



IDAHO HIGHWAY SAFETY PLAN

FFY 2023

OFFICE OF HIGHWAY SAFETY
IDAHO TRANSPORTATION DEPARTMENT
3311 West State St., Boise, ID 83703

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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 targets, 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) 2023 serves as the State of Idaho's application to NHTSA for federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program.

Mission Statement

To eliminate traffic deaths, serious injuries, and economic losses from motor vehicle crash through funding programs and activities that promote safe travel on Idaho's transportation systems, and through data 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 Target

Target the 5-year average number of traffic deaths to 244 or fewer by 2023.

Establishing Targets and Performance Measures

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic-related fatalities, serious injuries, and economic losses. The Office of Highway Safety (OHS) uses the problem identification process to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and any Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets 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 severe injuries on Idaho roadways.

The SHSP links to all 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 include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enable the plans to have the same core targets.

The targets are determined by examining the trend of past data to assess likely future performance. The OHS tries to set targets that are reasonable. An updated set of targets with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) meeting.

Primary Performance Measures, Benchmarks, and Strategy

Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2016-2020 benchmark is comprised of five years of crash data and exposure data for the years 2016 through 2020. NHTSA has instituted a set of eleven core outcome performance measures (C1 through C11) and one core behavioral performance measure (B1) for which the States shall set targets and report progress. There are three additional activity measures (A1 through A3) for which the states are required to report progress on. For more information, see “Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link:

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

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

The data to be used in determining targets 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 on the State Traffic Safety Information website:

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

The other performance measures are calculated using the yearly observed seat belt use rate (B1) which is determined from the observational seat belt survey and the state crash data (C2, and I1 through I5). The targets were presented to the ITSC in the November 2021 Performance Planning meeting and are the same targets and performance measures presented in the Idaho Strategic Highway Safety Plan.

Targets 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 2016-2020 Benchmark, that would be for the years 2016 through 2020). The 5-Year Fatality Rate is the sum of the number of fatalities over the 5-year period divided by the sum of the annual vehicle miles of travel over the same 5-year period. Averaging the rates over the 5-year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

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

ORGANIZATION and STAFFING

The Office of Highway Safety (OHS), which is in the Division of External Affairs 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 people's lives.

ITD Director Scott Stokes is the Governor's Highway Safety Representative for Idaho. Josephine Middleton is currently the acting Highway Safety Manager for Idaho's OHS.

The Highway Safety staff consists of two research analyst principals, five grants/contracts officers who manage the highway safety grants, one law enforcement trainer and five and a half crash analysts. The communication specialist, financial specialist and administrative staff are managed by their respective departments within the Idaho Transportation Department.

The continuation and expansion of state and local partnerships are essential to our success. The primary mission is to identify existing and emerging traffic safety trends through statistically-based problem identification efforts, and to efficiently provide decision makers with 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

Idaho Transportation Department
Organizational Chart
Division of External Affairs – Office of Highway Safety



Josephine Middleton	Acting Highway Safety Manager
Steve Rich	Research Analyst Principal-Annual Traffic Crash report, Seat Belt Survey
Kelly Campbell	Research Analyst Principal-Traffic Records/Roadway Safety Program, TRCC, E-Citation Program
Denise Dinnauer	Bicycle/Pedestrian Program, Year-Long Police Traffic Safety Grants, Materials Management
Bill Kotowski	OHS Communications & Outreach, Law Enforcement Liaisons, Community Traffic Safety Programs
Lisa Losness	Impaired Driving Program, TSRP, SIDC, Highway Safety Planning, Financial and Compliance Specialist
Josephine Middleton	Distracted Driving Program, Aggressive Driving Program, OHS HVE Mobilizations & Mini Grants
Tabitha Smith	Occupant Protection and Child Passenger Safety Programs, Seat Belt Survey, Alive @ 25, Motorcycle Safety
Carrie Akers	FARS (Fatality Analysis Reporting System) Analyst and Crash Analyst
Julie Whistler	Crash Analyst and Backup FARS Analyst
Leslie De La Cruz	Crash Analyst
David Prosser	Crash Analyst
Madeleine Fletcher	Crash Analyst
Jill Young	ITD Financial Specialist
Kirstin Weldin	Program Planning and Development Specialist, Law Enforcement Trainer

PLANNING PROCESS

The Office of Highway Safety (OHS) administers the Federal Highway Safety Grant Program, funded by formula through the transportation act titled Bipartisan Infrastructure Law (BIL) 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 levels 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 eight NHTSA 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 SHSP. The 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 Idaho Transportation Department Economics and Research section, and arrest information from the Bureau of Criminal Identification and the Idaho State Police (ISP) was also used in the problem identification.

The focus areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, and other supportable conclusions drawn from the traffic safety problem identification process.

Each October, the problem identification analysis is presented to the ITSC to identify the recommended focus areas. The ITSC votes to accept the Idaho focus areas 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 January. The Grant Application notice solicits applicants to submit grant applications by the end of February.

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

Once the application period has closed, potential projects are categorized 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), the applications are 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, an effective countermeasure, and whether the problem presented is data driven or supported by research or other relevant documentation). Funding decisions are based on agency need, supporting planned activities, performance evaluation and budget. 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 Advisory Committee (IDAC), Seat Belt Committee and Traffic Records published document, emphasis areas or program specific assessment reports
- **Uniform Guidelines** for State Highway Safety Programs (USDOT)
- **Highway Safety related research recommendations** from trusted sources such as the Transportation Research Board, and the NCHRP Report 500 series.
- **Funding recommendations** for the individual projects are incorporated into the HSP and 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.
- **Strategic Highway Safety Plan** 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 funds.
- **Grant Applicant prior performance evaluation**

Linking with the Strategic Highway Safety Plan

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 “Toward Zero Deaths” vision within Idaho’s safety community. Through the SHSP, Idaho’s safety community uses the pillars of safety, which are:

- **Data-Driven Decisions:** To make effective and efficient use of limited resources, invest in safety programs based on need as demonstrated by data. Return on this investment is maximized by thoroughly studying crash data and other pertinent data, including industry best practices.
- **Culture Change:** Safety advocates 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 stays 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 target, the SHSP is a fundamental guiding document that along with the HSP, link the program area problem identification data, performance targets, identified countermeasure strategies and allocation of funds to planned activities. The SHSP and participants integrate the four E’s (engineering, education, enforcement, and emergency response) to meet Idaho’s target 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 targets and highway safety programs across the state.

The SHSP is comprised of three Emphasis Areas and associated with eleven Focus Areas.

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 Young Drivers

Timeline: Annual Highway Safety Planning Calendar

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

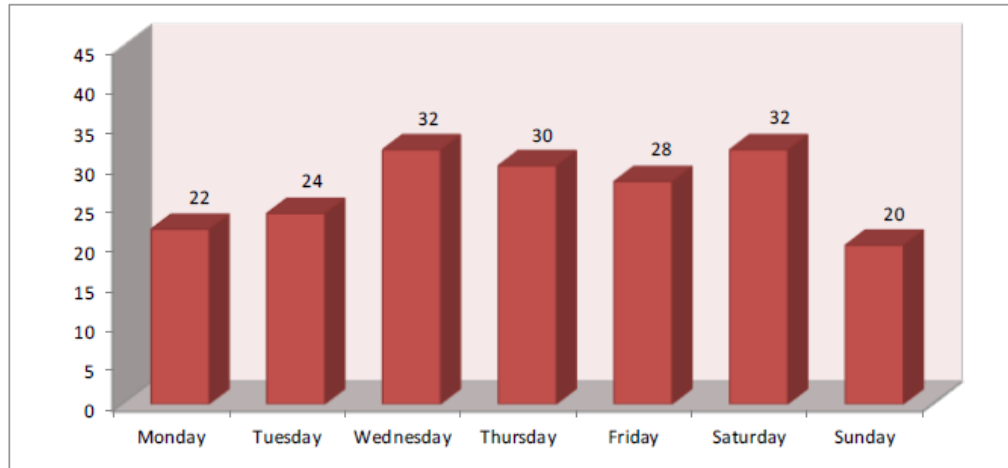
Evidence-Based Traffic Safety Enforcement Program

Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve our targets. Traffic enforcement mobilizations are a format for the Idaho OHS to fund HVE's during specified emphasis periods, special events, or corridor enforcement in support of the OHS HSP focus areas.

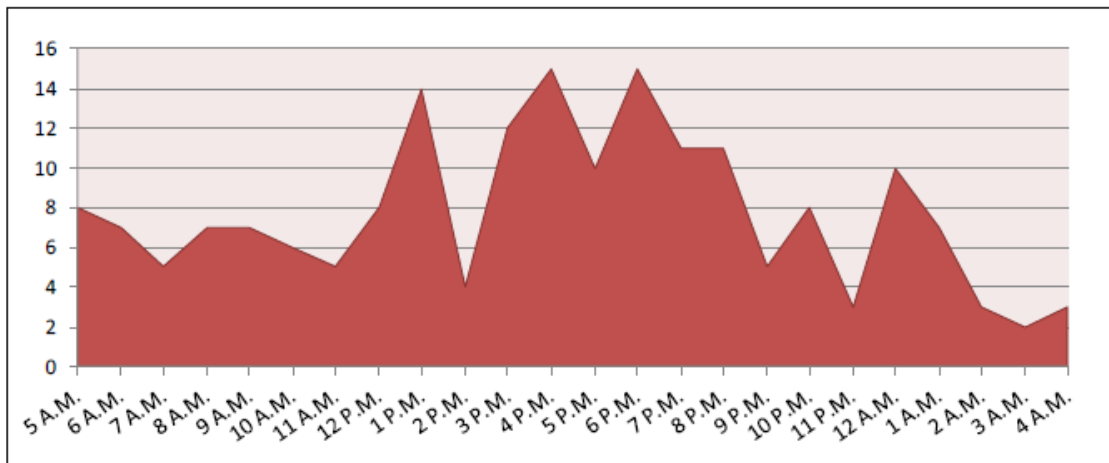
Executing an effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The OHS's evidence-based traffic safety enforcement program outlines a three-step strategy to ensure effectiveness: Data Analysis, 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, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, the ITD-OHS staff works 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: 2020



Fatal Crashes by Time of Day: 2020



Comparison of Crashes by Roadway Classification: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Urban	50	54	59	52	44	-15.4%	1.8%
Rural	182	170	156	149	144	-3.4%	-6.4%
Injury Crashes:	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Urban	6,209	5,957	6,118	6,285	5,124	-18.5%	0.5%
Rural	3,118	2,861	2,965	2,868	2,798	-2.4%	-2.6%
Total Crashes:	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Urban	16,492	17,153	16,217	18,478	14,653	-20.7%	4.2%
Rural	8,836	8,698	7,814	8,537	7,875	-7.8%	-0.8%

Urban roadways are defined as those within city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

In 2020, 77% of fatal crashes occurred on rural roads, whereas 35% of all crashes occurred on rural roads. In Idaho in 2020, 87% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.

Single-Vehicle Crashes – Contributing Circumstances: 2020

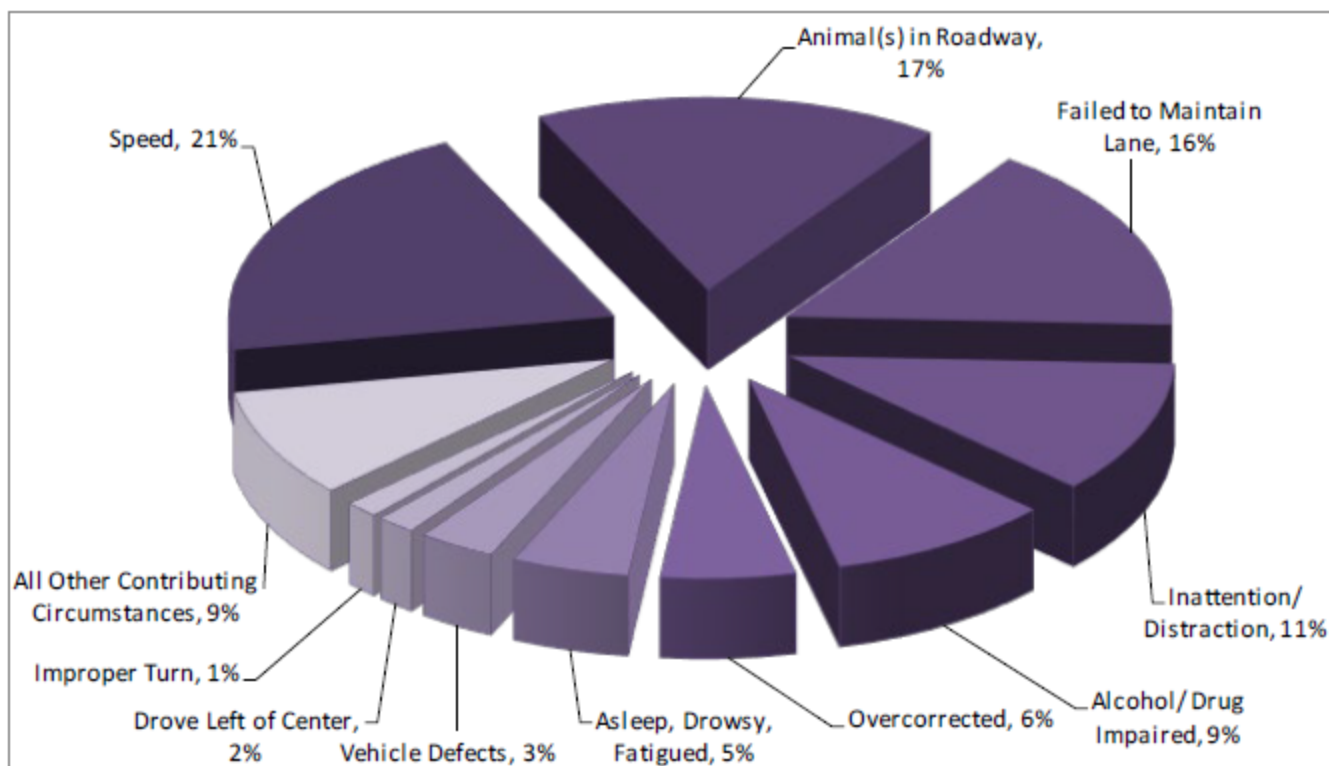
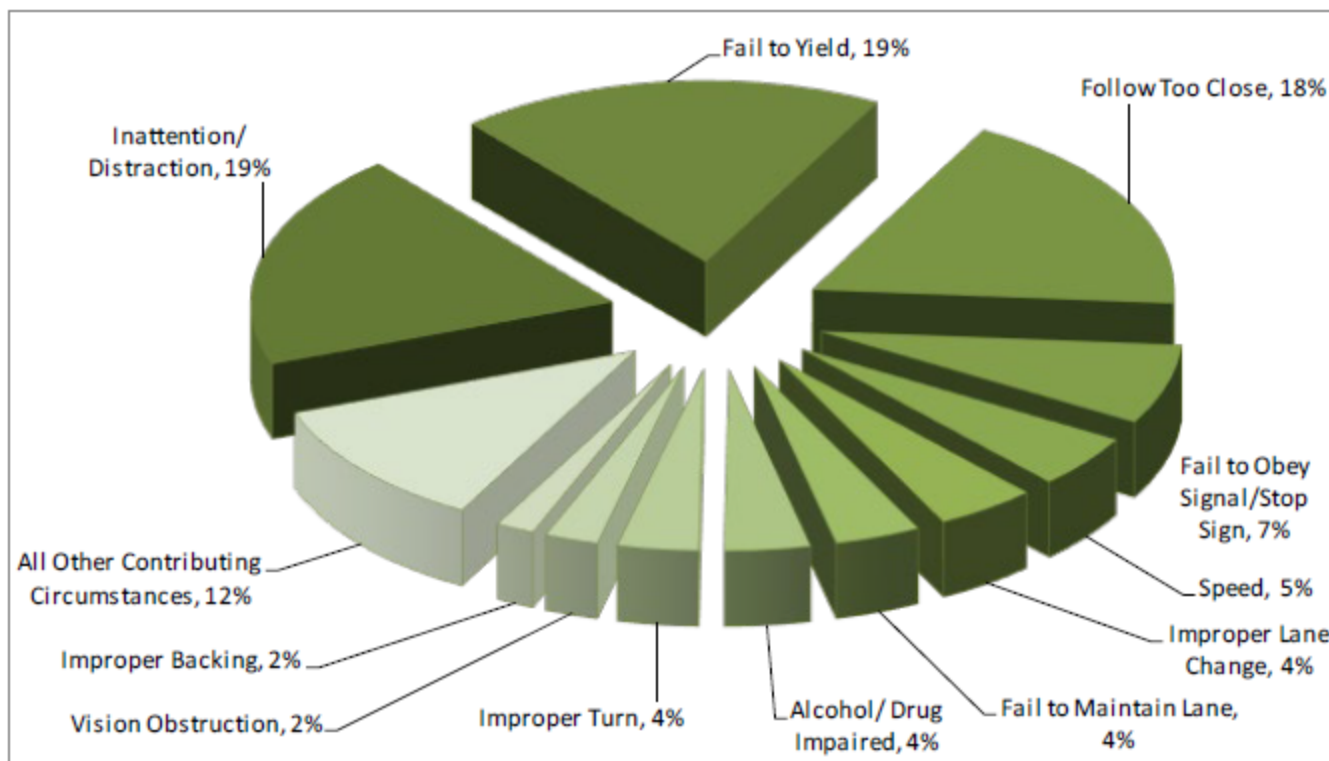


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2020



High Visibility Enforcement (HVE)/ Traffic Safety Mobilizations

The target 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 during the time and dates established. For the impaired driving mobilizations, the OHS encourages participants to conduct enforcement during time frames that are data driven; often during nighttime hours. Funding for the campaigns are allocated to agencies that meet the criteria based on traffic crash 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 paid and earned media and public education outreach designed to inform the public of the increased enforcement. Idaho closely mirrors the NHTSA timeline model for media. The OHS works closely with their media experts to reach out to the demographics established through data. Outreach efforts include the use of public service announcements (TV, radio, outdoor, and internet marketing), social media, variable message boards, and earned media events.

Upon completion of each mobilization, each participating agency is responsible for reporting their performance. The performance is monitored by the Program Managers to assist with making any adjustments to countermeasures or planned activities.

The OHS Program Managers use this information received from participants as an indicator in evaluating and monitoring performance. The OHS conducts the following targeted 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).
- **Aggressive Driving:** During the summer, traffic crash fatalities frequency is over-represented. The Aggressive Driving mobilization focusing on speed is conducted during the summer months.
- **Seat Belt Mobilizations:** May- Click It, Don't Risk It (to coincide with NHTSA national campaign).
- **Distracted Driving:** April- Phone in Hand/Ticket in the Other (to coincide with National Distracted Driving month in April).

FFY 2023 HVE Mobilization Schedule

Seatbelts – Nov Thanksgiving	Nov. 18 – 30, 2022
Impaired Driving - Holidays	Dec. 14, 2022 – Jan. 1, 2023
Distracted Driving - April	Apr. 5 – 19, 2023
Seatbelts - May	May 15 – June 2, 2023
Impaired Driving - 4th of July	June 30 – July 9, 2023
Aggressive Driving - Summer	July 14 – 30, 2023
Impaired Driving - Labor Day	Aug. 18 – Sept. 4, 2023

Law Enforcement / Adjudication Process

To complete 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 critical support to enhance successful prosecution of traffic safety violations.

STRATEGIC PARTNERS and STAKEHOLDERS

Idaho Traffic Safety Commission

The ITSC is an advisory board that reviews traffic safety issues, promotes local and state cooperation, recommends programs for federal aid and supports crash prevention. The commission consists of fifteen members from state and local law enforcement, Emergency Management Services and user groups. By statute, the chairs of the Idaho Senate Transportation Committee and the House Transportation and Defense Committee are on the ITSC. The ITSC has input throughout the development process of our Highway Safety Plan. The following members represent the ITSC:

Idaho Transportation Department

- L. Scott Stokes, Director
- Josephine Middleton, Interim HSM

Law Enforcement

- Lt. Colonel Sheldon Kelley, Idaho State Police
- Chief Jeff Wilson, Orofino Police Department
- Sheriff Craig T. Rowland, Bingham County

Prosecutor/Legal

- Louis Marshall, Bonner County Prosecutor

Medical Services

- Stacey Carson, VP Operations, Idaho Hospital Association

Local Roadways

- Kevin Kuther, LHTAC Safety Manager

Education

- Sunshine Beer, Idaho STAR (Skills Training Advantage for Riders)
- Danielle Taylor, Driver Education Coordinator, Idaho State Department of Education

City Government

- Brian Blad, Pocatello Mayor

Idaho Senate & House

- Senator Lori Den Hartog, Idaho Senate Representative
- Representative Joe Palmer, Idaho House Representative

PERFORMANCE PLAN

Performance Measures: Targets and Actual Values

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

2023 Performance Plan

Performance Measure Name	Target Period	Start Target Year	Target end Year	Target Value
C-1) Number of traffic fatalities	5 Year	2019	2023	244
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2023	1,279
C-3) Fatality Rate, VMT	5 Year	2019	2023	1.35
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	5 Year	2019	2023	103
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	5 Year	2019	2023	72
C-6) Number of speeding-related fatalities	5 Year	2019	2023	61
C-7) Number of motorcyclist fatalities	5 Year	2019	2023	32
C-8) Number of unhelmeted motorcyclist fatalities	5 Year	2019	2023	17
C-9) Number of driver age 20 or younger involved in fatal crashes	5 Year	2019	2023	31
C-10) Number of pedestrian fatalities	5 Year	2019	2023	15
C-11) Number of bicyclist fatalities	5 Year	2019	2023	4
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2023	83.9%
I-1) Distracted Driving fatalities	5 Year	2019	2023	45
I-2) Drivers age 65 or older involved in fatal crashes	5 Year	2019	2023	58
I-3) Reduce CMV fatalities	5 Year	2019	2023	46
I-4) Number of single vehicle run off road fatalities	5 Year	2019	2023	110
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	5 Year	2019	2023	57
I-6) Number of intersection-related fatalities	5 Year	2019	2023	50

Performance Report

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

Performance Measure Name	Progress
C-1) Number of traffic fatalities	Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatality Rate, VMT	Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	Met
C-6) Number of speeding-related fatalities	Met
C-7) Number of motorcyclist fatalities	Met
C-8) Number of unhelmeted motorcyclist fatalities	Met
C-9) Number of driver age 20 or younger involved in fatal crashes	Not Met
C-10) Number of pedestrian fatalities	Met
C-11) Number of bicyclist fatalities	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
I-1) Distracted Driving fatalities	Met
I-2) Drivers age 65 or older involved in fatal crashes	Not Met
I-3) Reduce CMV fatalities	Not Met
I-4) Number of single vehicle run off road fatalities	Met
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	Not Met
I-6) Number of intersection-related fatalities	Met

C1 – 5-Year Average Number of Fatalities**Progress: Met**

The target in the FFY 2020 HSP for the number of fatalities was 249 (2016-2020 5-year average), while the actual 5-year average number of fatalities was 234. The target for the 5-year average number of fatalities for 2017-2021 is 247.

C2 – 5-Year Average Number of Serious Injuries**Progress: Met**

The target in the FFY 2020 HSP for the number of serious injuries was 1,287 (2016-2020 5-year average), while the actual 5-year average number of serious injuries was 1,217. The target for the 5-year average number of serious injuries for 2017-2021 is 1,285.

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

The target in the FFY 2020 HSP for the 5-year fatality rate was 1.41 (2016-2020), while the actual 5-year fatality rate was 1.33. The target for the 5-year fatality rate for 2017-2021 is 1.38.

C4 – 5-Year Average Number of Unrestrained Passenger Motor Vehicle Occupants Killed**Progress: Met**

The target in the FFY 2020 HSP for the number of unrestrained passenger motor vehicle occupants killed was 106 (2016-2020 5-year average), while the actual 5-year average number of unrestrained passenger motor vehicle occupants killed was 91. The target for the 5-year average number of unrestrained passenger motor vehicle occupants killed for 2017-2021 is 106.

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

The target in the FFY 2020 HSP for the number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 72 (2016-2020 5-year average), while the actual 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 65. The target for the 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 for 2017-2021 is 72.

C6 – 5-Year Average Number of Fatalities Resulting from Crashes Involving Speeding**Progress: Met**

The target in the FFY 2020 HSP for the number of fatalities resulting from crashes involving speeding was 59 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from crashes involving speeding was 52. The target for the 5-year average number of fatalities resulting from crashes involving speeding for 2017-2021 is 60.

C7 – 5-Year Average Number of Motorcyclists Killed**Progress: Met**

The target in the FFY 2020 HSP for the number of motorcyclists killed was 29 (2016-2020 5-year average), while the actual 5-year average number of motorcyclists killed was 28. The target for the 5-year average number of motorcyclists killed for 2017-2021 is 29.

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

Progress: Met

The target in the FFY 2020 HSP for the number of motorcyclists that were not wearing helmets killed was 17 (2016-2020 5-year average), while the actual 5-year average number of motorcyclists killed that were not wearing helmets was 16. The target for the 5-year average number of motorcyclists killed that were not wearing helmets for 2017-2021 is 16.

C9 – 5-Year Average Number of Drivers, 20 Years Old and Younger, Involved in Fatal Crashes

Progress: Not Met

The target in the FFY 2020 HSP for the number of drivers, 20 years old and younger, involved in fatal crashes was 32 (2016-2020 5-year average), while the actual 5-year average number of drivers, 20 years old and younger, involved in fatal crashes was 33. The target for the 5-year average number of drivers, 20 years old and younger, involved in fatal crashes for 2017-2021 is 32.

C10 – 5-Year Average Number of Pedestrian Fatalities

Progress: Met

The target in the FFY 2020 HSP for the number of pedestrians killed by motor vehicles was 15 (2016-2020 5-year average), while the actual 5-year average number of pedestrians killed by motor vehicles was 15. The target for the 5-year average number of pedestrians killed by motor vehicles for 2017-2021 is 14.

C11 – 5-Year Average Number of Bicyclist Fatalities

Progress: Met

The target in the FFY 2020 HSP for the number of bicyclists killed by motor vehicles was 3 (2016-2020 5-year average), while the actual 5-year average number of bicyclists killed by motor vehicles was 3. The target for the 5-year average number of bicyclists killed by motor vehicles for 2017-2021 is 3.

B1 – Yearly Observed Seat Belt Use Rate

Progress: Met

The target in the FFY 2020 HSP for the yearly observed seat belt use rate was 82.4%, while the actual yearly observed seat belt use rate was 85.7% for 2019. The observational survey was not completed in 2020 due to COVID-19. The target for the yearly observed seat belt use rate for 2021 is 82.7%.

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

Progress: Met

The target in the FFY 2020 HSP for the number of fatalities resulting from distracted driving was 53 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from distracted driving was 42. The target for the 5-year average number of resulting from distracted driving for 2017-2021 is 53.

I2 – 5-Year Average Number of Fatal Crashes Resulting from Drivers ≥ 65

Progress: Not Met

The target in the FFY 2020 HSP for the number of fatal crashes resulting from drivers equal to or older than 65 years of age was 52 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from drivers equal to or older than 65 years old was 53. The target for the 5-year average number of resulting from distracted driving for 2016-2020 is 50.

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

Progress: Not Met

The target in the FFY 2020 HSP for the number of fatalities resulting from commercial motor vehicle crashes was 39 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from commercial motor vehicle crashes was 43. The target for the 5-year average number of resulting from commercial motor vehicle crashes for 2017-2021 is 39.

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

Progress: Met

The target in the FFY 2020 HSP for the number of fatalities resulting from single-vehicle run off the road crashes was 116 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from single-vehicle run off the road crashes was 100. The target for the 5-year average number of resulting from single-vehicle run off the road crashes for 2017-2021 is 115.

I5 – 5-Year Average Number of Fatalities Resulting from Head-On or Sideswiped Opposite Direction Crashes

Progress: Not Met

The target in the FFY 2020 HSP for the number of fatalities resulting from head-on or sideswiped opposite direction crashes was 42 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes was 46. The target for the 5-year average number of resulting from head-on or sideswiped opposite direction crashes for 2017-2021 is 44.

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

Progress: Met

The target in the FFY 2020 HSP for the number of fatalities resulting from intersection-related crashes was 47 (2016-2020 5-year average), while the actual 5-year average number of fatalities resulting from intersection-related crashes was 45. The target for the 5-year average number of resulting from intersection-related crashes for 2017-2021 is 46.

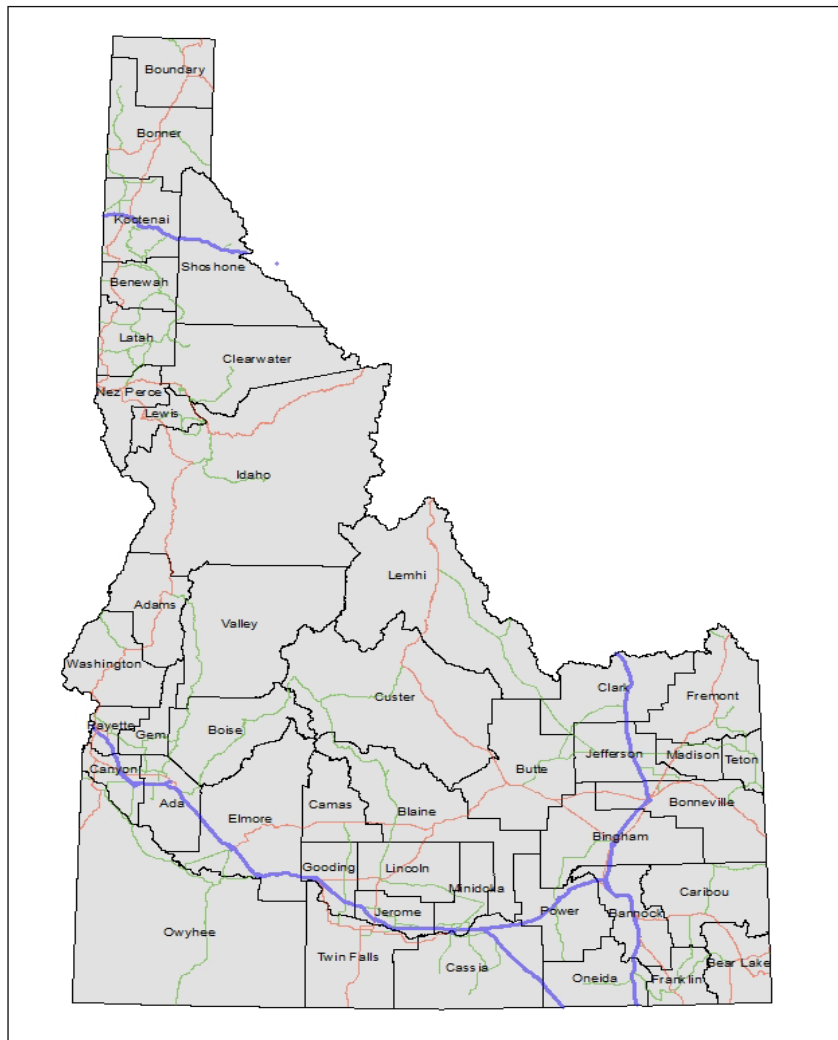
Targets for the FFY 2017-19 Highway Safety Plans were set in 2016 when the most recent available data was from 2014. This was at a time that fatalities were significantly decreasing due to the economic downturn. Since that time, the economy has improved, and fatalities have increased resulting in most of the targets not being met. Targets for the FY2020 through FY2022 plan were set in 2018 when the most recent data available was from 2017.

IDENTIFICATION REPORT

State Demographics

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

The United States Census Bureau estimates the population of Idaho in 2019 was 1,790,777. Idaho is a rural state, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (434,211), Canyon (207,478), Kootenai (150,346), Bonneville (110,089), Bannock (83,744), and Twin Falls (82,375).



Idaho Problem Identification Report

FY 2023

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 2020, 214 people were killed and 11,455 people were injured in traffic crashes.
- The fatality rate was 1.23 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2020. The US fatality rate was estimated to be 1.37 fatalities per 100 million AVMT in 2020.
- Motor vehicle crashes cost Idahoans nearly \$3.85 billion in 2020. Fatal and serious injuries represented 72 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Crashes	25,328	25,851	24,031	27,015	22,528	-2.3%
Fatal Crashes	232	224	215	201	188	-5.1%
Total Deaths	253	245	234	224	214	-4.1%
Injury Crashes	9,327	8,818	9,083	9,153	7,922	-3.8%
Total Injured	13,664	12,969	13,301	13,331	11,455	-4.1%
Property-Damage-Only Crashes (Severity >\$1,500)	15,769	16,809	14,733	17,661	14,418	-1.1%
Idaho Population (thousands) ¹	1,683	1,717	1,754	1,787	1,827	2.1%
Licensed Drivers (thousands) ²	1,165	1,208	1,255	1,283	1,316	3.1%
Vehicle Miles Of Travel (millions) ²	17,152	17,301	17,709	18,058	17,359	0.3%
Registered Vehicles (thousands) ³	1,491	1,575	1,634	1,639	1,278	-3.1%
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, 2020

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	214	\$10,322,433	\$2,209,000,749
Suspected Serious Injuries	1,102	\$493,671	\$544,025,097
Suspected Minor Injuries	3,637	\$134,460	\$489,032,210
Possible Injuries	6,716	\$68,660	\$461,119,009
No Injuries	42,205	\$3,478	\$146,799,421
Total Estimate of Economic Cost			\$3,849,976,486
*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on estimates released by the Federal Highway Administration and updated to reflect 2017 dollars.			

Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2020

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	1,804	13%	71,209	5.4%	2.4
20-24	1,942	14%	109,159	8%	1.7
25-34	2,927	21%	217,998	17%	1.2
35-44	2,287	16%	220,029	17%	1.0
45-54	1,821	13%	194,912	15%	0.9
55-64	1,588	11%	212,609	16%	0.7
65 & Older	1,570	11%	290,484	22%	0.5
Missing	242	2%			
Total	14,181		1,316,400		
*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, 2016-2020

Roadway Information	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Local:						
AVMT (100 millions) ¹	77.3	76.6	77.2	79.4	76.4	-0.3%
Fatal Crash Rate	1.2	1.2	1.0	1.0	1.0	-4.6%
Injury Crash Rate	68.8	64.7	67.6	67.7	59.5	-3.4%
Total Crash Rate	195.0	199.1	183.6	202.6	165.3	-3.4%
State System (Non-Interstate):						
AVMT (100 millions) ¹	52.1	53.1	55.0	56.0	55.1	1.4%
Fatal Crash Rate	1.8	1.7	1.7	1.6	1.7	-2.1%
Injury Crash Rate	57.6	53.4	53.2	48.7	45.9	-5.5%
Total Crash Rate	154.6	154.5	138.6	139.4	130.9	-4.0%
Interstate:						
AVMT (100 millions) ¹	42.1	43.2	44.8	45.2	42.0	0.0%
Fatal Crash Rate	1.1	0.9	0.9	0.7	0.5	-16.5%
Injury Crash Rate	23.9	23.6	20.8	23.3	20.1	-3.7%
Total Crash Rate	52.4	55.1	49.5	69.1	63.8	6.7%
Statewide Totals:						
AVMT (100 millions) ¹	171.5	173.0	177.1	180.6	173.6	0.3%
Fatal Crash Rate	1.4	1.3	1.2	1.1	1.1	-5.4%
Injury Crash Rate	54.4	51.0	51.3	50.7	45.6	-4.2%
Total Crash Rate	147.7	149.4	135.7	149.6	129.8	-2.8%
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 48 percent of all crashes and 36 percent of all fatalities in 2020.
- Drivers, ages 19 and younger, were 4 times as likely to be involved in an aggressive driving collision as all other drivers in 2020.
- Aggressive driving crashes cost Idahoans more than \$1.6 billion in 2020. This represented 43 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Aggressive Driving Crashes	12,793	13,149	11,985	13,638	10,742	-3.4%
Fatalities	83	82	75	66	78	-0.9%
Suspected Serious Injuries	612	582	516	547	481	-5.6%
Suspected Minor Injuries	2,164	2,064	2,166	2,126	1,868	-3.4%
Possible Injuries	4,706	4,627	4,596	4,887	3,835	-4.4%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	266	259	261	258	183	-8.0%
Fail to Yield Right of Way	174	148	113	161	183	4.4%
Exceeded Posted Speed	93	95	71	71	72	-5.4%
Passed Stop Sign	89	75	82	77	61	-8.3%
Disregarded Signal	67	61	63	51	40	-11.6%
Following Too Close	69	78	69	59	63	-1.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.05	3.84	3.34	3.39	3.22	-5.4%
* 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 2020, 22 fatalities resulted from distracted driving crashes. This represents 10 percent of all fatalities. Of the 15 passenger vehicle occupants killed in distracted driving crashes, 5 (33 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2020 were 4 motorcyclists, 1 pedestrian, 1 bicycle rider, and a commercial motor vehicle occupant.
- In 2020, drivers under the age of 25 comprised 34 percent of the drivers involved in all distracted driving crashes and 15 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 over \$601 million in 2020. This represents 16 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Distracted Driving Crashes	4,973	4,808	4,750	5,066	4,253	-3.5%
Fatalities	64	39	48	36	22	-20.0%
Suspected Serious Injuries	367	318	343	250	237	-9.5%
Suspected Minor Injuries	1,193	989	1,028	903	863	-7.4%
Possible Injuries	2,121	2,020	2,081	2,112	1,637	-5.7%
Distracted Driving Crashes as a % of All Crashes	19.6%	18.6%	19.8%	18.8%	18.9%	-0.9%
Distracted Driving Fatalities as a % of All Fatalities	25.3%	15.9%	20.5%	16.1%	10.3%	-16.5%
Distracted Driving Injuries as a % of All Injuries	26.9%	25.7%	26.0%	24.5%	23.9%	-2.9%
All Fatal and Injury Crashes	9,559	9,042	9,298	9,354	8,110	-3.8%
Distracted Fatal/Injury Crashes	2,355	2,151	2,244	2,131	1,852	-5.6%
% Distracted Driving	24.6%	23.8%	24.1%	22.8%	22.8%	-1.8%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.51	2.06	2.21	1.58	1.49	-11.2%

Safety Restraints

The Problem

- In 2019, 86 percent of Idahoans were using seat belts, based on seat belt survey observations. There was no observational seat belt survey done in 2020 due to the COVID-19 pandemic.
- In 2019, seat belt usage varied by region around the state from a high of 90 percent in District 3 (Southwestern Idaho) to a low of 74 percent in District 4 (South-Central Idaho).
- Only 35 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belts in 2020. Seatbelts are estimated to be 50 percent effective in preventing fatal and serious injuries. By this estimate, we can deduce that 55 lives were saved in Idaho in 2020 because they were wearing a seat belt and an additional 43 lives could have been saved if everyone had worn their seat belt.
- There was 1 child under the age of 7 killed (restrained) and 7 with suspected serious injuries (5 were restrained) while riding in passenger vehicles in 2020. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate, there was 1 child saved by child safety seats in 2020. Furthermore, 11 serious injuries were prevented and 1 of the serious injuries may have been prevented if they had all been properly restrained.
- Unrestrained passenger motor vehicle occupants cost Idahoans over \$1.0 billion in 2020. This represents 28 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Observational Seat Belt Survey						
District 1	77%	76%	85%	89%	----	3.7%
District 2	78%	84%	87%	85%	----	2.2%
District 3	90%	89%	92%	90%	----	-0.1%
District 4	66%	73%	70%	74%	----	2.9%
District 5	86%	89%	72%	84%	----	0.2%
District 6	67%	74%	75%	76%	----	3.3%
Statewide Average	83%	81%	85%	86%	----	0.9%
Seat Belt Use - Age 7 and Older Cars, Pickups, Vans and SUV's						
In Fatal Crashes	34.6%	34.7%	36.8%	43.6%	34.8%	1.2%
In Suspected Serious Injury Crashes	69.3%	65.4%	65.3%	67.6%	57.7%	-4.2%
Self Reported Child Restraint Use in Cars, Pickups, Vans and SUV's	96.4%	79.8%	80.6%	80.6%	95.2%	0.5%

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 2020, 92 fatalities resulted from impaired driving crashes. This represents 43 percent of all fatalities. Only 21 (or 29 percent) of the 72 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 11 motorcyclists, 6 pedestrians, 1 ATV rider, 1 commercial vehicle occupant, and 1 construction equipment occupant killed in impaired driving crashes.
- Of the 92 people killed in impaired driving crashes in 2019, 77 (or 84%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.
- Eleven percent of the impaired drivers involved in crashes were under the age of 21 in 2020, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans nearly \$1.2 billion in 2020. This represents 30 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Impaired Driving Crashes	1,535	1,529	1,456	1,501	1,513	-0.3%
Fatalities	88	80	78	99	92	2.1%
Suspected Serious Injuries	223	218	212	217	234	1.3%
Suspected Minor Injuries	397	338	334	329	385	-0.1%
Possible Injuries	482	489	523	525	548	3.3%
Impaired Driving Crashes as a % of All Crashes	6.1%	5.9%	6.1%	5.6%	6.7%	3.2%
Impaired Driving Fatalities as a % of All Fatalities	34.8%	32.7%	33.3%	44.2%	43.0%	6.5%
Impaired Driving Injuries as a % of All Injuries	8.1%	8.1%	8.0%	8.0%	10.2%	6.6%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	1.81	1.72	1.64	1.75	1.88	1.1%
Annual DUI Arrests by Agency*						
Idaho State Police	1,305	1,400	1,518	1,555	1,410	2.2%
Local Agencies	6,015	5,927	6,412	6,529	5,529	-1.7%
Total Arrests	7,320	7,327	7,930	8,084	6,939	-1.0%
DUI Arrests per 100 Licensed Drivers	0.63	0.61	0.63	0.63	0.53	-4.0%
*Source: Bureau of Criminal Identification, Idaho State Police						

Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just more than 5 percent of licensed drivers in Idaho in 2020, yet they represented 11 percent of the drivers involved in fatal and serious injury crashes.
- In 2020, drivers ages 15 to 19 constituted 8 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 32 people killed in crashes with youthful drivers, 14 were the youthful drivers themselves. Of the 14 youthful drivers killed that were in passenger motor vehicles, 4 were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans just over \$678 million in 2020. This represents 18 percent of the total economic cost of crashes.

Crashes involving Youthful Drivers in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Crashes Involving Drivers 15-19	5,622	5,464	5,244	5,826	4,689	-3.8%
Fatalities	27	31	36	18	32	14.7%
Suspected Serious Injuries	238	225	230	184	195	-4.3%
Suspected Minor Injuries	1,011	886	976	880	826	-4.5%
Possible Injuries	1,986	1,795	1,991	2,079	1,532	-5.1%
Drivers 15-19 in Fatal & Serious Injury Crashes	232	206	213	170	180	-5.5%
% of all Drivers involved in Fatal and Serious Injury Crashes	12.0%	10.7%	11.1%	8.8%	10.7%	-1.8%
Licensed Drivers 15-19	65,940	71,523	69,727	71,063	71,209	2.0%
% of Total Licensed Drivers	5.7%	5.9%	5.6%	5.5%	5.4%	-1.0%
Fatal & Injury Crash Involvement*	2.13	1.81	1.99	1.60	1.97	-0.3%
Drivers 15-19 - Fatal Crashes	25	27	29	18	25	4.1%
Impaired Drivers 15-19 - Fatal Crashes	4	2	2	3	8	41.7%
% of Youthful Drivers that were Impaired in Fatal Crashes	16.0%	7.4%	6.9%	16.7%	32.0%	43.3%
* Fatal & Injury Crash Involvement is the percent of fatal and injury crashes divided by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.						

Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 3,810 crashes in 2020. This represents 17 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 21 percent of the total number of fatalities in 2020. Of the 44 people killed in crashes with mature drivers, 27 (61 percent) were the mature drivers themselves.
- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 22 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 over \$748 million in 2020. This represents 19 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Mature Driver Crashes	4,214	4,526	4,380	4,938	3,810	-1.5%
Fatalities	51	71	47	64	44	2.6%
Suspected Serious Injuries	287	245	255	255	189	-9.1%
Suspected Minor Injuries	784	758	739	816	631	-4.5%
Possible Injuries	1,476	1,600	1,547	1,733	1,290	-2.1%
Mature Drivers in Fatal & Injury Crashes	1,833	1,861	1,874	2,026	1,570	-3.0%
% of All Drivers in Fatal & Injury Crashes	10.8%	11.5%	11.6%	12.0%	11.1%	0.8%
Licensed Drivers 65 & Older	226,067	242,833	264,502	278,176	290,484	6.5%
% of Total Licensed Drivers	19.4%	20.1%	21.1%	21.7%	22.1%	3.3%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.56	0.57	0.55	0.55	0.50	-2.4%
Mature Drivers-Fatal Crashes	53	65	44	56	48	0.8%
Mature Drivers-Impaired Fatal Crashes	1	5	1	9	6	271.7%
% Fatal Impaired Crashes	1.9%	7.7%	2.3%	16.1%	12.5%	205.5%
* 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.						

Motorcycles

The Problem

- In 2020, motorcycle crashes represented 2 percent of the total number of crashes yet accounted for 14 percent of the total number of fatalities and suspected 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 2020.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2020, 12 of the 17 (71 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 2020, only 37 percent of motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans just more than \$388 million in 2020. This represents 10 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Motorcycle Crashes	528	507	510	490	470	-2.8%
Fatalities	22	26	38	25	27	9.5%
Suspected Serious Injuries	164	139	143	153	154	-1.2%
Suspected Minor Injuries	223	230	194	196	182	-4.7%
Possible Injuries	123	123	145	122	107	-2.6%
Motorcyclists in Crashes	591	574	563	552	516	-3.3%
Registered Motorcycles	55,865	55,806	59,688	56,442	48,690	-3.1%
Motorcyclists Wearing Helmets	329	341	319	360	290	-2.3%
% Motorcyclists Wearing Helmets	55.7%	59.4%	56.7%	65.2%	56.2%	0.8%

Pedestrians and Bicyclists

The Problem

- In 2020, 14 pedestrians and 3 bicyclists were killed in traffic crashes. The 17 pedestrians and bicyclists killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 11 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 more than \$241 million in 2020. This represents 6 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Pedestrian Crashes	236	219	244	237	187	-4.9%
Fatalities	18	17	19	14	14	-5.0%
Suspected Serious Injuries	66	79	71	64	60	-1.6%
Suspected Minor Injuries	102	75	88	91	68	-7.8%
Possible Injuries	80	78	83	83	65	-4.4%
Pedestrians in Crashes	249	247	253	249	200	-4.9%
Pedestrian Fatal and Serious Injuries	81	95	89	77	71	-2.6%
% of All Fatal and Serious Injuries	5.1%	6.4%	6.0%	5.6%	5.4%	2.1%
Impaired Pedestrian F&SI	17	14	16	9	13	-0.7%
% of Pedestrian F&SI - Impaired	21.0%	14.7%	18.0%	11.7%	18.3%	3.5%
Bicycle Crashes	319	223	302	265	149	-12.7%
Fatalities	6	3	2	4	3	35.4%
Suspected Serious Injuries	52	29	50	30	15	-15.5%
Suspected Minor Injuries	158	128	132	129	77	-14.6%
Possible Injuries	109	62	110	113	52	-4.2%
Bicyclists in Crashes	322	224	302	268	152	-12.5%
Bicycle Fatal and Serious Injuries	57	31	52	34	18	-14.9%
% of All Fatal and Serious Injuries	3.6%	2.1%	3.5%	2.5%	1.4%	-12.0%
Bicyclists Wearing Helmets in Collisions	76	45	69	69	46	-5.2%
% of Bicyclists Wearing Helmets	23.6%	20.1%	22.8%	25.7%	30.3%	7.3%
Impaired Bicyclist F&SI	2	5	1	1	1	5.0%
% of Bicycle F&SI - Impaired	3.5%	16.1%	1.9%	2.9%	5.6%	38.4%

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, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Crashes	25,328	25,851	24,031	27,015	22,528	-2.3%
EMS Response to Fatal & Injury Crashes	6,476	6,024	6,213	6,272	5,598	-3.4%
% of Fatal & Injury Crashes	67.7%	66.6%	66.8%	67.1%	69.0%	0.5%
Persons Injured in Crashes	13,917	13,214	13,535	13,555	11,669	-4.1%
Injured Transported from Rural Areas	2,755	2,561	2,565	2,437	2,035	-7.1%
Injured Transported from Urban Areas	2,503	2,273	2,288	2,182	2,073	-4.5%
Total Injured Transported by EMS	5,258	4,834	4,853	4,619	4,108	-5.9%
% of Injured Transported	37.8%	36.6%	35.9%	34.1%	35.2%	-1.7%
Trapped and Extricated	491	480	523	523	444	-2.1%
Fatal and Suspected Serious Injuries Transported by Helicopter	178	154	155	149	166	-1.3%

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 2020, 42 people died in crashes with commercial motor vehicles. This represents 20 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 71 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2020, 48 percent of all crashes and 81 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- Local roadways had the most commercial motor vehicle crashes at 44 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 54 percent.
- Commercial motor vehicles crashes cost Idahoans nearly \$599 million in 2020. This represents 16 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total CMV Crashes	2,009	2,468	2,286	2,437	2,579	7.0%
Fatalities	37	44	51	40	42	4.6%
Suspected Serious Injuries	137	123	120	104	128	-0.7%
Suspected Minor Injuries	284	361	382	330	329	4.8%
Possible Injuries	512	645	557	563	567	3.5%
Commercial AVMT (millions)	3,080	3,154	3,205	3,313	3,442	2.8%
% of Total AVMT	18.0%	18.2%	18.1%	18.3%	19.8%	2.6%
Fatalities per 100 Million CAVMT	1.20	1.39	1.59	1.21	1.22	1.8%
Injuries per 100 Million CAVMT	30.29	35.79	33.04	30.09	29.75	0.1%

Drowsy Driving Crashes

The Problem

- In 2020, 8 fatalities resulted from drowsy driving crashes. This represents 4 percent of all fatalities. Of the 6 passenger vehicle occupants killed, 4 were properly restrained. There were 2 pedestrians killed in drowsy driving crashes.
- In 2020, 73 percent of the drowsy driving crashes involved a single vehicle, while 75 percent of the fatal drowsy driving crashes involved a single vehicle.
- In 2020, only 7 percent of the drowsy driving crashes also involved impaired driving.
- In 2020, 32 percent of the drowsy driving crashes occurred between 5 AM and 10 AM, while 27 percent occurred between 1 PM and 6 PM and 21 percent occurred between 12 AM and 5 AM.
- Drowsy driving crashes cost Idahoans nearly \$137 million in 2020. This represents 4 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Drowsy Driving Crashes	700	648	636	655	559	-5.2%
Fatalities	9	8	10	9	8	-1.8%
Suspected Serious Injuries	57	67	57	55	47	-3.9%
Suspected Minor Injuries	169	157	143	153	118	-8.0%
Possible Injuries	247	247	206	201	196	-5.4%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2020, 18 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (75 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 40 percent of all fatalities in Idaho. Aggressive driving was a factor in 29 percent of the 76 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 43 percent of the 76 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 71 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 67 percent of the single-vehicle run-off road fatalities and more than one-quarter (27 percent) of all fatalities in 2020. Of the 46 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 38 (83 percent) were not wearing a seat belt.
- Single-vehicle run-off-road crashes cost Idahoans nearly \$1.3 billion in 2020. This represents 33 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Run-Off-Road Crashes	4,338	4,153	3,624	4,175	3,957	-1.8%
Fatalities	125	106	92	92	86	-8.7%
Suspected Serious Injuries	361	331	307	298	373	1.7%
Suspected Minor Injuries	920	790	775	752	829	-2.2%
Possible Injuries	1,284	1,243	1,118	1,142	1,044	-4.9%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	249	217	211	209	241	-0.3%
Ditch/Embankment	29	31	33	23	35	8.8%
Tree	49	35	35	34	37	-5.7%
Poles/Posts	13	26	20	16	18	17.4%
Fence/Building/ Wall	9	7	13	10	16	25.1%
Guardrail, Traffic Barrier	7	18	9	10	10	29.6%
Other Fixed Object	11	9	3	9	3	12.1%
Immersion	4	10	7	6	5	22.3%
Culvert	1	3	0	0	2	75.0%
Bridge Rail/Abutment/End	3	1	5	2	2	68.3%
All Other Most Harmful Events	28	14	16	18	21	-1.6%

Intersection Crashes

The Problem

- In 2020, 41 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 2020, while 53 percent of the fatal intersection-related crashes occurred on rural roadways.
- While the majority total intersection-related crashes were evenly split among intersections with signals (41 percent) and stop signs (42 percent); with 14 percent at intersections with no traffic control. Most of the fatal intersection crashes (62 percent) occurred at intersections with stop signs; with 18 percent at intersections with traffic signals and 12 percent at intersections with no control.
- Of the 38 people killed in crashes at intersections, 27 were passenger motor vehicle occupants, 6 were motorcyclists, 3 were pedestrians, 1 was the occupant of a motorhome, and 1 was on an ATV. Of the 27 passenger motor vehicle occupants killed, 12 (44 percent) were not restrained.
- Intersection related crashes cost Idahoans nearly \$1.1 billion in 2020. This represents 28 percent of the total economic cost of crashes.

Intersection–Related Crashes on Idaho Highways, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Intersection Crashes	10,965	10,931	10,754	11,486	9,228	-3.7%
Fatalities	45	46	57	41	38	-2.3%
Suspected Serious Injuries	545	521	519	489	365	-9.0%
Suspected Minor Injuries	1,897	1,719	1,926	1,852	1,641	-3.1%
Possible Injuries	4,064	3,945	4,283	4,288	3,323	-4.2%
Traffic Control Device at Intersection						
Signal	4,419	4,411	4,338	4,591	3,749	-3.6%
%	40%	40%	40%	40%	41%	0.2%
Stop Sign	4,433	4,385	4,349	4,711	3,880	-2.8%
%	40%	40%	40%	41%	42%	1.0%
None	1,807	1,815	1,747	1,824	1,295	-7.0%
%	16%	17%	16%	16%	14%	-3.8%
Yield	192	199	186	211	173	-1.9%
%	2%	2%	2%	2%	2%	1.8%
All Other	114	121	134	149	129	3.7%
%	1%	1%	1%	1%	1%	7.7%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2020, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 26 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 52 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2020, 83 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 (60 percent), while another 18 percent were negotiating a curve.
- Of the 56 people killed in head on or side swipe opposite crashes, 49 were passenger motor vehicle occupants, 4 were riding a motorcycle, 2 were commercial vehicle occupants, and 1 was in a motorhome. Of the 49 passenger motor vehicle occupants, 18 (37 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans nearly \$692 million in 2020. This represents 18 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Head-On/Side Swipe Opposite Crashes	942	1,005	840	933	753	-4.5%
Fatalities	32	50	34	56	56	22.2%
Suspected Serious Injuries	135	134	121	119	121	-2.6%
Suspected Minor Injuries	236	258	227	229	199	-3.7%
Possible Injuries	374	378	339	365	308	-4.3%

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 only 15 percent of the crashes in work zones in 2020. 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 \$103 million in 2020. This represents 3 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Work Zone Crashes	324	453	630	590	753	25.0%
Fatalities	0	9	10	7	5	113.1%
Suspected Serious Injuries	19	16	34	18	26	23.5%
Suspected Minor Injuries	59	73	100	66	99	19.2%
Possible Injuries	96	166	197	203	277	32.8%
% All Crashes	1.3%	1.8%	2.6%	2.2%	3.3%	30.7%
Workers Injured	0	1	1	1	0	0.0%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare yet are often very severe when they occur: Of the 19 crashes in 2020, 6 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 2020, 79% of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans over \$1.2 thousand in 2020. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total Train Crashes	17	12	9	9	19	14.2%
Fatalities	0	3	1	0	0	8.3%
Suspected Serious Injuries	1	4	0	0	1	50.0%
Suspected Minor Injuries	1	1	2	2	3	37.5%
Possible Injuries	5	2	0	2	2	-15.0%
Location of Crashes						
Rural Roads	10	9	6	9	15	18.3%
Urban Roads	7	3	3	0	4	-14.3%

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 60 cross-median crashes in 2019, 37 (62 percent) resulted in an injury.
- Cross-median crashes cost Idahoans nearly \$31 million in 2020. This represents just less than 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Cross Median Crashes	56	66	65	68	60	2.3%
Fatalities	4	4	3	3	2	-14.6%
Suspected Serious Injuries	8	16	8	5	11	33.1%
Suspected Minor Injuries	19	13	16	14	15	-3.5%
Possible Injuries	19	22	14	24	32	21.0%

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 2020, 94 percent of the school bus occupants on buses involved in crashes sustained no injuries.
- Crashes with school buses cost Idahoans nearly \$6 million in 2020. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2016-2020

	2016	2017	2018	2019	2020	Avg. Yearly Change 2016-2020
Total School Bus Crashes	78	108	115	102	49	-4.6%
Fatalities	0	0	0	0	0	0.0%
Suspected Serious Injuries	0	12	5	0	1	10.4%
Suspected Minor Injuries	20	55	43	31	9	13.6%
Possible Injuries	21	88	35	27	24	56.2%

HIGHWAY SAFETY PROJECTS for FFY 2023 by PROGRAM AREA

The statewide safety partners work to achieve Idaho's safety targets 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 2023. The information is presented by Program Area.

Each Program Area section contains the following information:

- **Program Area Description:** Description and definition of the program area.
- **Problem Identification:** Description of the problem using state crash and demographic data that provides justification for including the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Idaho.
- **Primary Performance Measure:** Targets for total annual crashes; major injuries and fatalities by focus area groups are set in this plan based on 5-year averages.
- **Primary Countermeasure Strategies:** Strategies will be implemented in the next year by the Office of Highway Safety and Idaho's safety partners. The countermeasures are proven effective nationally, have been successful in Idaho and are appropriate given the data in the problem identification report and resources available.
 - **Planned Activities:** Identified by a unique identifier
 - **Planned Activity Name**
 - **Activity Description**
 - **Intended Subrecipients**
 - **Countermeasure Strategy**
 - **Funding Source**

The following Program Areas have been identified in this HSP:

- Community Traffic Safety Program
- Distracted Driving
- Impaired Driving (Drug and Alcohol)
- Motorcycle Safety
- Non-motorized (Pedestrians and Bicyclists)
- Occupant Protection (Adult and Child Passenger Safety)
- Planning and Administration
- Police Traffic Services
- Traffic Records

Community Traffic Safety Program

Community Traffic Safety Programs 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 OHS finds challenging to reach. With such a small staff, it is vitally important for the OHS program team to use all of the collaborative, outreach and partnering opportunities available. Projects that fall under the umbrella of Community Traffic Safety Program are set up to address very specific initiatives and targets.

Communications are initiated by the OHS 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 ITD communications department. The OHS also initiates and coordinates public service announcements, interview opportunities, and press conferences. The OHS maintains Twitter, Facebook, and Instagram accounts. The ITD maintains a website and YouTube channel that includes numerous traffic safety videos and our media buy videos.

Outreach also includes education, training and liaison activities dedicated to law enforcement. Law enforcement outreach is conducted to encourage effective participation in the high visibility enforcement campaigns. Training provides up-to-date information regarding highway safety research, best practices and awareness.

Problem Identification: See page 22-23 Statewide Problem Identification

Primary Performance Measure:

- Reduce the 5-year average number of fatalities to 244 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Law Enforcement Training
- Law Enforcement Outreach Liaison
- Mass Media Campaigns
- Behavioral Safety Education

Planned Activities:

Planned Activity	S0023CP
Planned Activity Name	Community Traffic Program Area Management
Activity Description	Funding will provide development and support to implement and manage the community traffic projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	50,000
Match	12,500
Local Benefit	0
NHTSA Federal Aid Proj #	CP-2023-CP-00-00

Planned Activity	SCP2301
Planned Activity Name	Highway Safety Education and Training
Activity Description	Conduct annual Highway Safety Education and Training workshops in 2023. This will include continuing education and training on the latest information and advances in traffic safety provided by subject matter experts for our highway safety partners and stakeholders.
Intended Subrecipients	Office of Highway Safety
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful enforcement. The Education and Training interfaces with all of the behavioral safety program areas which is why we have it under the umbrella of Community Traffic Safety.
Countermeasure Strategy	Law Enforcement Training
Funding Source	BIL NHTSA 402
Funding	150,000
Match	37,500
Local Benefit	0
NHTSA Federal Aid Proj #	CP-2023-01-00-00

Planned Activity	SCP2302
Planned Activity Name	Law Enforcement Liaison Program
Activity Description	Support one Law Enforcement Liaison(LEL) for each of the 6 transportation districts in Idaho. LELs promote highway safety outreach, encourage law enforcement HVE participation, and offer assistance and expertise to communities.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Law Enforcement Outreach Liaisons have been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. Our LEL program is influential and interfaces with all of our behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.
Countermeasure Strategy	Law Enforcement Outreach Liaison
Funding Source	BIL NHTSA 402
Funding	75,000
Match	18,750
Local Benefit	30,000
NHTSA Federal Aid Proj #	CP-2023-02-00-00

Planned Activity	SPM2302
Planned Activity Name	Public Opinion Survey
Activity Description	Provide funding for a survey to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations.
Intended Subrecipients	Media Firm
Rationale	A survey will aid in the focused of behavioral programs. The survey addresses all of the behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.
Countermeasure Strategy	Behavioral Safety Education
Funding Source	BIL NHTSA 402
Funding	30,000
Match	7,500
Local Benefit	0
NHTSA Federal Aid Proj #	PM-2023-02-00-00

Planned Activity	SPM2301
Planned Activity Name	Paid Media
Activity Description	Support education and outreach efforts which are a vital component of statewide traffic efforts. Efforts will target specific demographics based on the focus of the media. Efforts include: outreach to businesses, schools and the public to raise awareness of traffic safety laws, resources and training. Media campaigns will standardize messaging among safety partners and support high visibility enforcement efforts.
Intended Subrecipients	Media Firm
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful traffic-enforcement activities. NHTSA supports the use of media and also provides resources through TrafficSafetyMarketing.org .
Countermeasure Strategy	Mass Media Campaigns
Funding Source	BIL NHTSA 402
Funding	1,125,000
Match	281,250
Local Benefit	450,000
NHTSA Federal Aid Proj #	PM-2023-01-00-00



Distracted Driving

Distracted driving crashes are those where an investigating law enforcement officer indicates that either inattention or a distraction in or on the vehicle was a contributing factor in the crash. Distraction is defined by NHTSA as, “A specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity.” Distraction is categorized into the three following types: visual (taking your eyes off the road), manual (taking your hands off the wheel), and cognitive (taking your mind off the road).

During the 2020 Idaho legislative session, a hands-free law was passed which makes enforcing distracted driving viable.

Problem Identification: See page 25, Distracted Driving

Primary Performance Measure:

- Reduce the 5-year average number of distracted driving fatalities to 45 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Behavioral Safety Education
- High Visibility Cellphone/Text Messaging Enforcement

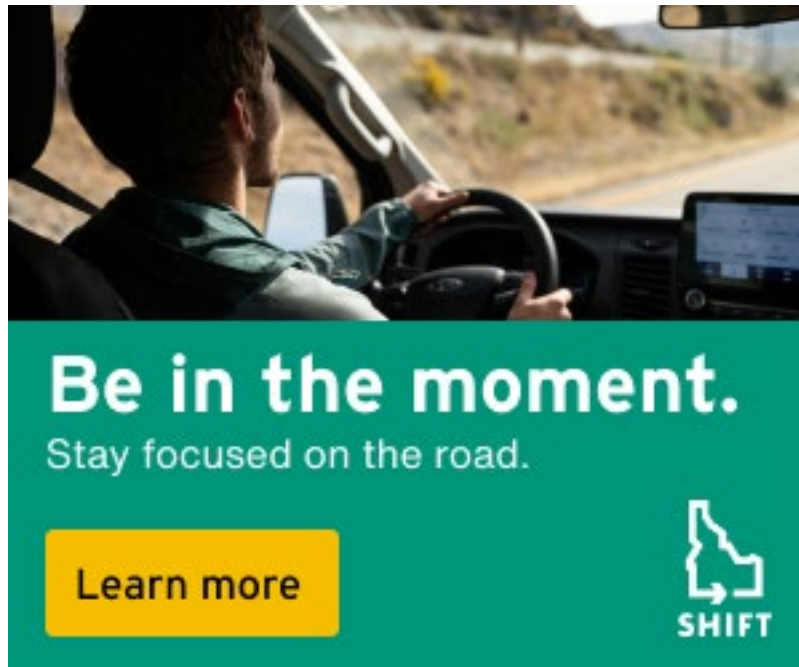
Planned Activities:

Planned Activity	S0023DD
Planned Activity Name	Distracted Driving Program Area Management
Activity Description	Funding will provide development and support to implement and manage the distracted driving projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	30,000
Match	7,500
Local Benefit	0
NHTSA Federal Aid Proj #	DD-2023-DD-00-00

Planned Activity	SDD2301
Planned Activity Name	Distracted Driving Statewide Services
Activity Description	Provide support and resources for education and outreach that promote safe driving free from distractions.
Intended Subrecipients	Office of Highway Safety
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use.
Countermeasure Strategy	Behavioral Safety Education
Funding Source	BIL NHTSA 402
Funding	20,000
Match	5,000
Local Benefit	20,000
NHTSA Federal Aid Proj #	DD-2023-01 -00-00

Planned Activity	SDD2302
Planned Activity Name	Distracted Driving HVE Mini-Grants
Activity Description	Distracted driving high visibility enforcement emphasizing the primary hands-free law.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use.
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Funding Source	BIL NHTSA 402
Funding	20,000
Match	5,000
Local Benefit	20000
NHTSA Federal Aid Proj #	DD-2023-02-00-00

Planned Activity	SDD23EA
Planned Activity Name	HVE - Distracted Driving , Nat'l DD Awareness Month
Activity Description	Statewide distracted driving high visibility enforcement mobilization to eliminate distracted driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use. Idaho has a hands-free law which allows law enforcement to more effectively enforce the law.
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Funding Source	BIL NHTSA 402
Funding	140,000
Match	35,000
Local Benefit	140,000
NHTSA Federal Aid Proj #	DD-2023-EA-00-00



Impaired Driving (Drug and Alcohol)

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.

Problem Identification: See page 27, Impaired Driving

Primary Performance Measure:

- Reduce the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater to 72 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Alcohol Impairment, Detection, Enforcement and Sanctions
- Traffic Safety Resource Prosecutor
- Drug Recognition Expert (DRE) Training
- Zero-Tolerance Law Enforcement
- High Visibility Enforcement
- Communication and Outreach: Supporting Enforcement

Planned Activities:

Planned Activity	S0023AL
Planned Activity Name	Impaired Driving Program Area Management (402)
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	30,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	AL-2023-AL-00-00

Planned Activity	S2399ID
Planned Activity Name	(405d) Impaired Driving Program Area Management
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL 405d Impaired Driving
Funding	60,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M5X-2023-ID-00-00

Planned Activity	SAL2301
Planned Activity Name	Impaired Driving Statewide Services (402)
Activity Description	Implement strategies to educate Idahoans on the dangers and effects of impaired driving. The funding will also be used to provide education and training to law enforcement, judicial, probation and prosecutorial professionals regarding the enforcement and adjudication of Idaho DUI laws.
Intended Subrecipients	Office of Highway Safety
Rationale	Highway Safety Programs Guidelines No. 8 state that prosecution, adjudication, laws, enforcement and administrative sanctions and communications are required to achieve both specific and general deterrence to impaired driving. Providing education for the professionals who provide those services is essential.
Countermeasure Strategy	Communication & Outreach: Supporting Enforcement
Funding Source	BIL NHTSA 402
Funding	50,000
Match	12,500
Local Benefit	40,000
NHTSA Federal Aid Proj #	AL-2023-01-00-00

Planned Activity	SAL2302
Planned Activity Name	Mothers Against Drunk Driving (MADD) Court Monitoring
Activity Description	Support a court monitor program for impaired driving cases in Idaho.
Intended Subrecipients	Mothers Against Drunk Driving
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" court monitoring programs produce higher conviction rates and stiffer sentences .
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Funding Source	BIL 402
Funding	37,000
Match	9,250
Local Benefit	0
NHTSA Federal Aid Proj #	AL-2023-02-00-00

Planned Activity	SID2301
Planned Activity Name	Impaired Driving Statewide Services (405d)
Activity Description	Funding for impaired driving targeted enforcement mini-grants for special events and the tools to support the efforts.
Intended Subrecipients	Law Enforcement Agencies
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Funding Source	BIL 405d Impaired Driving
Funding	100,000
Match	25,000
Local Benefit	0
NHTSA Federal Aid Proj #	M5X-2023-01-00-00

Planned Activity	SID2302
Planned Activity Name	Traffic Safety Resource Prosecutor (TSRP)
Activity Description	Fund a Traffic Safety Resource Prosecutor for Idaho to provide legal research, guidance, technical assistance and training as it relates to successful prosecution of traffic laws.
Intended Subrecipients	Idaho Prosecuting Attorneys Association
Rationale	The Traffic Safety Resource Prosecutor has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program.
Countermeasure Strategy	Traffic Safety Resource Prosecutor
Funding Source	BIL 405d Impaired Driving
Funding	325,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M5CS-2023-02-00-00

Planned Activity	SID2303
Planned Activity Name	State Impaired Driving Coordinator (SIDC)
Activity Description	Provide training, disseminate information and resources, and manage the operation of the DRE, DEC, ARIDE, SFST, LEPP and Phlebotomy programs for Idaho.
Intended Subrecipients	Idaho State Police
Rationale	A DEC program has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. The State Impaired Driving Coordinator oversees this program.
Countermeasure Strategy	Drug Recognition Expert (DRE) Training
Funding Source	BIL 405d Impaired Driving
Funding	310,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M5IDC-2023-03-00-00

Planned Activity	SID2304
Planned Activity Name	Idaho State Police - DUI Task Force
Activity Description	Funding will support the Idaho State Police DUI Task Force by providing sustained enforcement, public education and outreach.
Intended Subrecipients	Idaho State Police
Rationale	High visibility saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Countermeasure Strategy	Zero-Tolerance Law Enforcement
Funding Source	BIL 405d Impaired Driving
Funding	23,500
Match	5,875
Local Benefit	0
NHTSA Federal Aid Proj #	M5X-2023-04-00-00



Planned Activity	SID23EA
Planned Activity Name	HVE - Impaired Driving Dec/Jan Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving-related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL 405d Impaired Driving
Funding	200,000
Match	50,000
Local Benefit	0
NHTSA Federal Aid Proj #	M5HVE-2023-EA-00-00

Planned Activity	SID23EB
Planned Activity Name	HVE - Impaired Driving 4th of July Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving-related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL 405d Impaired Driving
Funding	150,000
Match	37,500
Local Benefit	0
NHTSA Federal Aid Proj #	M5HVE-2023-EB-00-00

Planned Activity	SID23EC
Planned Activity Name	HVE - Impaired Driving Labor Day Mobilization
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL 405d Impaired Driving
Funding	150,000
Match	37,500
Local Benefit	0
NHTSA Federal Aid Proj #	M5HVE-2023-EC-00-00

Planned Activity	SID23PM
Planned Activity Name	Impaired Driving Paid Media
Activity Description	Purchase paid media and develop a media plan to provide education, outreach and support the high visibility impaired driving enforcement mobilization efforts.
Intended Subrecipients	Media Firm
Rationale	Enforcement when accompanied by publicity can be effective in reducing alcohol-related fatal crashes. Additionally using the researched Positive Culture Framework model, messages are created to deter impaired driving. Education through various communications and outreach is especially important for youth under 21 years of age.
Countermeasure Strategy	Communications & Outreach: supporting Enforcement
Funding Source	BIL 405d Impaired Driving
Funding	300,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M5PEM-2023-PM-00-00

Motorcycle Safety

The number of motorcycle crashes decreased in 2020 by 4% but the number of motorcycle fatalities increased 8%. Of all motorcyclists involved in crashes in 2020, 86% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 41% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (45%) were single-vehicle crashes and 52% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2020, all were 29 years of age or older and 78% were 45 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 71% of those riders involved in crashes in 2020 were wearing a helmet while 56% of riders 18 and older involved in crashes were wearing helmets.

Problem Identification: See page 30, Motorcycles

Primary Performance Measure:

- Reduce the 5-year average number of motorcycle fatalities to 32 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Motorcycle Rider Training

Planned Activities:

Planned Activity	S0023MC
Planned Activity Name	Motorcycle Program Area Management
Activity Description	Funding will provide development and support to implement and manage the motorcycle projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	15,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	MC-2023-MC-00-00

Planned Activity	SMA2301
Planned Activity Name	Motorcycle Awareness Paid Media
Activity Description	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders.
Intended Subrecipients	Media Firm
Rationale	405f limitation to the requirement that the funds can only be used to send a message to vehicle drivers and not the riders.
Countermeasure Strategy	Communication Campaign
Funding Source	BIL 405f Motorcycle Programs
Funding	60,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M11MA-2023-01-00-00

Planned Activity	SMA2302
Planned Activity Name	Motorcycle Safety Statewide Services
Activity Description	Working with motorcycle safety partners to provide education, outreach and projects that support and promote motorcycle safety and awareness.
Intended Subrecipients	Office of Highway Safety
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" promote the use of protective clothing and measures that increase rider conspicuity to help with the visibility and safety of the riders.
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	BIL 405f Motorcycle Programs
Funding	16,000
Match	4,000
Local Benefit	6,400
NHTSA Federal Aid Proj #	M11MA-2023-02-00-00

Planned Activity	SMC2302
Planned Activity Name	Motorcycle Safety Training and Education
Activity Description	Training and education efforts with our motorcycle safety partners to provide education, outreach, and project support to promote motorcycle safety.
Intended Subrecipients	Office of Highway Safety
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" rider education and training courses are widely used and may provide a reduction in crash severity.
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	BIL NHTSA 402
Funding	2,000
Match	500
Local Benefit	800
NHTSA Federal Aid Proj #	MC-2023-02-00-00

Non-Motorized (Pedestrians and Bicyclist)

Crashes involving pedestrians decreased by 3% in 2020, and the number of pedestrians killed in motor vehicle crashes decreased by 26%. Of all pedestrians involved in crashes in 2020, 97% received some degree of injury.

The number of bicycle crashes decreased by 1% in 2020 and there were four bicyclists killed. Of the bicyclists involved in crashes in 2020, 96% received some degree of injury. Of all bicyclists involved in crashes in 2020, 20% were between the ages of 4 and 14.

Problem Identification: See page 31, Pedestrians and Bicyclists

Primary Performance Measure:

- Reduce the 5-year average number of bicyclist fatalities to 4 or fewer.
- Reduce the 5-year average number of pedestrian fatalities to 15 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Behavioral Safety Education

Planned Activities:

Planned Activity	S0023PS
Planned Activity Name	Bicycle and Pedestrian Safety Program Area Management
Activity Description	Funding will provide development and support to implement and manage the bicycle and pedestrian safety projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	25,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	PS-2023-PS-00-00

Planned Activity	SPS2301
Planned Activity Name	Bicycle and Pedestrian Statewide Services
Activity Description	Provide education and outreach that support and promote bicycle and pedestrian safety through the support of resources and mini-grants.
Intended Subrecipients	Office of Highway Safety
Rationale	All but two of the 14 pedestrians killed were 25 years or older, therefore training work will be geared towards adult pedestrians making better road crossing decisions.
Countermeasure Strategy	Behavioral Safety Education
Funding Source	BIL NHTSA 402
Funding	50,000
Match	12,500
Local Benefit	20,000
NHTSA Federal Aid Proj #	PS-2023-01-00-00

Occupant Protection

(Adult and Child Passenger Safety)

Occupant protection in a vehicle includes the proper use of seat belts, car seats, and airbags. 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. Idaho law requires every occupant to utilize the proper restraints and safety devices in all seating positions in the vehicle. However, Idaho consistently experiences a percentage higher than the national average (50%) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year.

Problem Identification: See page 26 Safety Restraints

Primary Performance Measure:

- Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 103 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communications and Outreach: Strategies for Child Restraint Use
- Behavioral Safety Education
- Communication Campaign
- Short-term, High Visibility Seat Belt Law Enforcement
- Special emphasis on child restraint programs that serve high-risk populations
- Special emphasis on teenage driver seat belt education, see pages 65 & 66

Planned Activities:

Planned Activity	SOP2301
Planned Activity Name	Child Passenger Safety Coordination Program
Activity Description	Sustained coordination of a statewide child passenger safety program to include CPS technician and instructor certifications training, data tracking of CPS locations, maintain network of inspection stations, and provide community awareness efforts.
Intended Subrecipients	Lemhi County Sheriff's Office
Rationale	The goal is to grow the network of child passenger safety technicians and CPS check sites in Idaho.
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	BIL 405b OP Low
Funding	95,000
Match	23,750
Local Benefit	38,000
NHTSA Federal Aid Proj #	M2X-2023-01-00-00

Planned Activity	SOP2302
Planned Activity Name	Child Passenger Safety Statewide Services
Activity Description	Provide occupant protection educational and outreach materials regarding the importance of CPS as well as provide continued education and training to CPS Technicians.
Intended Subrecipients	Office of Highway Safety
Rationale	Highway Safety Program Guideline No. 10 - administer child safety seat programs.
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	BIL 405b OP Low
Funding	60,000
Match	25,000
Local Benefit	40,000
NHTSA Federal Aid Proj #	M2X-2023-02-00-00

Planned Activity	SOP2303
Planned Activity Name	Child Passenger Safety Restraints
Activity Description	Fund the distribution of child passenger seats at child passenger check sites on a needs basis for socially or economically disadvantaged.
Intended Subrecipients	Child Passenger Safety Technician Sites
Rationale	1300.21 (6) (F) (vi) Purchase and distribute child restraints for underserved families. Using the CPS local liaisons, seats are distributed on a needs-based system.
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	BIL 405b OP Low
Funding	20,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M2CSS-2023-03-00-00

Planned Activity	SOP2304
Planned Activity Name	Occupant Protection Observational Survey (NOPUS)
Activity Description	Conduct an observation seat belt survey to obtain the percentage of Idaho seat belt use.
Intended Subrecipients	Office of Highway Safety
Rationale	Federal requirement for funding. The data from the survey is used to implement seat belt high visibility enforcement in low use regions.
Countermeasure Strategy	Behavioral Safety Education
Funding Source	BIL 405b OP Low
Funding	40,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M2X-2023-0400-00

Planned Activity	SOP2305
Planned Activity Name	Child Passenger Safety Statewide Safety Education and Training
Activity Description	Provide Occupant Protection/CPS Safety Education and Training for technicians, instructors, law enforcement and all who have interest in child passenger safety.
Intended Subrecipients	Office of Highway Safety
Rationale	Highway safety Program Guideline No. 20, V. Occupant Protection for Children Program, assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics.
Countermeasure Strategy	Behavioral Safety Education
Funding Source	BIL 405b OP Low
Funding	45,000
Match	
Local Benefit	
NHTSA Federal Aid Proj #	M2X-2023-05-00-00

Planned Activity	SSB2302
Planned Activity Name	Child Passenger Safety Liaison Program
Activity Description	Support one Child Passenger Safety Liaison (CPSL) for each of the 7 Idaho health districts. CPSL's provide outreach, education, and assistance.
Intended Subrecipients	Office of Highway Safety
Rationale	To adequately meet the needs of the communities. The CPS program uses a liaison from the local area to direct and assess the programs.
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	BIL NHTSA 402
Funding	45,000
Match	11,250
Local Benefit	18,000
NHTSA Federal Aid Proj #	OP-2023-01-00-00

Planned Activity	SSB2301
Planned Activity Name	Child Passenger Safety Statewide Services
Activity Description	Fund the distribution of child passenger seats at child passenger check locations on a needs basis for socially or economically disadvantaged families and assist with continued education and training for CPS Technicians.
Intended Subrecipients	CPS Technician Sites
Rationale	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed on a needs-based system.
Countermeasure Strategy	Comm & Outreach: Strategies for Child Restraint Use
Funding Source	BIL NHTSA 402
Funding	100,000
Match	25,000
Local Benefit	40,000
NHTSA Federal Aid Proj #	OP-2023-02-00-00

Planned Activity	SOP23EA
Planned Activity Name	HVE - Occupant Protection Nov. Thanksgiving
Activity Description	Statewide seat belt high visibility enforcement mobilization to reduce seat belt non-use related traffic fatalities, serious injuries and economic loss. The efforts will be targeted toward the high-risk rural population. The NOPUS results showed a lower seat belt use rate on rural idaho roads.
Intended Subrecipients	Law Enforcement Agencies
Rationale	NHTSA supports the annual 'Click it or Ticket' High Visibility Enforcement seat belt campaign in late May each year.
Countermeasure Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Funding Source	BIL 405b OP Low
Funding	100,000
Match	25,000
Local Benefit	100,000
NHTSA Federal Aid Proj #	M2HVE-2023-EA-00-00

Planned Activity	SOP23EB
Planned Activity Name	HVE - Occupant Protection CIOT Mobilization
Activity Description	Statewide seat belt high visibility enforcement mobilization reduces seat belt non-use related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	NHTSA supports the annual 'Click it or Ticket' High Visibility Enforcement seat belt campaign in late May each year.
Countermeasure Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Funding Source	BIL 405b OP Low
Funding	150,000
Match	37,500
Local Benefit	150,000
NHTSA Federal Aid Proj #	M2HVE-2023-EB-00-00
Planned Activity	S0023SB
Planned Activity Name	Occupant Protection Program Area Management
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects and coordination of the SHSP OP committee. This position also helps to coordinate and support the non-federally funded projects that target teen drivers like Alive at 25, Battle of the Belts, and STEM partnership.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	30,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	OP-2023-SB-00-00

Planned Activity	S2399OP
Planned Activity Name	(405b) Occupant Protection Program Area Management
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects and coordination of the SHSP OP committee. This position also helps to coordinate and support the non-federally funded projects that target teen drivers like Alive at 25, Battle of the Belts, and STEM partnership.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL 405b OP Low
Funding	60,000
Match	0
Local Benefit	
NHTSA Federal Aid Proj #	M2X-2023-OP-00-00

Planned Activity	SOP23PM
Planned Activity Name	Occupant Protection Paid Media
Activity Description	Purchase paid media and develop a media plan to provide education, outreach and support the high visibility seat belt enforcement efforts.
Intended Subrecipients	Media Firm
Rationale	Enforcement when accompanied by publicity can be effective in reducing unbelted fatal and serious injury crashes. Additionally, using the researched Positive Culture Framework model, messages are created to improve occupant protection use.
Countermeasure Strategy	Comm & Outreach: Supporting Enforcement
Funding Source	BIL 405b OP Low
Funding	200,000
Match	
Local Benefit	
NHTSA Federal Aid Proj #	M2X-2023-PM-00-00

Occupant Protection

*(Youthful- Drivers and Passengers)

Drivers, ages 15 to 19, represented just more than 5 percent of licensed drivers in Idaho in 2020, yet they represented 11 percent of the drivers involved in fatal and serious injury crashes. The following contains details about some of the activities that OHS is undertaking to engage teenage drivers and teen passengers, to increase seat belt usage and reduce fatal and injury crashes, some of the activities are non-federally funded.

Alive at 25

Alive at 25 is a defensive driving course for Idaho's young drivers 15-24 years old. The 4 ½ hour courses, developed by the National Safety Council, is taught by law enforcement and is offered at no cost to the student. Idaho has 24 very active instructors in nine locations across the state, as far north as Coeur d'Alene and as far east as Rexburg. This also includes two virtual instructors who teach the course via the Zoom platform to students in very remote locations, unable to drive to a course. In 2021, there were 2,177 students who successfully completed the course.

Battle of the Belts

The Idaho Battle of the Belts is a scholarship competition for high school students across Idaho to develop plans for increasing seat belt use in their high schools and their communities. Submissions can be made in the following categories:

- a. Video (Public Service Announcement) no longer than 60 seconds.
- b. 15 to 30 second Audio Recording (Public Service Announcement) for airing on English or Spanish radio stations.
- c. Billboard (outdoor media) Artwork.
- d. Local community safety event summary (activities held, focus(es) of activities, where, when, estimated number of attendees, who participated/assisted, who attended).
- e. Social Media

The program is sponsored in whole by State Farm Insurance, and awards were made to three winners this year, with the first-place winner receiving \$2,500, the second-place winner received \$2,000, and the third place winner received \$1,500. In 2022, there were 14 applicants from nine different schools across the state.

STEM Partners “Do the Math” Project

The OHS is partnering with the Idaho Department of Education Math Program and the Idaho STEM Action Center to develop a module for Idaho 9th Grade math teachers based on the Idaho Traffic Crash Dashboards. This project will help build awareness among teenage drivers about the risks of unsafe driving behaviors,

including occupant protection, by researching Idaho's crash statistics for 15-19-year-old young driver crash dashboards from the AASHTOWareSafety Crash Data.

Youthful Driver & Passenger Paid Media

This spring, the Office of Highway Safety launched a new seat belt campaign called "Life's Moments." This campaign targets young men (16-24) from rural parts of Idaho. The tagline of the campaign is **"life's best moments, brought to you by a seat belt."** The campaign focuses on important milestones in life and how wearing a seat belt can make them possible. We ran this campaign in May, it included a heavy presence on social media and on streaming television to help reach our target demographic.

We also have billboards we purchased on a year-long basis in rural areas of Idaho. To coincide with our May campaign, we changed out the vinyl on the billboards to show a seat belt with the words **"Buckle up Idaho."** Using the year-long approach to these billboards helps us have a sustained presence in more rural areas while keeping a lower price point than we would get on shorter campaigns. This is a 402 project.

For the last several years, we run a media campaign for **Teen Driver Safety Week**. The campaign focuses on seat belts, aggressive driving, and distracted driving. We are currently working on a plan to expand this campaign for the entire school year. The project would include a combination of state and federal funds. We are currently in discussion with the Idaho High School Activities Association as well as several other partners to deliver messaging to teens in a school setting. The focus of this effort is to increase teen engagement with our media and will include a peer-to-peer element. We expect a formal presentation from our media team within the next two weeks.



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, the Idaho Traffic Safety Commission (ITSC) was created and Idaho Statute 40-409 stipulates the ITSC duties.

Problem Identification: See the following: pages 22-23

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 244 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management

Planned Activity	S0023PA
Planned Activity Name	Planning and Administration
Activity Description	Support program management to implement and manage all highway safety programs as well as travel, training, planning, coordination, and tools to support program management.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Management to establish procedures, conduct planning, and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	200,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	PA-2023--PA-00-00

Police Traffic Services

The Office of Highway Safety (OHS) implements activities in support of national and state highway safety targets to reduce motor vehicle related fatalities and injuries. The activities include participation in national high-visibility law enforcement mobilizations, mini-grants, and sustained enforcement which, addresses impaired, aggressive, and distracted driving, and occupant protection. The sustained enforcement uses the Selective Traffic Enforcement Program (STEP) model which combines intensive enforcement of specific traffic safety laws with extensive communication, education and outreach to inform the public about the enforcement efforts and activities.

Problem Identification: See page 24, Aggressive Driving and pages 22-23, Statewide.

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 244 or fewer.
- Reduce the 5-year average number of speed fatalities to 61 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- High Visibility Enforcement
- Law Enforcement Training
- Sustained Enforcement

Planned Activities:

Planned Activity	S0023PT
Planned Activity Name	Police Traffic Services Program Area Management
Activity Description	Funding will provide development and support to implement and manage the police traffic services projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	90,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	PT-2023-PT-00-00

Planned Activity	SPT2301
Planned Activity Name	Police Traffic Statewide Services - Mini Grants
Activity Description	Funding to support high visibility enforcement campaigns during targeted community events based on need/data and tools, equipment, and training required to support and enhance HVE efforts. Equipment follows NHTSA's Conforming Products List for speed measuring devices (2019).
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	100,000
Match	25,000
Local Benefit	100,000
NHTSA Federal Aid Proj #	PT-2023-01-00-00

Planned Activity	SPT2302
Planned Activity Name	Police Traffic Services, Training Support & Mini Grants
Activity Description	Funding for education and training in the area of speed management, aggressive and distracted driving to reduce fatal and serious injury crashes. Supports training and travel for education regarding innovation in community-based traffic safety and enforcement.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful speed and aggressive driving enforcement.
Countermeasure Strategy	Law Enforcement Training
Funding Source	BIL NHTSA 402
Funding	25,000
Match	6,250
Local Benefit	25,000
NHTSA Federal Aid Proj #	PT-2023-02-00-00

Planned Activity	SPT2303
Planned Activity Name	Moscow Police Department - Enforcement
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis which includes education and outreach.
Intended Subrecipients	Moscow Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Moscow has a large college population with a majority of the students under 21 years of age.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	100,000
Match	25,000
Local Benefit	100,000
NHTSA Federal Aid Proj #	PT-2023-03-00-00

Planned Activity	SPT2304
Planned Activity Name	Boise Police Department - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact.
Intended Subrecipients	Boise Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	300,000
Match	50,000
Local Benefit	200,000
NHTSA Federal Aid Proj #	PT-2023-04-00-00

Planned Activity	SPT2305
Planned Activity Name	Nampa Police Department - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis. Continuing education for officers to support effective innovative enforcement measures.
Intended Subrecipients	Nampa Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For a city with a population over 40K, Nampa has the second highest fatal and serious injury rate at 10.3.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	150,000
Match	25,000
Local Benefit	100,000
NHTSA Federal Aid Proj #	PT-2023-05-00-00

Planned Activity	SPT2306
Planned Activity Name	Meridian Police Department - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Meridian Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For a city with a population over 40K, Meridian has the highest fatal and serious injury rate at 11.9.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	43,000
Match	10,750
Local Benefit	43,000
NHTSA Federal Aid Proj #	PT-2023-06-00-00

Planned Activity	SPT2307
Planned Activity Name	Twin Falls County Sheriff's Office - Enforcement
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact.
Intended Subrecipients	Twin Falls County Sheriffs Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Twin Falls Co. has a seat belt use rate of only 77.8%, and 61.6% of the fatal and injury crashes were a result of aggressive driving.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	20,000
Match	5,000
Local Benefit	20,000
NHTSA Federal Aid Proj #	PT-2023-07-00-00

Planned Activity	SPT2308
Planned Activity Name	Jerome City Police Department
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact.
Intended Subrecipients	Jerome City Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. When compared to other counties of similar population, Jerome County ranks third in fatal and serious injury crashes as a result of aggressive driving.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	40,000
Match	10,000
Local Benefit	40,000
NHTSA Federal Aid Proj #	PT-2023-08-00-00

Planned Activity	SPT2309
Planned Activity Name	Idaho State Police - Year-Long Enforcement
Activity Description	Year-long sustained high visibility enforcement efforts in each of the 6 transportation districts focusing on data driven areas of concern.
Intended Subrecipients	Idaho State Police
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	350,000
Match	0
Local Benefit	350,000
NHTSA Federal Aid Proj #	PT-2023-09-00-00

Planned Activity	SPT2310
Planned Activity Name	Lewiston Police Department - Strategic Traffic Enforcement Program
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis which includes education and outreach.
Intended Subrecipients	Lewiston Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. Compared to cities of 15K - 39,999K, Lewiston has the second highest number of fatal and injury crashes.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	84,000
Match	21,000
Local Benefit	84,000
NHTSA Federal Aid Proj #	PT-2023-10-00-00

Planned Activity	SPT2311
Planned Activity Name	Bingham County Sheriff's Office - Strategic Traffic Enforcement
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Bingham County Sheriff's Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For counties with a population between 20K-49,999K, Bingham has a fatal and injury rate of 3.8.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	98,000
Match	24,500
Local Benefit	90,000
NHTSA Federal Aid Proj #	PT-2023-11-00-00

Planned Activity	SPT2312
Planned Activity Name	Blackfoot Police Department - Strategic Traffic Enforcement Program
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Blackfoot Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. For an Idaho city with a population between 5K-14,999K Blackfoot has the third highest fatal and serious injury crash rate of .47%
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	86,000
Match	21,500
Local Benefit	7,5000
NHTSA Federal Aid Proj #	PT-2023-12-00-00

Planned Activity	SPT2313
Planned Activity Name	Garden City Police Department - Strategic Traffic Enforcement Program
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Garden City Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	145,000
Match	36,250
Local Benefit	145,000
NHTSA Federal Aid Proj #	PT-2023-13-00-00

Planned Activity	SPT2314
Planned Activity Name	Jerome County Sheriff's Office - STEP
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Jerome County Sheriff's Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	44,000
Match	11,000
Local Benefit	44,000
NHTSA Federal Aid Proj #	PT-2023-14-00-00

Planned Activity	SPT2315
Planned Activity Name	Kootenai County Sheriff's Office
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Kootenai County Sheriff's Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	100,000
Match	25,000
Local Benefit	100,000
NHTSA Federal Aid Proj #	PT-2023-15-00-00

Planned Activity	SPT2316
Planned Activity Name	Kuna Police Department
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Kuna Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	117,000
Match	29,250
Local Benefit	117,000
NHTSA Federal Aid Proj #	PT-2023-16-00-00

Planned Activity	SPT2317
Planned Activity Name	Parma Police Department
Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis, which includes education and outreach.
Intended Subrecipients	Parma Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	27,000
Match	6,750
Local Benefit	27,000
NHTSA Federal Aid Proj #	PT-2023-17-00-00

Planned Activity	SPT2318
Planned Activity Name	Boundary County Sheriff's Office
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Boundary County Sheriff's Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	12,600
Match	3,150
Local Benefit	12,600
NHTSA Federal Aid Proj #	PT-2023-18-00-00

Planned Activity	SPT2319
Planned Activity Name	Gem County Sheriff's Office
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Gem County Sheriff's Office
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	30,500
Match	7,625
Local Benefit	30,500
NHTSA Federal Aid Proj #	PT-2023-19-00-00

Planned Activity	SPT2320
Planned Activity Name	Rexburg Police Department
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Rexburg Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	43,000
Match	10,750
Local Benefit	43,000
NHTSA Federal Aid Proj #	PT-2023-20-00-00

Planned Activity	SPT2321
Planned Activity Name	Twin Falls Police Department
Activity Description	Integrated high visibility enforcement on a sustained basis, as well as providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Twin Falls Police Department
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	Sustained Enforcement
Funding Source	BIL NHTSA 402
Funding	26,000
Match	6,500
Local Benefit	26,000
NHTSA Federal Aid Proj #	PT-2023-21-00-00

Planned Activity	SPT23EA
Planned Activity Name	HVE - Aggressive Driving Mobilization
Activity Description	Statewide aggressive driving high visibility enforcement mobilization to reduce speed related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per the "Countermeasures that work...for State Highway Safety Offices" High-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Countermeasure Strategy	High Visibility Enforcement
Funding Source	BIL NHTSA 402
Funding	150,000
Match	37,500
Local Benefit	150,000
NHTSA Federal Aid Proj #	PT-2023-EA-00-00

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.

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 244 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Improves accuracy of a core highway safety database
- Improves timeliness of a core highway safety database

Planned Activities:

Planned Activity	S0023TR
Planned Activity Name	Traffic Records Program Area Management
Activity Description	Funding will provide development and support to implement and manage traffic records projects.
Intended Subrecipients	Office of Highway Safety
Rationale	Program Area Management to establish procedures and ensure program activities are implemented as intended has been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program.
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	BIL NHTSA 402
Funding	20,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	TR-2023-TR-00-00

Planned Activity	STR2301
Planned Activity Name	TRCC Data Improvement
Activity Description	Implement projects within the traffic records system to address deficiencies. Implement changes and show improvement to traffic safety data within the system.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Countermeasure Strategy	Improves accuracy of a core highway safety database
Funding Source	BIL NHTSA 402
Funding	360,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	TR-2023-01-00-00

Planned Activity	SKD2301
Planned Activity Name	Traffic Records Statewide Services
Activity Description	Funding to provide development and support to implement, manage, coordinate and improve the traffic records and roadway safety data projects in the traffic record systems.
Intended Subrecipients	Office of Highway Safety
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	BIL 405c Data Program
Funding	180,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M3DA-2023-01-00

Planned Activity	SKD2302
Planned Activity Name	E-Citation (statewide)
Activity Description	Implement the e-citation software platform for the statewide electronic citation system. Provide equipment and installations costs to implement the software platform for law enforcement including scanners, computers, printers, software and a server.
Intended Subrecipients	Law Enforcement Agencies
Rationale	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	BIL 405c Data Program
Funding	500,000
Match	0
Local Benefit	0
NHTSA Federal Aid Proj #	M3DA-2023-02-00-00



FFY 2023 Funding Plan

402 funds

Unique Identifier	Program Aarea	Planned Activity	Estimated Budget	Funds
Program No.				
S0023AL	Impaired Driving (Drug and Alcohol)	Impaired Driving Program Area Management	\$ 30,000.00	402 Funds
S0023CP	Community Traffic Safety Program	Community Traffic Program Area Management	\$ 50,000.00	402 Funds
S0023DD	Distracted Driving	Distracted Driving Program Area Management	\$ 30,000.00	402 Funds
S0023MA	402 Programs	402 Match	\$ -	402 Funds
S0023MC	Motorcycle Safety	Motorcycle Program Area Management	\$ 15,000.00	402 Funds
S0023PA	Planning and Administration	Planning and Administration	\$ 200,000.00	402 Funds
S0023PS	Non-motorized (Pedestrians and Bicyclist)	Bicke/Ped Safety Program Area Management	\$ 25,000.00	402 Funds
S0023PT	Police Traffic Services	Police Traffic Services Program Area Management	\$ 90,000.00	402 Funds
S0023SB	Occupant Protection (Adult and CPS)	Occupant Protection Program Area Management	\$ 30,000.00	402 Funds
S0023TR	Traffic Records	Traffic Records Program Area Management	\$ 20,000.00	402 Funds
SAL2301	Impaired Driving (Drug and Alcohol)	Impaired Driving Statewide Services	\$ 50,000.00	402 Funds
SAL2302	Impaired Driving (Drug and Alcohol)	Mothers Against Drunk Driving Court Monitoring	\$ 37,000.00	402 Funds
SCP2301	Community Traffic Safety Program	Highway Safety Training and Education	\$ 150,000.00	402 Funds
SCP2302	Community Traffic Safety Program	Law Enforcement Liaison Program	\$ 75,000.00	402 Funds
SDD2301	Distracted Driving	Distracted Driving Statewide Services	\$ 20,000.00	402 Funds
SDD2302	Distracted Driving	Distracted Driving HVE Mini-Grants	\$ 20,000.00	402 Funds
SDD23EA	Distracted Driving	HVE - Distracted Driving , Nat'l DD Awareness Month	\$ 140,000.00	402 Funds
SLB4023	402 Programs	402 Local benefit	\$ -	402 Funds
SMC2302	Motorcycle Safety	Motorcycle Safety Training and Education	\$ 2,000.00	402 Funds
SPM2301	Community Traffic Safety Program	Paid Media	\$ 1,125,000.00	402 Funds
SPM2302	Community Traffic Safety Program	Public Opinion Survey	\$ 30,000.00	402 Funds
SPS2301	Non-motorized (Pedestrians and Bicyclist)	Bicycle and Pedestrian Statewide Services	\$ 50,000.00	402 Funds
SPT2301	Police Traffic Services	Police Traffic Statewide Services - Mini Grants	\$ 100,000.00	402 Funds
SPT2302	Police Traffic Services	Police Traffic Services, Training Support & Mini-Grants	\$ 25,000.00	402 Funds
SPT2303	Police Traffic Services	Moscow Police Department - Enforcement	\$ 100,000.00	402 Funds
SPT2304	Police Traffic Services	Boise Police Department - Enforcement	\$ 300,000.00	402 Funds
SPT2305	Police Traffic Services	Nampa Police Department - Enforcement	\$ 150,000.00	402 Funds
SPT2306	Police Traffic Services	Meridian Police Department - Enforcement	\$ 43,000.00	402 Funds
SPT2307	Police Traffic Services	Twin Falls County Sheriff's Office - Enforcement	\$ 20,000.00	402 Funds
SPT2308	Police Traffic Services	Jerome City Police Department	\$ 40,000.00	402 Funds
SPT2309	Police Traffic Services	Idaho State Police - Year-long - Enforcement	\$ 350,000.00	402 Funds
SPT2310	Police Traffic Services	Lewiston Police Department - STEP	\$ 84,000.00	402 Funds
SPT2311	Police Traffic Services	Bingham County Sheriff's Office - STEP	\$ 98,000.00	402 Funds
SPT2312	Police Traffic Services	Blackfoot Police Department - STEP	\$ 86,000.00	402 Funds
SPT2313	Police Traffic Services	Garden City Police Department - STEP	\$ 145,000.00	402 Funds
SPT2314	Police Traffic Services	Jerome County Sheriff's Office - STEP	\$ 44,000.00	402 Funds
SPT2315	Police Traffic Services	Kootenai County Sheriff's Office - STEP	\$ 100,000.00	402 Funds
SPT2316	Police Traffic Services	Kuna Police Department - STEP	\$ 117,000.00	402 Funds
SPT2317	Police Traffic Services	Parma Police Department - STEP	\$ 27,000.00	402 Funds
SPT2318	Police Traffic Services	Boundary County Sheriff's Office	\$ 12,600.00	402 Funds
SPT2319	Police Traffic Services	Gem County Sheriff's Office	\$ 30,500.00	402 Funds
SPT2320	Police Traffic Services	Rexburg Police Department	\$ 43,000.00	402 Funds
SPT2321	Police Traffic Services	Twin Falls Police Department	\$ 26,000.00	402 Funds
SPT23EA	Police Traffic Services	HVE - Aggressive Driving Mobilization	\$ 150,000.00	402 Funds
SSB2301	Occupant Protection (Adult and CPS)	Child Passenger Safety Liaison Program	\$ 45,000.00	402 Funds
SSB2302	Occupant Protection (Adult and CPS)	Child Passenger Safet Restraints	\$ 100,000.00	402 Funds
STR2301	Traffic Records	TRCC Data Improvement	\$ 360,000.00	402 Funds

405 funds

Unique Identifier	Program Area	Planned Activity	Estimated Budget	Funds
Program No.				
S2399OP	Occupant Protection (Adult and CPS)	Occupant Protection Program Area Management	\$ 60,000.00	405b Funds
SOP2301	Occupant Protection (Adult and CPS)	Child Passenger Safety Coordination Program	\$ 95,000.00	405b Funds
SOP2302	Occupant Protection (Adult and CPS)	Occupant Protection Statewide Services (402)	\$ 60,000.00	405b Funds
SOP2303	Occupant Protection (Adult and CPS)	Child Passenger Safety Restraints	\$ 20,000.00	405b Funds
SOP2304	Occupant Protection (Adult and CPS)	Occupant Protection Observational Survey (NOPUS)	\$ 40,000.00	405b Funds
SOP2305	Occupant Protection (Adult and CPS)	Child Passenger Safety Safety Training and Education	\$ 45,000.00	405b Funds
SOP23MA	Occupant Protection (Adult and CPS)	Match 405b	\$ -	405b Funds
SOP23PM	Occupant Protection (Adult and CPS)	Occupant Protection Paid Media	\$ 200,000.00	405b Funds
SKD2301	Traffic Records	Traffic Records Statewide Services	\$ 180,000.00	405c Funds
SKD2302	Traffic Records	E-Citation (statewide)	\$ 500,000.00	405c Funds
STR23MA	Traffic Records	405c Match	\$ -	405c Funds
S2399ID	Impaired Driving (Drug and Alcohol)	(405d) Impaired Driving Program Area Management	\$ 60,000.00	405d Funds
SID2301	Impaired Driving (Drug and Alcohol)	Impaired Driving Statewide Services (405d)	\$ 100,000.00	405d Funds
SID2302	Impaired Driving (Drug and Alcohol)	Traffic Safety Resource Prosecutor (TSRP)	\$ 325,000.00	405d Funds
SID2303	Impaired Driving (Drug and Alcohol)	State Impaired Driving Coordinator (SIDC)	\$ 310,000.00	405d Funds
SID2304	Impaired Driving (Drug and Alcohol)	Idaho State Police - DUI Task force District	\$ 23,500.00	405d Funds
SID23EA	Impaired Driving (Drug and Alcohol)	HVE - Impaired Driving Dec/Jan Mobilization	\$ 200,000.00	405d Funds
SID23EB	Impaired Driving (Drug and Alcohol)	HVE - Impaired Driving 4th of July Mobilization	\$ 150,000.00	405d Funds
SID23EC	Impaired Driving (Drug and Alcohol)	HVE - Impaired Driving Labor Day Mobilization	\$ 150,000.00	405d Funds
SID23MA	Impaired Driving (Drug and Alcohol)	Match 405d	\$ -	405d Funds
SID23PM	Impaired Driving (Drug and Alcohol)	Impaired Driving Paid Media	\$ 300,000.00	405d Funds
SOP23EA	Occupant Protection (Adult and CPS)	HVE - Occupant Protection Nov. Thanksgiving (405b)	\$ 100,000.00	405d Funds
SOP23EB	Occupant Protection (Adult and CPS)	HVE - Occupant Protection CIOT Mobilization (405b)	\$ 150,000.00	405d Funds
SMA2301	Motorcycle Safety	Motorcycle Awareness Paid Media	\$ 60,000.00	405f Funds
SMA2302	Motorcycle Safety	Motorcycle Safety Statewide Services	\$ 16,000.00	405f Funds
SMA23MA	Motorcycle Safety	405f Match	\$ -	405f Funds

SECTION 405 GRANT PROGRAM

For FFY 2023 Idaho is applying for the following 405-incentive grant programs:

- 405b - Occupant Protection – Attachment 1 (ID_FY22_405b OP)
- 405c - Traffic Safety Information System Improvements – Attachment 2 (ID_FY21_405c Data)
- 405d - Impaired Driving Countermeasures – Attachment 3 (ID_FY22_405d Impaired)
- 405f - Motorcyclist Safety – Attachment 4 (ID_FY22_405f Motorcycle)

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Idaho

Fiscal Year: 2023

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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

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

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING


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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

 6/24/22
Signature Governor's Representative for Highway Safety Date

Scott Stokes
Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: 2023

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

☐ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

All States:

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

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at _____ (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at _____ (location).

Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

*[Check **at least 3 boxes** below and fill in **all blanks** under those checked boxes.]*

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

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

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- ☐ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- ☐ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

- ☐ The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- ☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
-

□ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above **only** if applying for this grant.]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in **all** blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at _____ (location).
- The name and title of the State's Traffic Records Coordinator is _____
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at _____ (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at _____ (location);
 - List of all recommendations from most recent assessment at: _____ (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at _____ (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at _____ (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at _____ (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____ (date).

**□ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

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

☐ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).

Specifically –

- HSP at _____
(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location)
contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

☐ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

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

☐ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above **only** if applying for this grant.]*

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

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above **only** if applying for this grant.]*

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

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

*[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]*

☐ *Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

☐ *Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

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

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

□ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

*[Check the box above **only** if applying for this grant.]*

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

□ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

□ Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

☐ **Use of fees collected from motorcyclists for motorcycle programs:**

*[Check **one box only** below and fill in **all** blanks under the checked box **only**.]*

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

☐ Applying as a Data State –

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

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[Check the box above **only** if applying for this grant.]

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

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

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

☐ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[Check the box above **only** if applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

☐ **PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- ☐ In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- ☐ In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
-

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

6/24/22

Date

Scott Stokes

Printed name of Governor's Representative for Highway Safety



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

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

Regional Administrator

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

August 15, 2022

Scott Stokes, Director
Idaho Transportation Department
P.O. Box 7129
11331 W. Chinden Blvd., Bldg #8
Boise, Idaho 83707-1129

Dear Director Stokes:

We have reviewed Idaho's fiscal year FFY 2023 Highway Safety Plan (HSP) that was received on June 29, 2022. Based on this submission and subsequent revisions, we find that your State's HSP complies with the requirements of 23 CFR Part 1300, and the HSP is approved.

Please note that the HSP approval does not constitute NHTSA approval of the State's Section 405 application. You will receive a separate letter notifying you of an award for those grants.

This determination does not constitute an obligation of Federal funds for fiscal year 2023 or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be affected in writing by the NHTSA Administrator. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2022. Reimbursement is contingent upon the submission of up-to-date and approved projects in the HSP, consistent with 23 CFR §§1300.15(d), 1300.32 and 1300.33.

We recognize that the HSP is a planning document, and approval is given to proceed with activities based on the information described in your Plan. Amendments may be necessary throughout the year. Please ensure all amendment requests include project-level information in accordance with 23 CFR §1300.32 (Amendments to Highway Safety Plans - approval by the Regional Administrator) before beginning project performance. Project agreements must thoroughly describe the activity to be performed, and contain all information required by 2 CFR §200.332 (Requirements for pass-through entities). Projects may be disapproved if the Regional Administrator determines they are inconsistent with the HSP or do not constitute an appropriate use of Federal funds.

In our review of the State's HSP, we did not identify any proposed request(s) for purchase of equipment with an acquisition cost of \$5,000 or more. Therefore, no approval is provided for purchase of such equipment with Federal funds. Please remember that, fundamentally, NHTSA highway safety grants are for safety activities, and equipment serves a supporting role in accomplishing those activities through defined projects. Therefore, no project may be created solely to purchase equipment. Rather, equipment purchases must be allowable, allocable, and reasonable expenses within a defined project. For equipment



VEHICLE SAFETY HOTLINE 888-327-4236



Regional Administrator

requests, the Idaho Office of Highway Safety Office (OHS) is required to follow equipment- and monitoring-related regulations as noted in 2 CFR §200.309, 2 CFR §200.313, and 23 CFR §1300.31. Equipment purchased by the non-Federal entity must be used for the intended purpose. Please ensure the equipment is properly identified in the OHS inventory system, and that the OHS and their sub-grantees continue to meet Buy America Act requirements.

We recognize Idaho's accomplishments in increasing, to nearly double, the number of agencies participating in the Police Traffic Services Program; also initiating a new partnership with the Idaho State Department of Education, high school teachers, and students through the STEM program; and meeting ten of the eleven GHSA-NHTSA developed core performance targets. While we celebrate these achievements, we recognize that there is still work to be done.

NHTSA offers the following comments to consider as you implement activities associated with Idaho's priority problem areas identified in the Plan:

- With increased funding from the Bipartisan Infrastructure Law (BIL) and 2021 preliminary fatalities at a 16-year high of 271, NHTSA encourages Idaho to increase OHS's spending authority. The State of Idaho is estimated to receive \$15 million in Section 402 formula funding over the five-year duration of the authorization. Funding for the National Priority Programs (Section 405 programs) has also increased. Additional spending authority will allow the State to program all available funds to address current traffic fatality issues and avoid the possibility of future lapsing of funds.
- Unrestrained occupant-related fatalities in Idaho comprise roughly 35 to 40 percent of the annual traffic-related fatalities. We encourage the OHS to explore expansion of the Occupant Protection program and partner outreach, especially in rural areas of the State.
- We recognize the difficulty in reaching out to those communities that may be over-represented in crash statistics but under-represented in traffic safety programs. Such communities may not have participated in traffic safety programs previously, but we are eager to partner with you on building an inclusive and diverse program that meets the traffic safety needs of those communities that may not have applied for grants in the past but have a need for resources within the traffic safety framework. Please let us know how we may be of assistance to you in this area.

Please note NHTSA is required by 23 U.S.C. 402(k)(6)(E) to make all **final** HSP determinations available to the public. We look forward to working with the OHS and its partners on the successful implementation of this Highway Safety Plan. If we can be of assistance in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

Greg T. Fredericksen
Regional Administrator

cc. Josephine Middleton, Highway Safety Manager (Acting), Idaho Office of Highway Safety
Barbara Sauers, NRO Acting Associate Administrator, NHTSA
Peter Hartman, Idaho Division Administrator, FHWA
Mari Hembeck, Deputy Regional Administrator-Region 10, NHTSA



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

1200 New Jersey Avenue SE.
Washington, DC 20590

August 15, 2022

The Honorable Brad Little
Governor for Idaho
Boise, ID 83720

Dear Governor Little:

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58), reauthorized the State highway safety programs, including the National Priority Safety Programs (23 U.S.C. 405) and Racial Profiling Data Collection grants (Section 1906 of Pub. L. 109-59, as amended). These grants are available for award to States, the District of Colombia, Puerto Rico, and the U. S. Territories that meet statutory and regulatory criteria.

I am pleased to notify you that Idaho's application for Fiscal Year (FY) 2023 highway safety grants is approved for the programs and up to the authorized award amounts identified in the enclosed table.

No allocation of funds is being made at this time. As FY 2023 funds are appropriated by Congress, amounts will be added to your State's account in the agency's Grants Tracking System. We will notify your highway safety personnel in accordance with past practice. In order to avoid any delay in executing State highway safety programs, your highway safety office is encouraged to use existing balances while awaiting receipt of FY 2023 funds.

Use of funds for these grant programs is governed by applicable statutory provisions and implementing regulations as well as other Federal laws and regulations. The authority for grantees to incur costs and make grant expenditures is subject to the availability of funds (including carryover balances).

Please accept my sincere thanks for the important work you and your highway safety officials do every day to save lives and make our roads safe. Safety is a top priority of the Department of Transportation, and your support during this time of increasing roadway fatalities is critical. Let us continue to work together to ensure a safe transportation system for all.

Sincerely yours,

Steven S. Cliff, Ph.D.
Administrator

Enclosure

**Approved FY 2023 Grants and Authorized Award Amounts
for Idaho
(Under Section 405 and Section 1906 Programs)**

Grant	Qualification Status (If applicable)	Qualification Criteria (If applicable)	Authorized Not-to- Exceed Award Amounts (Subject to Appropriations)
Section 405(b): Occupant Protection	Lower Seat Belt Use Rate State	Occupant protection statute, seat belt enforcement, high risk population countermeasure program, and comprehensive occupant protection program	\$371,356.58
Section 405(c): State Traffic Safety Information System Improvements			\$412,075.83
Section 405(d): Impaired Driving Countermeasures	Mid-Range State		\$1,468,118.64
Section 405(f): Motorcyclist Safety		Motorcycle rider training course and motorcyclist awareness program	\$45,070.54