Driving HVE & Mini-Grants	\$280,000.00	\$70,000.00
PT-2019-03-00-00	SPT1903	Lewiston Police Department STEP Year 3	\$23,755.00	\$5,939.00
PT-2019-06-00-00	SPT1906	Police Traffic Services, Training Support	\$20,000.00	\$5,000.00
PT-2019-07-00-00	SPT1907	Twin Falls County Sheriff's Office Enforcement	\$10,500.00	\$2,625.00
PT-2019-08-00-00	SPT1908	Idaho Falls Police Department Enforcement	\$10,000.00	\$2,500.00
PT-2019-07-00-00	SPT1909	Idaho State Police (ISP) Traffic Enforcement	\$400,000.00	\$100,000.00
PT-2019-PT-00-00	S0019PT	PAM Aggressive Driving	\$60,200.00	
TSP-2019-00-00-00				
TS-2019-01-00-00	STR1901	Traffic Records Statewide Services	\$70,000.00	\$17,500.00



TS-2019-TR-00-00	S0019TR	PAM Traffic Records	\$40,000.00	\$
		Alive at 25	State dollars	
			\$6,252,907.00	\$2,168,516.00

(Highway Safety Programs) Total 402 Funding	\$2,142,365.00
(Incentive Programs) Total 405 Funds	\$4,110,542.00



SECTION 405 GRANT PROGRAM

For FFY 2019 Idaho is applying for the following 405-incentive grant programs:

- Occupant Protection
- Traffic Safety Information System Improvements
- Impaired Driving Countermeasures
- 24/7 Sobriety Program
- Motorcyclist Safety

The 405 application and the accompanying documentation will be sent separately to NHTSA.