

August 25, 2006

JOHN M. MOFFAT  
REGIONAL ADMINISTRATOR  
NHTSA PACIFIC NORTHWEST REGION  
3140 JACKSON FEDERAL BLDG  
915 SECOND AVE  
SEATTLE WA 98174

Dear Mr. Moffat:

The Highway Safety Performance Plan (HSPP) for FFY07 has been approved by the Idaho Transportation Board. This action culminates ten months of planning and preparation, which began in October, 2005, when the Idaho Traffic Safety Commission (ITSC) reviewed the crash data for the state, identified focus areas to address, and established funding ranges for each focus area. Within that guidance, staff solicited grant proposals and allocated expected funding levels, which were presented to and approved by the ITSC in June. This schedule allows the HSPP to be considered at the August meeting of the Idaho Transportation Board for their approval prior to submittal to NHTSA.

A draft copy of the Idaho Highway Safety Performance Plan for FFY07 is enclosed for your review. I believe we have some exciting and effective programs for the coming year, and we are ready to begin the work as soon as funding is made available.

Please do not hesitate to contact me if you have any questions at 208.334.8101.

Sincerely,

MARK STRAIT  
Highway Safety Manager  
Office of Highway Operations and Safety

MS/pb  
Enclosure

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# *Highway Safety Performance Plan*

For more information contact:  
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Office of Traffic and Highway Safety  
Phone: (208) 334-8100  
FAX: (208) 334-4430

## *Description of the Program*

The Office of Traffic and Highway Safety, (OTHS), administers the Federal Highway Safety Grant Program, which will be funded by formula through the new transportation act entitled Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor-vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

## *Process Descriptions*

### **Traffic Safety Problem Identification**

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

In the fall of 2005, OTHS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FFY 2007-2009. In accordance with Federal requirements, one element of the plan is to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho’s experience in each of the National Highway Traffic Safety Administration’s, (NHTSA), eight highway safety priority areas. These program areas were determined by NHTSA to be most effective in reducing motor-vehicle collisions, injuries, and deaths. Consideration for other potential traffic safety problem areas came from problems noted by ITSC members, OTHS staff, and by researching issues identified by other states.

Comparison data was developed, where possible, on costs of collisions, the number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Collision Database on helmet use for motorcycles and bicycles, child safety-restraint use, seat-belt use, and from available violation, license suspension, and arrest information.

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

### ***Establishing Goals and Performance Measures***

The primary goal of the highway safety grant program has been, and will continue to be, reducing motor-vehicle, bicycle, and pedestrian deaths and serious injuries. The results of the problem identification process are used by staff to assure resources are directed to areas most appropriate for achieving the primary goal. In addition to the primary goal, staff responsible for each focus area establishes long-term and near-term goals.

In November 2005, the Idaho Traffic Safety Commission voted to accept the FFY 2007-2009 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. These were:

Focus Area	Target Funding Range
Safety Restraint Use	18-25%
Impaired Drivers	18-25%
Aggressive Driving	18-25%
Youthful Drivers	8-20%
Roadway Safety/Traffic Records	5-15%

Bicycle and Pedestrian Safety	0- 5 %
Emergency Medical Services	5-10%
Other	0-10%

In October or November of each year, the ITSC reviews the identified focus areas, goals, and funding ranges. Adjustments for the upcoming fiscal year, as warranted and supported by data analysis, are made at that time, and progress toward achieving goals is presented and reviewed.

### ***Paid Advertising Assessment***

As required by NHTSA, an assessment of OTHS' paid media will measure and document audience exposure to paid advertised messages and the number of airings and/or print ads devoted to each campaign. Arbitron and Nielsen ratings will be used to estimate the size of the audience reached for radio and TV. The assessment will include:

- The number of paid airings and/or print ads that occurred for each campaign and the size of the audience reached.
- The number of free airings and/or print ads that occurred for each campaign and the size of the audience reached.

Using telephone surveys, the OTHS will also assess how the target audience's knowledge, attitude, or actions were affected by the messages.

### **Project Development**

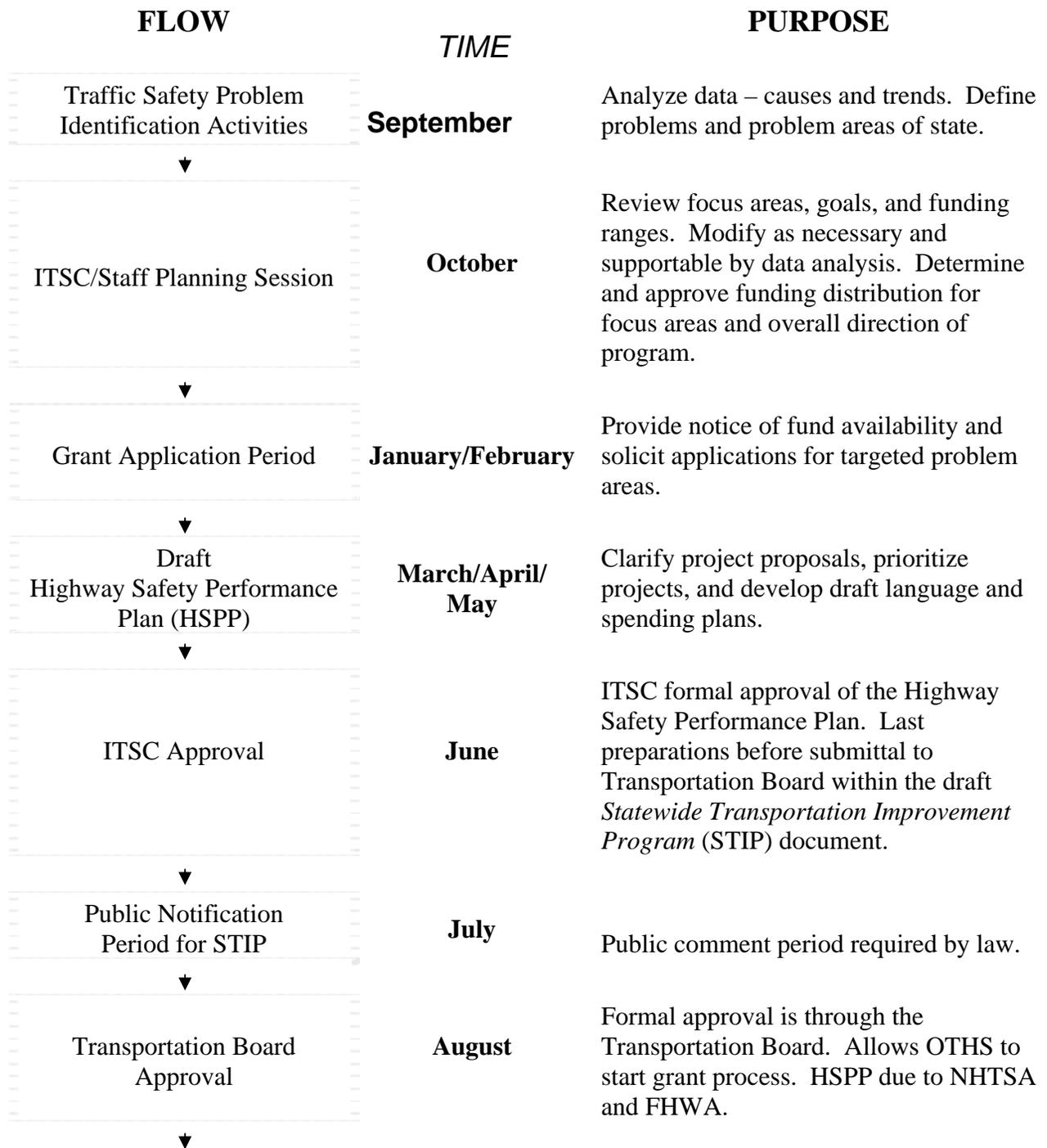
The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP), reflecting the focus areas considered for funding, is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by the end of February. Copies of the application form and instructions are provided at the end of this document.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OTHS develops priority and funding recommendations using evaluation criteria that assess each project's potential to:

- make a reduction in traffic collisions,
- reduce the severity of traffic collision injuries,
- improve the operation of an important traffic safety system,
- fit in as part of an integrated community-wide, collision-reduction project, and
- increase the coordination of efforts between several traffic safety agencies.

Funding recommendations are incorporated into the *Statewide Transportation Improvement Program* (STIP) and presented to the ITSC each June. Final project adjustments are made after a 30-day public comment period is complete. The Idaho Transportation Board approves the Highway Safety Performance Plan in August. A flow chart depicting the entire process is contained on the following page.

# *Overview Of The Highway Safety Performance Plan Process*



Projects Start

October

Field implementation.

## *Goals and Performance Measures*

### *Mission Statement*

*The Office of Traffic and Highway Safety supports the Division of Highway's safety goals by reducing deaths and injuries from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through collecting, maintaining, and disseminating reliable crash statistics.*

### *Primary Goal*

*Reduce traffic-related deaths and serious injuries*

### **Primary Performance Measures and Benchmarks**

This is the first year of a new three-year Highway Safety Performance Plan (HSPP). Goals are set and performance will be measured using five-year rates. For example, the 2004 benchmark is comprised of five years of crash data and exposure data for the years 2000 through 2004.

*Reduce the five year fatality rate per 100 million Annual Vehicle Miles Traveled (AVMT)*

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		1.89
2005	-	1.84	
2006	-	1.82	
2007	-	1.80	

*Reduce the five year serious injury rate per 100 million AVMT*

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		11.70
2005	-	11.06	
2006	-	10.65	
2007	-	10.29	

***Strategy***

The strategy used to reach the primary goal is to identify secondary objectives for each focus area that will cumulatively accomplish the primary goal. Performance measures are also identified. For measurement purposes, 2004 has been used as the benchmark year, with targeted objectives identified for 2005-2007.

**Impaired Driving**

Goal statement: Reduce the five-year impaired driving fatality and serious injury rate per 100 million AVMT.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		3.00
2005	-	2.93	
2006	-	2.85	
2007	-	2.78	

**Youthful Drivers**

Goal statement: Reduce the five-year youthful driver fatality and serious injury involvement rate. The youthful fatal and serious injury involvement rate is the ratio of 15-19 year old drivers involved in fatal and serious injury collisions to all 15-19 year old

drivers, divided by the ratio of all drivers involved in fatal and serious injury collisions to all drivers.

		<b>Five Year Average Goal</b>	<b>Actual</b>
2004 Benchmark	-		2.11
2005	-	2.08	
2006	-	2.07	
2007	-	2.06	

#### **Safety-Restraint Use**

Goal statement: Increase the yearly statewide observed seat belt use rate.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		74%
2005	-	76%	
2006	-	78%	
2007	-	81%	

#### **Aggressive Driving**

Goal statement: Reduce the five-year aggressive driver behavior fatality and serious injury rate per 100 million AVMT.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		7.26
2005	-	6.89	
2006	-	6.56	
2007	-	6.25	

#### **Bicycle and Pedestrian Actions**

Goal statement: Reduce the five-year bicycle fatality and serious injury rate per 100 thousand people.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		3.29
2005	-	3.26	
2006	-	3.12	
2007	-	2.99	

Goal statement: Reduce the five-year pedestrian fatality and serious injury rate per 100 thousand people.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		5.14
2005	-	4.59	
2006	-	4.29	
2007	-	4.00	

### **Traffic Records and Roadway Safety Systems**

Goal statement: Increase the percentage of law enforcement agencies accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		5%
2005	-	30%	
2006	-	50%	
2007	-	65%	

Goal statement: Increase the percentage of local highway districts accessing the Crash Analysis Reporting System (WebCARS) software to identify motor vehicle crash problems.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		2%
2005	-	10%	
2006	-	20%	
2007	-	30%	

### **Emergency Medical Services Systems**

Goal statement: Provide improvements that enhance local EMS extrication and communication capabilities.

		<b>Goal</b>	<b>Actual</b>
2004 Benchmark	-		8
2005	-	7	

2006	-	7
2007	-	7

# *Reference Materials*

- ***Highway Safety Performance Plan Cost Summary, (HS form 217) for Section 402, Section 410, Section 157, Section 408, and Section 2010.***  
These budget summary forms are based on projects outlined in the Highway Safety Grant Program-Project Descriptions Document, and are estimates based on expected funding. Revised initial obligating HS 217 forms will be submitted within 30 days of being notified of the actual funding level approved by Congress.
- **Highway Safety Grant Program-Project Descriptions**  
This document includes brief descriptions of each project for which funding approval is sought. The Section 402 projects are sorted by focus area and can be identified by project number. Project numbers assigned correlate with the Federal financial grant tracking system and the numbering system used to geographically identify Highway Safety Grant projects in the first portion of the STIP. The document also provides information as to the source of funds (NHTSA or FHWA) and identifies the match amounts as well as the benefit to local percentage requirements for grant funds.
- **Certifications and Assurances**  
This document contains specific certifications and language required under law in order to receive highway safety grant funds.
- **Idaho Problem Identification Report**  
This report contains the data and information used to identify Idaho's most critical traffic safety problems. This report is updated annually by OTHS staff, reviewed by the ITSC, and used to support funding allocations.
- ***Request for Proposal – Highway Safety Grants***  
A Request for Proposal form is used to apply for highway safety grant funding. Applicants provide information about problem areas and proposed solutions that address one or more of the identified focus areas.

## *Certifications and Assurances*

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended:
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Nonprofit Organizations
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**In accordance with 49 CFR 18.11(c), I hereby certify that the state of Idaho will comply with all applicable Federal statutes and regulations, and give assurances that:**

1. The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration and the use, management and disposition of equipment) to carry out the programs under 23 USC 402 (b)(1)(A).
2. 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 in compliance with 23 USC 402(b)(1)(B).
3. At least 40 percent of all Federal funds apportioned to this state under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the state in carrying out local highway safety programs authorized in accordance with 23 USC 402(b)(1)(C), unless this requirement is waived in writing.
4. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
  - An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
5. The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.
  6. This state's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks to comply with 23 USC 402 (b)(1)(D).
  7. Cash drawdowns will be initiated only when actually needed for disbursements; cash disbursements and balances will be reported in a timely manner as required by NHTSA; and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.41. Failure to adhere to these provisions may result in the termination of drawdown privileges.
  8. 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).
  9. Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes to comply with 23 CFR 1200.21.
  10. The state will comply with all applicable state procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.
  11. The state highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to

nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **DRUG-FREE WORKPLACE:**

**In accordance with the Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart F), the state certifies that it will provide a drug-free workplace by:**

1. 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.
2. Establishing a drug-free awareness program to inform employees about:
  - a. The dangers of drug abuse in the workplace;
  - b. The grantee's policy of maintaining a drug-free workplace;
  - c. Any available drug counseling, rehabilitation, and employee-assistance programs; and
  - d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph 1.
4. Notifying the employee in the statement required by paragraph 1 that, as a condition of employment under the grant, the employee will:
  - a. Abide by the terms of the statement; and
  - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph 4 (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph 4(b), with respect to any employee who is so convicted.
  - a. Taking appropriate personnel action against such an employee, up to and including termination; or

- b. 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.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs 1, 2, 3, 4, 5, and 6.

**BUY AMERICA ACT:**

**In accordance with the provisions of the Buy America Act, the state will comply with the reference 23 USC 101 Note, which contains the following requirements:**

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

**POLITICAL ACTIVITY (HATCH ACT):**

The state will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning political activity of state or local offices, or employees.

**CERTIFICATION REGARDING FEDERAL LOBBYING:**

**Certification for contracts, grants, loans, and cooperative agreements.**

**In accordance to certification regarding lobbying, 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 or 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-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients 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:**

1. 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:**

**In accordance with the provisions of 49 CFR Part 29, the state agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The state further agrees that it will include the following clause and accompanying instruction, without modification, in all lower-tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower-tier covered transactions.**

#### Instructions for Primary Certification

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

participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.

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

### **LOWER TIER CERTIFICATION:**

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and

Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

**ENVIRONMENTAL IMPACT:**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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Governor's Representative for Highway Safety

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Date

**Idaho**

**Problem**

**Identification**

**Report**

**FFY 2007**

*Prepared by the Office of Traffic and Highway Safety*

# Statewide

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## The Problem

- In 2004, 260 people were killed and 14,734 people were injured in traffic collisions.
- The fatality rate was 1.75 per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2004. Idaho's fatality rate remains higher than the U.S. fatality rate. The US fatality rate was 1.48 per 100 million AVMT in 2004.
- Motor vehicle collisions cost Idahoans over \$1.65 billion in 2004. Fatal and serious injuries represented 73 percent of these costs.

## *Idaho Collision Data and Measures of Exposure, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Collisions	26,241	26,090	26,477	26,700	28,332	2.0%
Fatal Collisions	241	225	230	261	240	0.3%
Total Deaths	276	259	264	293	260	-1.1%
Injury Collisions	9,392	9,231	9,688	9,661	9,843	1.2%
Total Injured	14,276	14,021	14,762	14,601	14,734	0.8%
Property-Damage-Only Collisions (Severity >\$750)	16,608	16,634	16,559	16,778	18,249	2.4%
Idaho Population (thousands)	1,294	1,321	1,341	1,366	1,393	1.9%
Licensed Drivers (thousands)	892.952	900.956	911.252	926	948	1.5%
Vehicle Miles Of Travel (millions)	13,728	14,299	14,303	14,400	14,825	2.0%
Registered Vehicles (thousands)	1,340	1,247	1,331	1,316	1,386	1.0%

## *Economic Costs\* of Idaho Collisions, 2004*

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	260	\$3,205,589	\$833,453,248
Serious Injuries	1,667	\$221,925	\$369,949,677
Visible Injuries	4,526	\$44,385	\$200,886,891
Possible Injuries	8,541	\$23,425	\$200,076,863
Property Damage Only	18,249	\$2,466	\$44,999,078
Total Estimate of Economic Cost			\$1,649,365,757

\*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 1994 estimates released by the Federal Highway Administration and updated to reflect 2004 dollars.

## Statewide – (Continued)

### *Fatal and Injury Collision Involvement by Age of Driver, 2004*

Age of Driver	# of Drivers in F&I Collisions	% of Drivers in F&I collisions	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
19 & Under	2,853	17%	65,391	7%	2.4
20-24	2,577	15%	88,865	9%	1.6
25-34	3,365	20%	166,071	18%	1.1
35-44	2,882	17%	173,216	18%	0.9
45-54	2,463	14%	184,481	19%	0.7
55-64	1,462	8%	134,711	14%	0.6
65 & Older	1,297	8%	134,849	14%	0.5
Missing	330	2%			
Total	17,229		947,584		

\*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 Collisions, 2000-2004*

Roadway Information	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Local:						
AVM T (100 millions)	61.7	65.9	63.7	64.0	67.3	2.3%
Fatal Collision Rate	1.8	1.3	1.4	1.5	1.1	-8.9%
Injury Collision Rate	86.8	79.2	85.1	86.5	81.2	-1.5%
Total Collision Rate	255.1	232.9	242.6	244.2	245.2	-0.9%
State System (Non-Interstate):						
AVM T (100 millions)	44.3	45.1	46.2	47.7	47.4	1.8%
Fatal Collision Rate	1.9	2.2	2.3	2.4	2.4	5.4%
Injury Collision Rate	59.7	66.9	72.1	69.2	70.3	4.3%
Total Collision Rate	153.1	178.9	183.6	183.6	186.0	5.2%
Interstate:						
AVM T (100 millions)	31.3	32.0	33.1	32.3	33.5	1.7%
Fatal Collision Rate	1.5	1.3	1.0	1.5	1.6	4.8%
Injury Collision Rate	44.5	31.3	28.2	25.6	31.2	-6.7%
Total Collision Rate	118.9	83.7	76.6	71.6	89.6	-4.9%
Statewide Totals:						
AVM T (100 millions)	137.3	143.0	143.0	144.0	148.2	2.0%
Fatal Collision Rate	1.8	1.6	1.6	1.8	1.6	-1.5%
Injury Collision Rate	68.4	64.6	67.7	67.1	66.4	-0.7%
Total Collision Rate	191.1	182.5	185.1	185.4	191.1	0.0%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## Impaired Driving

### The Problem

- In 2004, 103 fatalities resulted from impaired driving collisions. This represents 40 percent of all fatalities. Only 24 (or 29 percent) of the 83 passenger vehicle occupants killed in impaired driving collisions were wearing a seat belt.
- Just over 12 percent of impaired drivers were under the age of 21 in 2004, even though they are too young to legally purchase alcohol.
- Impaired driving collisions cost Idahoans nearly \$445 million in 2004. This represents 27 percent of the total economic cost of collisions.

### *Impaired Driving in Idaho, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Impaired Driving Collisions	1,790	1,655	1,886	1,973	1,944	2.4%
Fatalities	97	94	97	115	103	2.1%
Serious Injuries	350	312	335	315	331	-1.1%
Visible Injuries	731	663	715	663	559	-6.1%
Possible Injuries	507	440	581	617	603	5.7%
Impaired Driving Collisions as a % of All Collisions	6.8%	6.3%	7.1%	7.4%	6.9%	0.5%
Impaired Driving Fatalities as a % of All Fatalities	35.1%	36.3%	36.7%	39.2%	39.6%	3.1%
Impaired Driving Injuries as a % of All Injuries	11.1%	10.1%	11.0%	10.9%	10.1%	-2.0%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVM T	3.26	2.84	3.02	2.99	2.93	-2.4%
Annual DUI Arrests by Agency*						
Idaho State Police	1,764	1,640	1,723	1,708	1,461	-4.3%
Local Agencies	8,404	8,257	8,302	8,523	8,674	0.8%
Total Arrests	10,168	9,897	10,025	10,231	10,135	-0.1%
DUI Arrests per 100 Licensed Drivers	1.14	1.10	1.10	1.11	1.07	-1.5%

\*Source: Idaho State Police, Bureau of Criminal Identification

# Safety Restraints

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## The Problem

- In 2004, only 74 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2004, seat belt usage varied by region around the state from a high of 82 percent in District 3 (southwestern Idaho) to a low of 57 percent in District 5 (southeastern Idaho).
- Only 42 percent of the individuals killed in passenger cars, pickups, and vans were wearing a seat belt in 2004. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 83 lives were saved in Idaho in 2004 because they were wearing a seat belt, and an additional 53 lives could have been saved if everyone had worn their seat belt.
- There were 7 children under the age of 4 killed (6 were restrained) and 8 were seriously injured (3 were restrained) while riding in passenger vehicles in 2004. The NHTSA estimates that child safety seats are 69 percent effective in reducing fatalities and serious injuries. By this estimate we can deduce that child safety seats may have saved the 1 unrestrained child killed in 2004. Additionally, 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.

## Occupant Protection in Idaho, 2000-2004

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
<b>Observational Seat Belt Survey</b>						
District 1	62%	58%	71%	77%	76%	5.8%
District 2	57%	57%	68%	74%	75%	7.7%
District 3	62%	65%	63%	79%	82%	7.8%
District 4	46%	51%	54%	59%	60%	6.8%
District 5	47%	54%	55%	53%	57%	5.4%
District 6	52%	56%	58%	59%	66%	6.6%
<b>Statewide Average</b>	<b>59%</b>	<b>60%</b>	<b>63%</b>	<b>72%</b>	<b>74%</b>	6.1%
<b>Seat Belt Use - Age 4 and Older</b>						
<b>Cars, Pickups, Vans and SUV's</b>						
In Fatal Collisions	28.7%	29.7%	37.5%	37.2%	42.4%	10.7%
In Serious Injury Collisions	49.7%	51.0%	57.6%	58.4%	64.7%	6.9%
<b>Self Reported Child Restraint Use</b>						
<b>in Cars, Pickups, Vans and SUV's</b>						
	81.7%	82.7%	85.5%	86.2%	87.3%	1.7%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## **Aggressive Driving**

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### **The Definition**

- Aggressive driving behaviors include: Failure to Yield Right of Way, Following Too Close, Passed Stop Sign, Disregarded Signal, Exceeded Posted Speed, and Driving Too Fast for Conditions.
- Aggressive driving collisions 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 collisions attributed to these behaviors is less than the sum of the individual components.

### **The Problem**

- With increasing vehicle miles of travel, traffic congestion and travel delays, and the resulting frustration and impatience, is reflected in driver behavior.
- Drivers, ages 19 and younger, are more than 4 times as likely to be involved in an aggressive driving collision as all other drivers.
- Aggressive driving collisions cost Idahoans just over \$834 million in 2004. This represented 51 percent of the total economic cost of collisions.

### ***Aggressive Driving in Idaho, 2000-2004***

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Aggressive Driving Collisions	15,388	15,398	15,066	14,649	15,934	1.0%
Fatalities	120	128	138	128	116	-0.5%
Serious Injuries	951	949	963	838	867	-2.1%
Visible Injuries	3,358	3,254	3,223	2,895	2,614	-6.0%
Possible Injuries	4,807	4,770	5,023	5,065	5,519	3.6%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	395	359	357	311	334	-3.8%
Fail to Yield Right of Way	344	356	373	353	356	0.9%
Exceeded Posted Speed	188	202	184	133	129	-8.0%
Passed Stop Sign	74	122	127	97	65	3.1%
Following Too Close	104	127	106	95	122	5.9%
Disregarded Signal	75	48	44	53	44	-10.2%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.80	7.53	7.70	6.71	6.63	-3.8%
* Three contributing circumstances possible per unit involved in each collision						

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## Youthful Drivers

### The Problem

- Drivers, age 15 to 19, represented 7 percent of licensed drivers in Idaho in 2004, yet they were involved in 14 percent of the fatal and serious injury collisions.
- In 2004, drivers age 15 to 19 constituted 9 percent of the impaired drivers involved in collisions, 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.
- Only 18 of the 35 (51 percent) youthful drivers killed were wearing a seat belt.
- Collisions involving youthful drivers cost Idahoans over \$334 million in 2004. This represents 20 percent of the total economic cost of collisions.

### *Youthful Drivers on Idaho Highways, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Collisions Involving Drivers 15-19	8,175	7,586	7,720	7,368	7,408	-2.4%
Fatalities	55	68	50	45	39	-6.5%
Serious Injuries	478	477	454	354	376	-5.2%
Visible Injuries	1,821	1,601	1,709	1,478	1,258	-8.4%
Possible Injuries	2,545	2,360	2,658	2,498	2,479	-0.4%
Drivers 15-19 in Fatal & Serious Injury Collisions	444	405	408	328	335	-6.4%
% of all Drivers involved in Fatal and Serious Injury Collisions	16.0%	16.1%	16.3%	14.3%	13.8%	-3.5%
Licensed Drivers 15-19	79,353	69,812	67,050	65,605	65,391	-4.6%
% of Total Licensed Drivers	8.9%	7.7%	7.4%	7.1%	6.9%	-6.0%
Over Representation (Involvement)*	1.81	2.07	2.20	2.02	2.01	3.0%
Drivers 15-19 - Fatal Collisions	53	54	46	38	36	-8.9%
Impaired Drivers 15-19 - Fatal Collisions	10	14	8	10	8	0.5%
% of Youthful Drivers that were Impaired in Fatal Collisions	17.0%	23.5%	17.4%	26.3%	22.2%	12.0%

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

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## **Pedestrians and Bicyclists**

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### **The Problem**

- In 2004, 18 pedestrians and 3 bicyclists were killed in traffic collisions. The 21 bicyclists and pedestrians killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 31 percent of the fatalities and injuries sustained in pedestrian collisions and 38 percent of the fatalities and injuries sustained in bicycle collisions.
- Collisions involving pedestrians and bicyclists cost Idahoans over \$102 million dollars in 2004. This represents 6 percent of the total economic cost of collisions.

### ***Pedestrians and Bicyclists Involved in Collisions in Idaho, 2000-2004***

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Pedestrian Collisions	198	175	199	213	235	4.9%
Fatalities	6	12	15	13	18	37.5%
Serious Injuries	60	53	53	51	64	2.5%
Visible Injuries	77	68	96	91	97	7.7%
Possible Injuries	64	54	41	65	67	5.5%
Pedestrians in Collisions	210	190	208	223	249	4.7%
Pedestrian Fatal and Serious Injuries	66	65	68	64	82	6.3%
% of All Fatal and Serious Injuries	3.3%	3.5%	3.4%	3.4%	4.3%	7.3%
Impaired Pedestrian F&SI	4	15	13	13	19	77.0%
% of Pedestrian F&SI - Impaired	6.1%	23.1%	19.1%	20.3%	23.2%	71.0%
Bicycle Collisions	334	274	314	319	276	-3.8%
Fatalities	3	2	3	2	3	8.3%
Serious Injuries	49	44	51	36	28	-11.5%
Visible Injuries	190	161	170	186	142	-6.0%
Possible Injuries	93	70	92	92	96	2.8%
Bicyclists in Collisions	338	283	326	324	279	-3.9%
Bicycle Fatal and Serious Injuries	52	46	54	38	31	-10.5%
% of All Fatal and Serious Injuries	2.6%	2.5%	2.7%	2.0%	1.6%	-10.2%
Bicyclists Wearing Helmets in Collisions	49	31	39	49	35	-3.5%
% of Bicyclists Wearing Helmets	14.5%	11.0%	12.0%	15.1%	12.5%	-1.5%
Impaired Bicyclist F&SI	2	1	3	1	0	-4.2%
% of Bicycle F&SI - Impaired	3.8%	2.2%	5.6%	2.6%	0.0%	-10.1%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## 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 collision. Improved post-crash victim care reduces the severity of trauma incurred by collision 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.

### *Emergency Medical Services in Idaho, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Collisions	26,241	26,090	26,477	26,700	28,332	2.0%
EMS Response to Fatal & Injury Collisions	4,124	4,142	4,842	6,282	6,624	13.1%
% of Fatal & Injury Collisions	42.8%	43.8%	48.8%	63.3%	65.7%	11.8%
Persons Injured in Collisions	14,276	14,021	14,762	14,601	14,734	0.8%
Injured Transported from Rural Areas	3,536	3,332	3,596	3,567	3,549	0.2%
Injured Transported from Urban Areas	2,637	2,577	2,732	2,570	2,643	0.2%
Total Injured Transported by EMS	6,173	5,909	6,328	6,137	6,192	0.2%
% of Injured Transported	43.2%	42.1%	42.9%	42.0%	42.0%	-0.7%
Trapped and Extricated	578	576	583	554	568	-0.4%
Fatal and Serious Injuries Transported by Helicopter	184	226	243	280	271	10.6%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## Single-Vehicle Run-Off-Road Collisions

### The Problem

- In 2004, 34 percent of all collisions involved a single-vehicle leaving the roadway. The overwhelming majority of these collisions (90 percent) occurred on rural roadways.
- Single-vehicle run-off-road collisions resulted in 45 percent of all fatalities in Idaho. Impaired Driving was a factor in 40 percent of the 109 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 62 percent of the single-vehicle run off road collisions. Rollovers were responsible for 71 percent of the single-vehicle run-off-road fatalities and almost one-third of all fatalities in 2004. Of the 82 people killed in single-vehicle run-off-road rollovers, 56 (68 percent) were not wearing a seat belt.
- Run-off-road collisions cost Idahoans over \$594 million in 2004. This represents 36 percent of the total economic cost of collisions.

### *Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Ran-Off-Road Collisions	9,979	8,772	8,936	8,998	9,518	-0.9%
Fatalities	132	114	87	136	116	1.1%
Serious Injuries	620	509	543	563	564	-1.8%
Visible Injuries	1,633	1,473	1,519	1,395	1,308	-5.3%
Possible Injuries	1,434	1,280	1,348	1,522	1,670	4.3%
Most Harmful Events of Ran Off Road Crashes by Percentage						
Overturn	376	366	383	332	299	-5.3%
Ditch/Embankment	68	57	37	52	39	-8.9%
Tree	52	37	37	45	40	-4.6%
Poles/Posts	21	32	25	25	28	10.6%
Fence/Building Wall	16	11	13	17	14	0.0%
Other Fixed Object	8	7	15	13	13	22.1%
Guardrail	15	12	7	3	16	78.6%
Immersion	4	7	6	7	5	12.2%
Culvert	7	7	2	1	3	19.6%
Bridge Rail/Abutment/End	2	1	4	2	3	62.5%
All Other Most Harmful Events	26	27	21	22	26	1.1%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

## **Motorcyclists**

### **The Problem**

- In 2004, motorcycle collisions represented just over 1.8 percent of the total number of collisions, yet accounted for almost 9 percent of the total number of fatalities and serious injuries.
- Half (50 percent) of all motorcycle collisions involved a single vehicle, while 48 percent of fatal motorcycle collisions involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2004, only 11 of the 23 (48 percent) motorcycle drivers and passengers, under the age of 18 and involved in collisions, were wearing helmets.
- The National Highway Traffic Safety Administration estimates helmets are 29 percent effective in preventing motorcycle fatalities. In 2004, only 38 percent of motorcyclists killed in collisions were wearing helmets.
- Motorcycle collisions cost Idahoans over \$121 million dollars in 2004. This represents 7 percent of the total economic cost of collisions.

### ***Motorcycle Collisions in Idaho, 2000-2004***

	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Avg. Yearly Change 2000-2004</b>
Motorcycle Collisions	363	380	403	437	508	8.9%
Fatalities	18	19	11	19	24	15.6%
Serious Injuries	117	102	130	139	145	6.5%
Visible Injuries	171	207	185	178	216	7.0%
Possible Injuries	57	75	73	99	110	18.9%
Motorcyclists in Collisions	422	457	465	500	578	8.3%
Registered Motorcycles	42,165	39,434	43,245	46,935	52,614	6.0%
Motorcyclists Wearing Helmets	151	162	175	193	246	13.3%
% Motorcyclists Wearing Helmets	35.8%	35.4%	37.6%	38.6%	42.6%	4.5%

Prepared by: Office of Traffic and Highway Safety, Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death or damage to one person's property in excess of \$750.

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## **Commercial Motor Vehicles**

### **Definition**

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

### **The Problem**

- In 2004, 32 people died in collisions with commercial motor vehicles. This represents 12 percent of all motor vehicle fatalities in Idaho. Of the persons killed in collisions with commercial motor vehicles, 59 percent were occupants of passenger cars, vans, sport utility vehicles, and pickup trucks.
- In 2004, 59 percent of all collisions and 84 percent of all fatal collisions 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.
- The majority of commercial motor vehicle collisions (40 percent) occurred on local roadways, while the majority of fatal commercial motor vehicle collisions (61 percent) occurred on U.S. and State highways.
- Commercial motor vehicles collisions cost Idahoans nearly \$157 million in 2004. This represents 10 percent of the total economic cost of collisions.

### ***Commercial Motor Vehicle Collisions in Idaho, 2000-2004***

	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Avg. Yearly Change 2000-2004</b>
Total CM V Collisions	1,878	1,893	1,766	1,704	1,918	0.8%
Fatalities	29	41	37	43	32	5.6%
Serious Injuries	125	145	151	134	132	1.8%
Visible Injuries	269	352	274	301	293	4.0%
Possible Injuries	371	371	411	349	379	1.1%
Commercial AVMT (millions)	2,373	2,516	2,543	2,543	2,641	2.7%
% of Total AVMT	17.3%	17.6%	17.8%	17.7%	17.8%	0.8%
Fatalities per 100 Million CAVMT	1.22	1.63	1.45	1.69	1.21	2.6%
Injuries per 100 Million CAVMT	32.24	34.49	32.87	30.83	30.44	-1.3%

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## Collisions with Trains

### The Problem

- Train-vehicle collisions are rare, yet are often very severe when they occur. Of the 17 collisions in 2004, 11 (65 percent) resulted in an injury or fatality.
- The majority of train-vehicle collisions occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train.
- Collisions with trains cost Idahoans almost \$8 million in 2004. This represents less than 1 percent of the total economic cost of collisions.

### *Vehicle Collisions with Trains in Idaho, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Train Collisions	23	16	12	15	17	-4.3%
Fatalities	7	1	1	3	2	20.2%
Serious Injuries	1	3	1	4	5	114.6%
Visible Injuries	3	11	3	1	4	106.8%
Possible Injuries	0	5	0	0	3	75.0%
Location of Collisions						
Rural Roads	17	11	11	9	14	0.5%
Urban Roads	6	5	1	6	3	88.3%

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## Mature Drivers

### The Problem

- Mature drivers, drivers over the age of 65, were involved in 3,378 collisions in 2004. This represents 12 percent of the total number of collisions. Collisions involving mature drivers resulted in 17 percent of the total number of fatalities in 2004.
- Mature drivers are underrepresented in fatal and injury crashes. Drivers over the age of 65 represent just over 14 percent of licensed drivers, but represent just 7.5 percent of drivers in fatal and injury collisions.
- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic collisions due to their physical fragility.
- Collisions involving drivers, age 65 and older, cost Idahoans just over \$243 million dollars in 2004. This represents 15 percent of the total economic cost of collisions.

### *Collisions Involving Mature Drivers in Idaho, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total Mature Driver Collisions	3,201	3,197	3,214	3,214	3,378	1.4%
Fatalities	47	48	45	46	43	-2.1%
Serious Injuries	202	197	237	207	224	3.3%
Visible Injuries	619	619	651	595	575	-1.7%
Possible Injuries	950	902	1,004	1,014	1,052	2.7%
Mature Drivers in Fatal & Injury Crashes	1,281	1,208	1,296	1,275	1,297	0.4%
% of All Drivers in Fatal & Injury Crashes	7.8%	7.4%	7.5%	7.5%	7.5%	-0.7%
Licensed Drivers 65 & Older	120,516	124,434	128,458	132,306	134,849	2.9%
% of Total Licensed Drivers	13.5%	13.8%	14.1%	14.3%	14.2%	1.3%
Involvement of Drivers 65 & Older*	0.57	0.54	0.53	0.53	0.53	-2.0%
Mature Drivers-Fatal Collisions	40	48	42	44	38	-0.3%
Mature Drivers-Impaired Fatal Collisions	7	4	1	3	1	3.9%
% Fatal Impaired Collisions	17.5%	8.3%	2.4%	6.8%	2.6%	0.3%

\* Representation (or Involvement) is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

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## School Bus Collisions

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### The Problem

- School bus collisions are rare, but when they occur they have the potential of producing many injuries, as evidenced by a crash in 2001 resulted in the death of the driver and 18 visible injuries to the other occupants of the school bus and by a crash in 2003 that resulted in 31 visible injuries. Typically, however, occupants of vehicles that collided with the school buses sustain most of the injuries and fatalities.
- There was one incident involving a child after they had left the school bus in 2003. However, the school bus had left the scene and the child ran into the street without looking and ran into the side of a passing vehicle. Otherwise, there have not been any instances of children being hit by vehicles while entering or leaving a school bus in at least the last 10 years.
- Collisions with school buses cost Idahoans nearly \$3 million in 2004. This represents less than 1 percent of the total economic cost of collisions.

### *School Bus Collisions in Idaho, 2000-2004*

	2000	2001	2002	2003	2004	Avg. Yearly Change 2000-2004
Total School Bus Collisions	45	93	64	74	83	25.8%
Fatalities	0	3	1	0	0	33.3%
Serious Injuries	3	2	1	0	6	104.2%
Visible Injuries	15	38	11	40	13	69.6%
Possible Injuries	46	43	36	31	23	-15.6%

# OFFICE OF TRAFFIC AND HIGHWAY SAFETY



## HIGHWAY SAFETY GRANT

### Request for Proposal

Federal Fiscal Year 2007

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Each year, the Office of Traffic and Highway Safety (OTHS) awards grants to state and local governmental units and non-profit organizations to help solve Idaho's most critical traffic safety problems. Projects that are considered for funding usually address highway safety problems in one or more of these focus areas: safety restraint use, impaired driving, aggressive driving, youthful drivers, roadway safety/traffic records, emergency medical services, and bicycle and pedestrian safety. Other highway safety problem areas will also be considered.

The highway safety grant year is the Federal Fiscal Year which begins October 1<sup>st</sup> and runs through September 30th. The grants can provide startup or "seed" money for new programs, provide new direction to existing safety programs, or support state planning to identify and quantify highway safety problems. Grant moneys may also be used for one-time acquisition of technology, system upgrades, and/or equipment purchases that will be used to solve highway safety problems where a demonstrated need exists.

Depending on the type of project, funding may be considered for one, two, or at a maximum of three years. Successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for crash or injury reduction or system improvement.**

Highway safety projects typically require the grantee agency to provide a portion of the funding for the project, called matching funds. In first year projects, grant money will generally reimburse 75 percent of the total project costs, in the second year 50 percent, and in the third year 25 percent. Matching funds can be in the form of agency funds or resources to support the proposed project. Highway safety programs are "seed money" programs, and agencies are expected to assume the full cost of programs and provide program continuation at the conclusion of the grant funding. **Agencies pay 100 percent of the project costs up-front as accrued, and then request reimbursement monthly or quarterly from the Office of Traffic and Highway Safety in the amount of the approved federal share.**

*Highway safety funds, by law, cannot be used for highway construction, maintenance, or design. Requests for grant funds are not appropriate for projects such as safety barriers, turning lanes, traffic signals, and pavement/crosswalk markings. Additionally, funds cannot be used for facility construction or purchase of office furniture. Because of limited funding, the OTHS does not fund the purchase of vehicles.*

#### ***DESCRIPTIONS OF THE FOCUS AREAS AND EXAMPLES OF PROJECTS THAT HAVE BEEN FUNDED:***

**Safety Restraint Use:** The overall goal of the Safety Restraint Program Area is to reduce deaths and serious injuries from motor vehicle crashes by increasing the proper use of seat belts, booster seats, and child safety seats. Projects may include a combination of safety restraint law enforcement, public awareness programs, purchase of speed detection equipment to determine probable cause for traffic stops, and creative education activities. Projects can include adult, teen, and/or child safety restraint use education as a program emphasis, as well as funding to start or improve a local child safety seat distribution program. We encourage jurisdictions with these projects to work closely with their local media to bring visibility to their enforcement activities to increase program effectiveness.

**Impaired Driving:** The goal of this program area is to remove alcohol and other drug-impaired drivers from the roads and reduce recidivism. A project may include enforcement combined with public information outreach activities. We encourage jurisdictions with these projects to work closely with their local media to "advertise" their enforcement activities and inform their community about highway safety. This program area can also fund DUI arrest system equipment, training for judges and prosecutors, probation programs for repeat offenders, and education programs like alcohol server training, designated driver awareness, underage consumption outreach and enforcement, and DUI courts. The OTHS is

searching for creative programs that could reduce impaired driving in your community. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from impaired driving crashes.

**Aggressive Driving:** The goal of this program area is to reduce the incidence of aggressive driving behaviors, such as speeding, failing to yield, following too close, or disregarding signs or signals. The goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs (STEP), Accident Reduction Teams, Safe Community Programs, model programs to address aggressive driver behavior, and other similar projects which usually combine effective law enforcement and public awareness activities. All grants will also include seat belt usage emphasis/enforcement to reduce the injuries and deaths resulting from aggressive driving crashes.

**Youthful Drivers:** The goal of this program area is to reduce the number of injury and fatal crashes by 15-19 year old drivers. Emphasis is on education, prevention, and enforcement activities directed toward youth grades K-12 and college undergraduates. Agencies are encouraged to work with local teen populations—including youth who are working community service for impaired driving offenses, or youth participating in Idaho Drug Free Youth (IDFY) programs, Safe and Drug Free Schools, student governments, and other student organizations dedicated to safety—to create a comprehensive program where teens change the driving behavior of others teens. The OTHS urges agencies to think creatively and work closely with the OTHS when developing a youth program.

**Roadway Safety/Traffic Records:** The goal of this program area is to improve the safety of the roadway and environment, with special emphasis on the support of record systems that aid in identifying existing and emerging traffic safety problems and evaluating program performance. Roadway projects might include funds to develop and implement systems and procedures for carrying out safety construction and operation improvements; develop guidelines and methods of highway design, construction, and maintenance related to safety issues; upgrade skills of highway personnel; and develop plans for conducting traffic engineering services. Traffic record projects might include enhancements to the crash analysis capability of the Internet version of the Crash Analysis and Reporting System (WebCARS), enhancements in crash data collection and reporting through Idaho's Mobile Program for Accident Collection 2000 (IMPACT 2K), or improvements to traffic safety data systems.

**Emergency Medical Services:** The goal of this program area is to enhance appropriate, timely, and safe response to crashes and to reduce the time that it takes first responders to remove injured crash victims from the crash site and transport them to advanced medical treatment. Funding priorities for this area are for the purchase of hydraulic extrication equipment.

**Bicycle and Pedestrian Safety:** The overall goal of this program is to reduce roadway fatalities and serious injuries by reducing bicycle and pedestrian crashes through education, equipment, and providing direction and support for local communities. Emphasis is on public awareness materials and safety equipment, targeting school-age children, teens through adult, or a statewide campaign designed to reach all age groups.

**Other:** This category includes all other potential focus areas such as mature driver, motorcycle, train, school bus crashes, work zone safety, etc. The goal of any project in this category must be to reduce roadway fatalities and serious injuries in Idaho.

## **ELIGIBILITY REQUIREMENTS**

1. *Grant awards can only be made to local and state governmental entities and non-profit organizations within Idaho.*
2. *There must be a demonstrable highway safety crash, fatality, serious injury, and/or systems problem. Data must be provided to demonstrate need.*
3. *Agencies must have a safety restraint use policy in place prior to the start of grant funding.*
4. *Law enforcement agencies must demonstrate that they are enforcing the safety restraint laws.*

## **HOW TO APPLY**

**Interested agencies must complete the attached Letter of Intent and have it postmarked no later than February 28, 2006. Faxed or e-mailed Letters of Intent must be received no later than 5:00 PM MST on February 28, 2006. Electronic versions of our forms can be found by going to our website at <http://itd.idaho.gov/ohs/> and then clicking on *Highway Safety Programs*. Proposals may be mailed or faxed to:**

Idaho Transportation Department

Office of Traffic and Highway Safety  
PO Box 7129  
Boise, Idaho 83707-1129  
Fax: (208) 334-4430

**Feel free to contact the Office of Traffic and Highway Safety at (208) 334-8100 for questions or assistance.**



**TOTALS**

\$ \_\_\_\_\_

\$ \_\_\_\_\_

**HIGHWAY SAFETY GRANTS FFY 2007**

**Submit by February 28, 2006**