IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Highway safety is one of the primary objectives of the Idaho Transportation Department (ITD). The Highway Safety Improvement Program (HSIP) is comprised of projects proposed by the ITD Districts and the Local Highway Technical Assistance Council (LHTAC). They are selected based upon highway safety data and align with the Strategic Highway Safety Plan (SHSP) fulfilling the requirements defined by the Fixing America's Surface Transportation Act (FAST). The SHSP outlines strategies to reduce traffic fatalities and serious injuries through projects specified in the HSIP, providing a standard way to evaluate progress on a regular basis.

The Idaho Transportation Department (ITD) continues to work on enhancing the Highway Safety Improvement Program (HSIP) for all public roadways in Idaho. ITD uses data from the Highway Safety Corridor Analysis (HSCA) to identify high priority corridors. ITD has started using the Transportation Economic Development Impact System (TREDIS) to evaluate HSIP eligibility for all projects nominated for FY20 and beyond. At the local level, work continues by the Idaho Local Highway Technical Advisory Council (LHTAC) to plan and prioritize highway safety projects at the local level. LHTAC continues to enhance their process based on the fatal and serious injuries to determine what jurisdiction have priority for HSIP funding.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

ITD and LHTAC use benefit-cost ratio analysis to determine funding of HSIP projects. Any project selected has to follow a data-driven criteria that shows what safety concern is being addressed, how it ties into the State Highway Safety Plan, and expected outcomes from the project.

Where is HSIP staff located within the State DOT?

Other-Division of Highways

Enter additional comments here to clarify your response for this question or add supporting information.

The majority of the people who work with the HSIP are in the Division of Engineering Services (DES), Transportation Planning which is under Highways. There is one person who is part of the Division of Products and Plans (DEPP), Office of Highway Safety, which is also under Highways.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

Describe how local and tribal roads are addressed as part of HSIP.

The Local Highway Technical Assistance Council (LHTAC) works with ITD to address the safety of the Idaho local roads. LHTAC also uses the HSIP funding from the FHWA. These funds are dedicated for use on local safety projects. LHTAC provides a recommended project list. The projects are reviewed and approved by the FHWA using PSS.

Determine Funding Split (ITD & LHTAC)

For funding FY20 and beyond, ITD and LHTAC will review the data together to determine the appropriate funding split based on the total number of Fatal (K) plus Serious Injury (A) crashes. The percentage of K+A Crashes on local roads will equal the funding split between ITD and LHTAC. The current approved funding split for FY21 and FY22 is 50%.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Districts/Regions
Other-Office of Highway Safety
Other-Transportation Planning
Other-Transportation Systems

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

ITD's Office of Highway safety produces the Highway Safety Corridor Analysis (HSCA) and the High Crash Location (HAL) reports on an annual basis.

Each district uses these reports and other tools to develop potential projects. Once a project is proposed, the districts put together a Project Charter that meets FAST eligibility requirements to be considered for funding. An acceptable charter must include a Project Objective Statement (POS) and a Scope of Work clearly identified to support HSIP funds. It also must include a timeline with realistic start and finish dates. Most importantly the charter must include an appropriate HSIP justification that addresses the following:

1. How is the project safety-driven?

· Base Answers upon the Strategic Highway Safety Plan.

· Site statistics and results such as the basis of crash experience, crash potential, crash rate, or other data-supported means.

2. How does the project align with and help implement the strategies found in the Strategic Higheay Safety Plan?

· Pinpoint safety problems either through a site analysis or systematic approach;

· Identify counter measures to address those problems;

· Priortize projects for implementation; and

· Evaluate projects to determine their effectiveness

3. How does the project eliminate death and serious injury?

· Address identified safety issues within a highway wsafety corridor or a spot location such as an intersection or High Accident Location (HAL) or does it incorporate a system-wide approach such as rumble strips.

· Each district has a corridor map outlining safety corridors (also known as the Highway Safety Corridor Analysis (HSCA)). Make sure to review these maps for pertinent system-wide safety corridor analysis.

All project evaluations are based upon the information that has been entered in PSS and the Office of Transportation Information System (OTIS). The projects are prioritized by the Economics Office and Transportation Systems using the TREDIS process. TREDIS calculates benefits in safety and mobility as a result of a project, including economic value that can be realized related to transportation and the mobility it affords to the citizens and businesses of the state of Idaho.

Identify which external partners are involved with HSIP planning.

Other-Local Highway Technical Assistance Council-representing all local highway districts

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

Once the funding split has been decided. LHTAC will solicit local agencies for projects based on a data driven approach. LHTAC evaluates each of the projects and the selected projects are sent on to ITD. ITD will evaluate the projects to ensure they fit within the scope of the SHSP and then make the final approval.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Below is an excerpt from Idaho's HSIP Standard Planning Process document.

The foundation of consistency within the HSIP process is completing a project charter for each project. The charter contains information that can be used to consistently compare projects against each other and provide details needed for analysis in TREDIS. Another important aspect of the HSIP program is specified justification which is necessary for the Federal Highway Administration – Idaho (FHWA-ID) to assess the funding eligibility of the proposed projects. The project must be focused on reduction of fatalities and serious injuries.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:
Idaho HSIP Standard Planning Process August 2017.pdf

Select the programs that are administered under the HSIP.

HSIP (no subprograms)

Enter additional comments here to clarify your response for this question or add supporting information.

Program:	HSIP (no subprograms)
Date of Program Methodology:	7/1/2015

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Other-state competes with all projects while local uses funding set-aside approach

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Other-High Accident Location (HAL) List
Other-HSCA

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

They look for areas that have multiple fatal and serious injury crashes and have the local agencies apply for funding.

How are projects under this program advanced for implementation?

Competitive application process
selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1

Enter additional comments here to clarify your response for this question or add supporting information.

Functional classification is used in our methodology to ensure that we are programming projects that fall into the high risk rural roads rule.

What percentage of HSIP funds address systemic improvements?

1

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Traffic Control Device Rehabilitation
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs

Enter additional comments here to clarify your response for this question or add supporting information.

The systemic improvements included here are from the systemic improvements obligated using HSIP funds for the reporting period.

What process is used to identify potential countermeasures? [Check all that apply]

2018 Idaho Highway Safety Improvement Program
Engineering Study
Road Safety Assessment
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Other-Highway Safety Corridor Analysis process

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

This may be addressed in the long range transportation plan when it is released next year.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Our two main processes used to identify possible areas for projects are based on methodology from the HSM. The first, High Accident Location (HAL) uses a weighted score of frequency, rate and severity to determine locations. Our Highway Safety Corridor Analysis (HSCA) process uses weights to determine priority corridors. Both documents are attached.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

Yes

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

After Idaho was notified that we triggered the HRRR rule, we went back and double checked that projects fell into the functional classifications for the high risk rural roads. With Idaho being a largely rural state, we have many projects that are on rural roads. We really didn't have to adjust anything to our methodology to ensure we have projects on high risk rural roads.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

ITD follows the state fiscal year, as that is how we program and manage our projects.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$29,509,000	$23,441,560	79.44%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$29,509,000	$23,441,560	79.44%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

12%

How much funding is obligated to local or tribal safety projects?

8%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to non-infrastructure safety projects?

0%

How much funding is obligated to non-infrastructure safety projects?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Two road safety audits were performed by the Local Highway Technical Advisory Council for approximately $74,000 total.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

At this time there are no impediments to obligating HSIP funds.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
US 12 - 18th St. to Clearwater RV Bridge, Lewiston	Intersection geometry	Intersection geometry - other	1	Locations	$65000	$65000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,000	35	State Highway Agency	Spot	Intersections	
US-30 - E 4000 North Rd., Twin Falls Co.	Intersection geometry	Intersection geometry - other	2	Intersections	$758645	$758645	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,100	60	State Highway Agency	Spot	Intersections	
LHTAC Pre-Project Planning	Non-infrastructure	Transportation safety planning		Planning	$50000	$50000	HSIP (23 U.S.C. 148)	N/A	0	0	LHTAC	N/A	Planning	
US 93 - 200 South Rd, Jerome Co.	Intersection geometry	Intersection geometry - other	1	Locations	$400000	$400000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,400	55	State Highway Agency	Spot	Intersections	
US-20 Int Farmway Rd, Canyon Co.	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	$370366	$370366	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,000	65	State Highway Agency	Spot	Intersections	
SH 16 - Int Beacon Light Rd.	Intersection geometry	Intersection geometry - other	1	Intersections	$764992	$764992	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	8,900	65	State Highway Agency	Spot	Intersections	
US 95 - Elmira Rd Turnbay, Bonner Co.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$478371	$478371	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	6,600	60	State Highway Agency	Spot	Intersections	
SH 6 - N S SH 9 Turnbays, Latah Co	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$210000	$210000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,100	55	State Highway Agency	Spot	Intersections	
US 95 - Windfall Pass Curve, Benewah Co.	Alignment	Horizontal curve realignment	0.5	Miles	$3523206	$3523206	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,300	60	State Highway Agency	Spot	Lane Departure	
US 93 - 100 South Rd., Jerome Co.	Alignment	Alignment - other	2.3	Miles	$400000	$400000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,100	55	State Highway Agency	Spot	Lane Departure	
US 95 - Culdesac Canyon Passing Lane, Phase 2	Roadway	Roadway widening - add lane(s) along segment	2.5	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,500	65	State Highway Agency	Spot	Lane Departure	
US 93 - Lochsa Ranger Station to Bald Mountain	Shoulder treatments	Widen shoulder - paved or other	7.1	Miles	$320000	$320000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,000	65	State Highway Agency	Spot	Roadway Departure	
Int Hankins and Addison Signal - Twin Falls HD	Intersection traffic control	Intersection traffic control - other	1	Intersections	$588534	$588534	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,400		City of Municipal Highway Agency	Spot	Intersections	
SH 13 - Curve Improvement NR, Kooskia	Alignment	Horizontal curve realignment	0.4	Miles	$110000	$110000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,600	25	State Highway Agency	Spot	Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Signing and Lelineation for Worley HD	Roadway delineation	Roadway delineation - other			$5000	$5000	HSIP (23 U.S.C. 148)		0		Town or Township Highway Agency	Systemic	Lane Departure	
Gannett Rd. Sign Improvements	Roadway signs and traffic control	Roadway signs and traffic control - other			$5000	$5000	HSIP (23 U.S.C. 148)	Rural Major Collector	0		County Highway Agency	Systemic	Lane Departure and Intersections	
US 95 - Riverside NB Passing Lane	Roadway	Roadway widening - add lane(s) along segment	1	Miles	$155000	$155000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,800	35	State Highway Agency	Spot	Lane Departure	
US 93 - 300 South Rd. Jerome Co.	Intersection geometry	Intersection geometry - other	1	Intersections	$450000	$450000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,700	55	State Highway Agency	Spot	Intersections	
Chinden - Locust Grove to Eagle	Roadway	Roadway widening - travel lanes	2	Lanes	$912002	$912002	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Lane Departure	
Genesee-Juliaetta Rd. Safety Improvements	Roadside	Barrier - other			$199427	$199427	HSIP (23 U.S.C. 148)	Rural Major Collector	0		Other Local Agency	Systemic	Roadway Departure	
US 12 - Valley View Drive Turnbay, Idaho Co.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$1246841	$1246841	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	12,000	65	State Highway Agency	Spot	Intersections	
US 95 - Culdesac Canyon Passing Lane, Ph3 3, Nez Perce Co.	Roadway	Roadway widening - add lane(s) along segment	.86	Miles	$630000	$630000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,500	65	State Highway Agency	Spot	Lane Departure	
Roadway Curve Safety Improvements	Roadway signs and traffic control	Roadway signs and traffic control - other			$5000	$5000	HSIP (23 U.S.C. 148)		0		Other Local Agency	Systemic	Lane Departure	
US 20 - Chester to Ashton	Roadway	Roadway widening - travel lanes	1	Lanes	$700000	$700000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	6,000	70	State Highway Agency	Spot	Lane Departure	
Signal Head Visiblity Safety Improvements	Intersection traffic control	Modify traffic signal - add backplates			$26000	$26000	HSIP (23 U.S.C. 148)		0		City of Municipal Highway Agency	Systemic	Intersections	
17th Street Curb Medians	Access management	Access management - other			$162028.93	$162028.93	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		City of Municipal Highway Agency	Spot	Intersections	
US 95 - Grangeville Truck Route Bypass Rd. Turnbay	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	$45000	$45000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	5,000	65	State Highway Agency	Spot	Intersections	
Sixth St. Pedestrian Safety Improvements	Pedestrians and bicyclists	Crosswalk			$16000	$16000	HSIP (23 U.S.C. 148)	Urban Major Collector	0		Town or Township Highway Agency	Spot	Pedestrians	
US 20 - Expressway Median Cable Barrier	Access management	Access management - other	19.3	Miles	$10000	$10000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	25,000	70	State Highway Agency	Spot	Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SH 41 - Lancaster Rd. to Boekel Rd, Rathdrum	Roadway	Roadway widening - travel lanes	2	Lanes	$250000	$250000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	11,000	45	State Highway Agency	Spot	Lane Departure	
SH 55 - Int Florida Ave.	Intersection geometry	Intersection geometry - other	1	Intersections	$55000	$55000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	14,200	55	State Highway Agency	Spot	Intersections	
Benewah Creek Road Safety Audit			19.866	Miles	$36000	$36000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Data	
Int Safety Improv at 62 Intersections	Intersection traffic control	Intersection traffic control - other	62	Intersections	$4000	$4000	HSIP (23 U.S.C. 148)		0		Other Local Agency	Systemic	Intersections	
SH44 - Int SH-16 to Linder Rd., Ada Co.	Roadway	Roadway widening - travel lanes	2	Lanes	$1000000	$1000000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	19,500	55	State Highway Agency	Spot	Lane Departure	
State St. Lighting - 16th St. to 23rd. St.	Lighting	Lighting - other	0.549	Miles	$67000	$67000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	22,000	35	Other Local Agency	Spot	Lane Departure	
US 20 - Star Rd. to SH 16	Roadway	Roadway widening - travel lanes	2	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	17,000	55	State Highway Agency	Spot	Lane Departure	
US 26 - Clark Hill RA Turn Lanes, Bonneville Co.	Intersection geometry	Auxiliary lanes - add right-turn lane	2	Approaches	$150000	$150000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,300	65	State Highway Agency	Spot	Intersections	
US 95 - Culdesac Passing Lanes	Roadway	Roadway widening - add lane(s) along segment	1	Lanes	$230000	$230000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,500	65	State Highway Agency	Spot	Lane Departure	
US 26 - Antelope Flats Passing Lane, Bonneville Co.	Roadway	Roadway widening - add lane(s) along segment	1	Lanes	$150000	$150000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,300	65	State Highway Agency	Spot	Lane Departure	
SH 21 - Technology Way to Surprise Way, Boise	Roadway	Roadway - other	2.236	Miles	$750000	$750000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	10,500	55	State Highway Agency	Spot	Lane Departure	
I 90 - SH-41 Interchange, Kootenai Co.	Interchange design	Interchange design - other	1	Interchanges	$2000000	$2000000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	0		State Highway Agency	Spot	Intersections	
SH 200 - McGhee to Kootenai St., Bonner Co.	Roadway	Roadway - other	12.85	Miles	$180000	$180000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,800	45	State Highway Agency	Spot	Intersections	
SH 44 - Star Rd. to SH 16, Ada Co.	Roadway	Roadway - other	2.63	Miles	$1200000	$1200000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	12,000	55	State Highway Agency	Spot	Lane Departure	
SH 53 - Hauser Lake Rd. to N. Bruss Rd., Kootenai Co.	Roadway	Roadway - other	2.7	Miles	$1300000	$1300000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,000	55	State Highway Agency	Spot	Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Broadford Road Safety Audit, Blaine County					$41000	$41000	HSIP (23 U.S.C. 148)		0		County Highway Agency	RSA	Data	
US 20 - Sheep Falls to Pinehaven Passing Lanes, Fremont Co.	Roadway	Roadway widening - add lane(s) along segment	8.5	Miles	$700000	$700000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,400	65	State Highway Agency	Spot	Lane Departure	
US 20 - Linder to Locust Grove, Eagle	Roadway	Roadway widening - travel lanes	2	Lanes	$2000000	$2000000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	19,500	55	State Highway Agency	Spot	Lane Departure	
US 20 - SH 16 to Linder, Ada Co.	Roadway	Roadway widening - travel lanes	2	Lanes	$150000	$150000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	16,500	55	State Highway Agency	Spot	Lane Departure	
SH 53, Int N. Ramsey Rd., Kootenai Co.	Intersection traffic control	Intersection traffic control - other	1	Intersections	$190000	$190000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	6,900	55	State Highway Agency	Spot	Intersections	
I 90 - Cedars to Dudley Rd., Kootenai Co.	Roadway	Roadway - other	4	Miles	$180000	$180000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	12,450	75	State Highway Agency	Spot	Lane Departure	
US 2 - Moyie Springs Turn Bays, Boundary Co.	Roadway	Roadway - other	3.3	Miles	$125000	$125000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,400	60	State Highway Agency	Spot	Lane Departure	
US 95 - McArthur Lake, Boundary Co.	Alignment	Horizontal and vertical alignment	0.5	Miles	$850000	$850000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	6,900	60	State Highway Agency	Spot	Lane Departure	
SH 53 - N. Latah St. to MP 93, Rathdrum, ID	Roadway	Roadway - other	0.89	Miles	$280000	$280000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	10,500	35	State Highway Agency	Spot	Lane Departure	

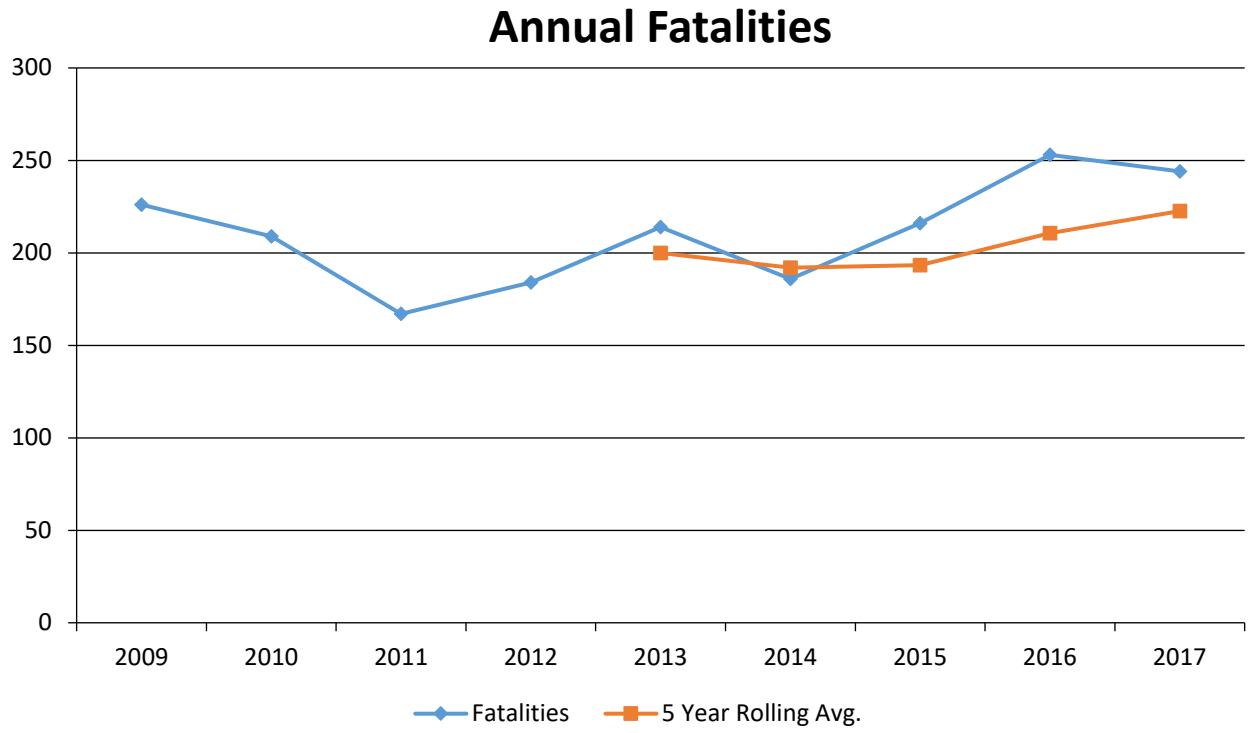
Enter additional comments here to clarify your response for this question or add supporting information.

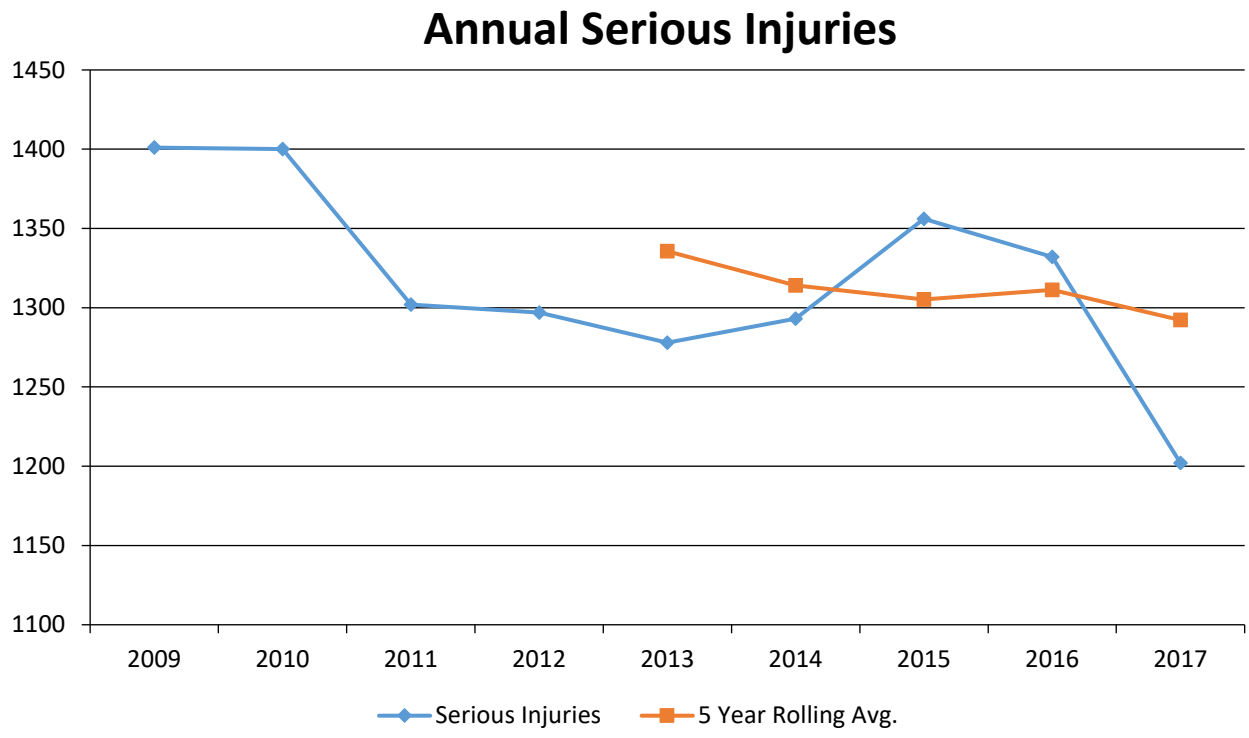
Safety Performance

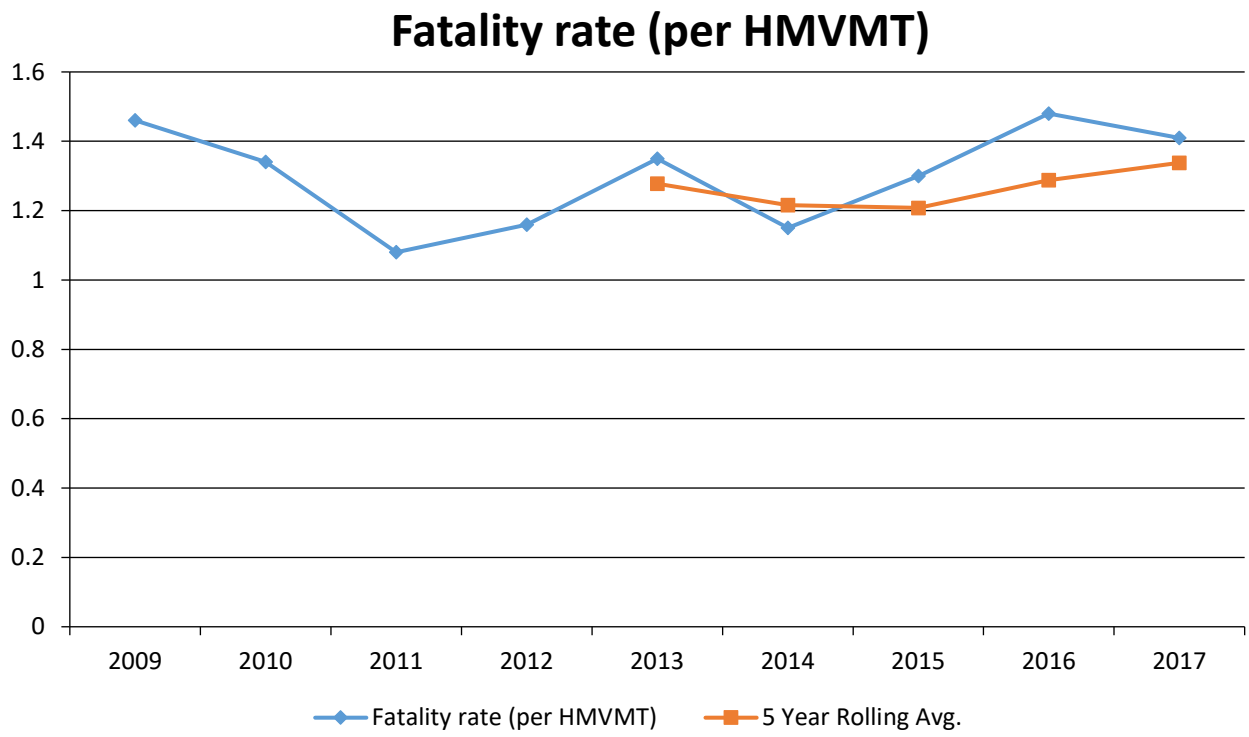
General Highway Safety Trends

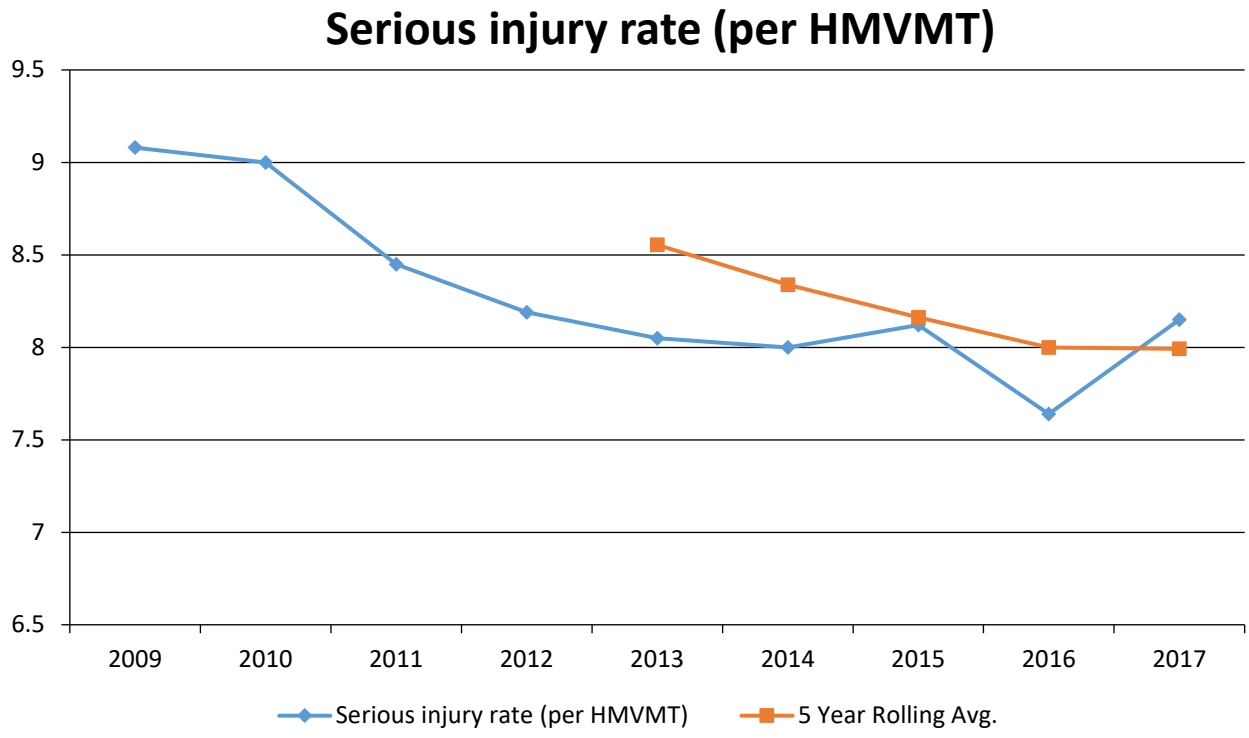
Present data showing the general highway safety trends in the State for the past five years.

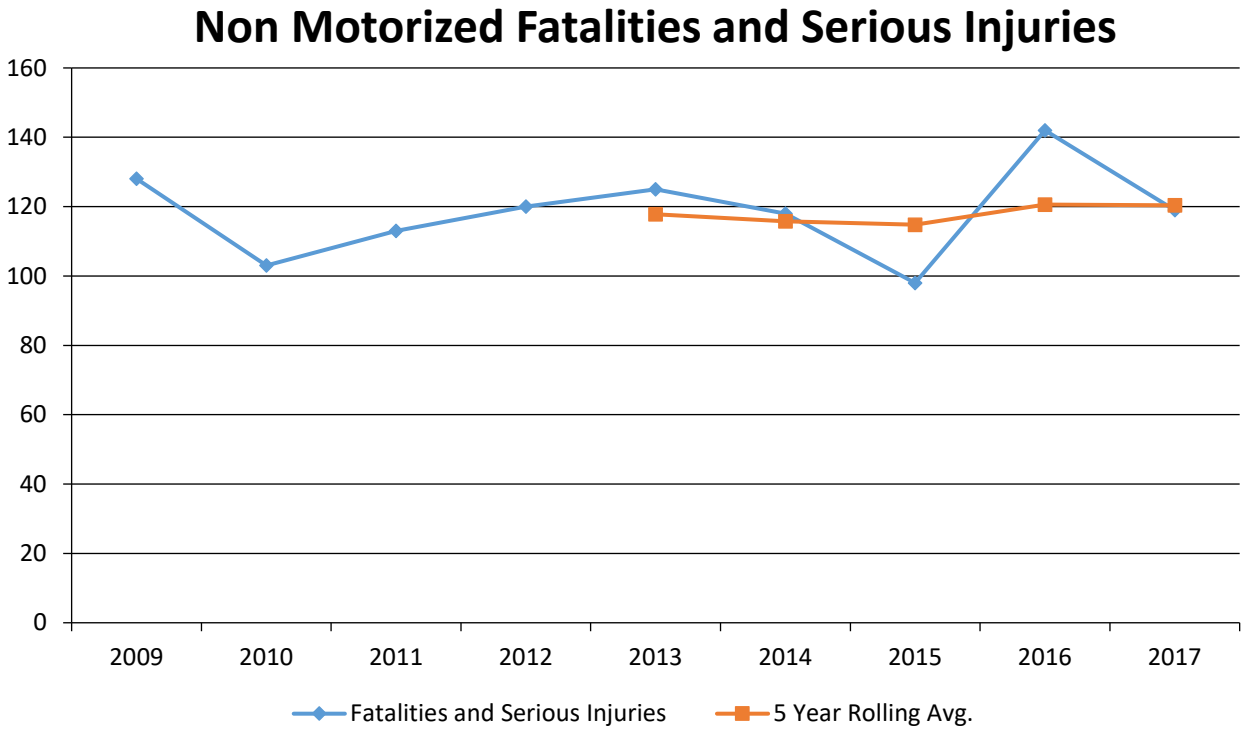
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	226	209	167	184	214	186	216	253	244
Serious Injuries	1,401	1,400	1,302	1,297	1,278	1,293	1,356	1,332	1,202
Fatality rate (per HMVMT)	1.460	1.340	1.080	1.160	1.350	1.150	1.300	1.480	1.410
Serious injury rate (per HMVMT)	9.080	9.000	8.450	8.190	8.050	8.000	8.120	7.640	8.150
Number non-motorized fatalities	17	14	11	15	18	16	8	24	20
Number of non-motorized serious injuries	111	89	102	105	107	102	90	118	99


Annual Fatalities
300
250
200
150
100
50
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1450
1400
1350
1300
1250
1200
1150
1100
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9.5
9
8.5
8
7.5
7
6.5
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

State Motor Vehicle Crash Database

Enter additional comments here to clarify your response for this question or add supporting information.

Our crash database is usually more current than FARS so we use it. Plus the 2017 numbers have not been released by FARS.

To the maximum extent possible, present this data by functional classification and ownership.

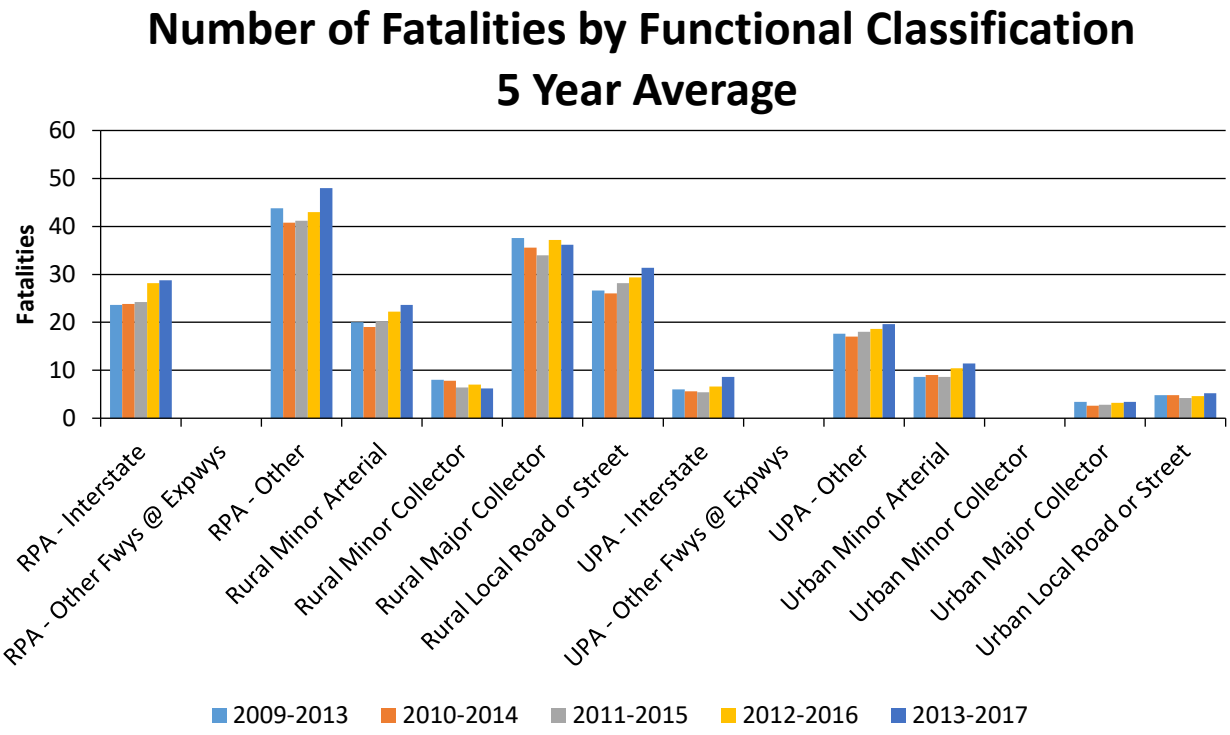
Year 2017

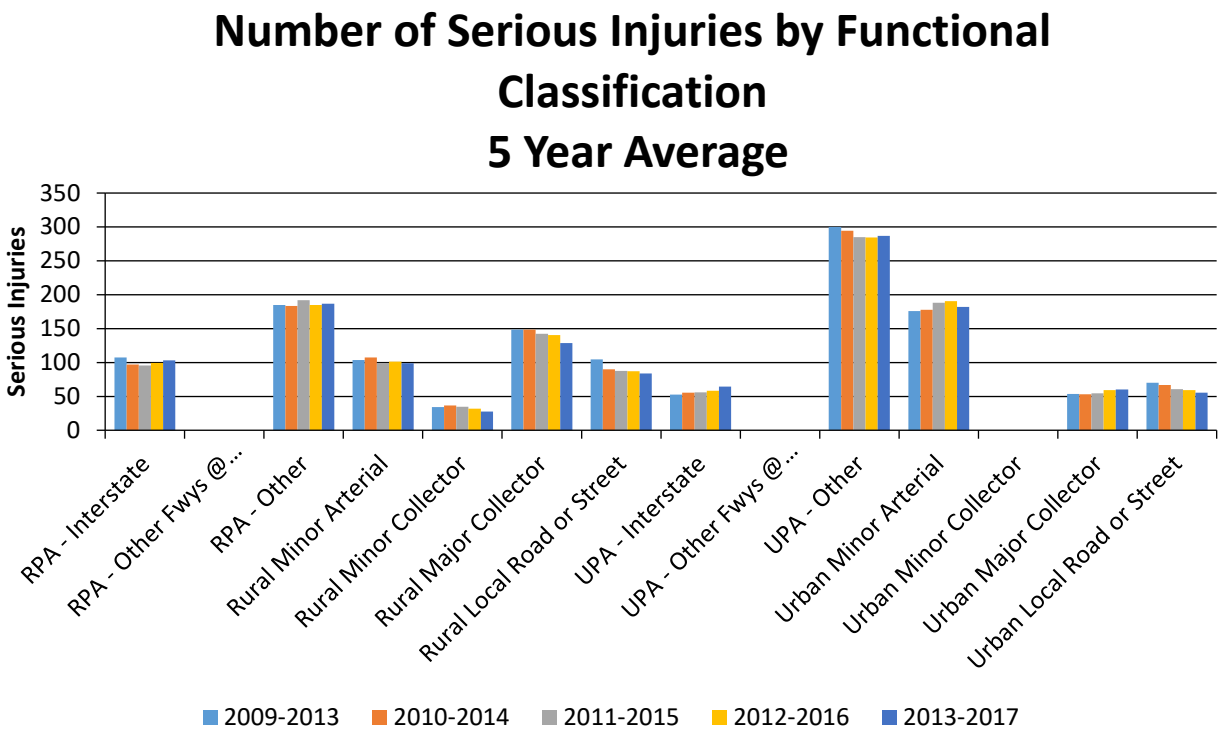
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	28.8	103	1.17	4.18
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	48	186.8	2.22	8.55
Rural Minor Arterial	23.6	98.8	2.46	10.36

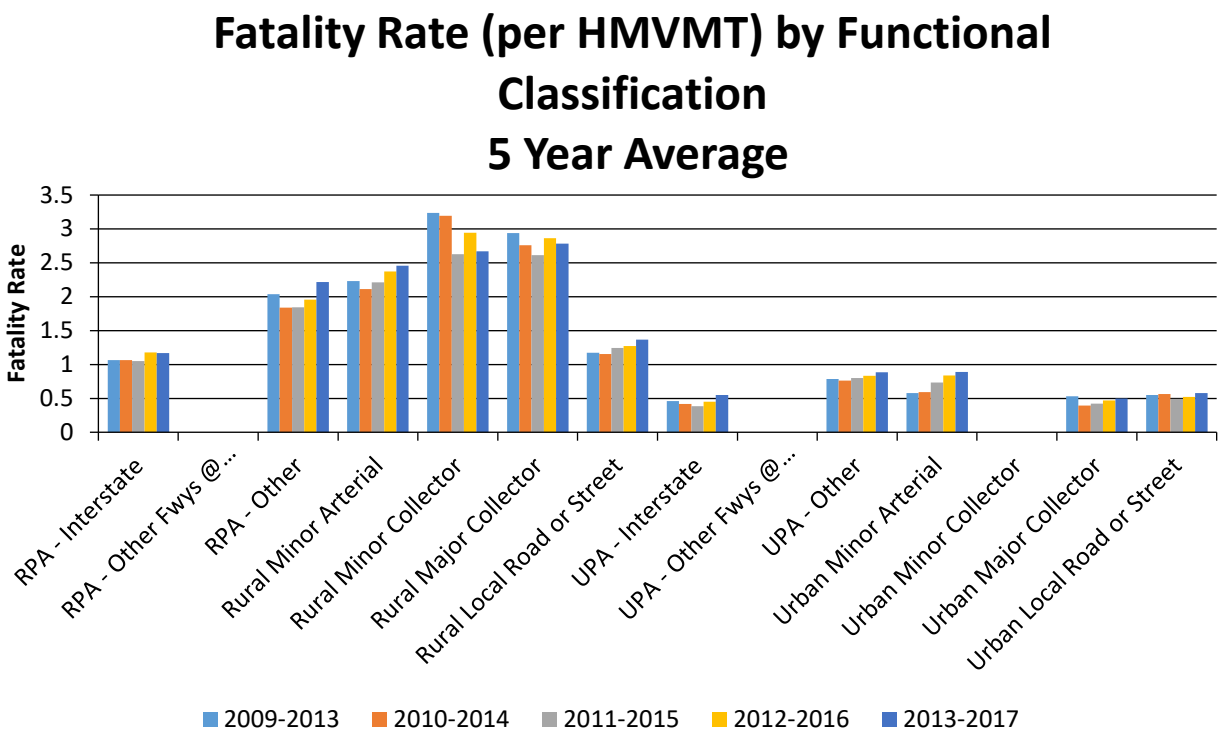
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	6.2	27.4	2.67	11.77
Rural Major Collector	36.2	128.4	2.78	9.86
Rural Local Road or Street	31.4	83.6	1.37	3.63
Urban Principal Arterial (UPA) - Interstate	8.6	64.6	0.55	4.27
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	19.6	287	0.88	12.95
Urban Minor Arterial	11.4	181.8	0.89	14.71
Urban Minor Collector				
Urban Major Collector	3.4	60	0.5	8.84
Urban Local Road or Street	5.2	55.6	0.58	6.16

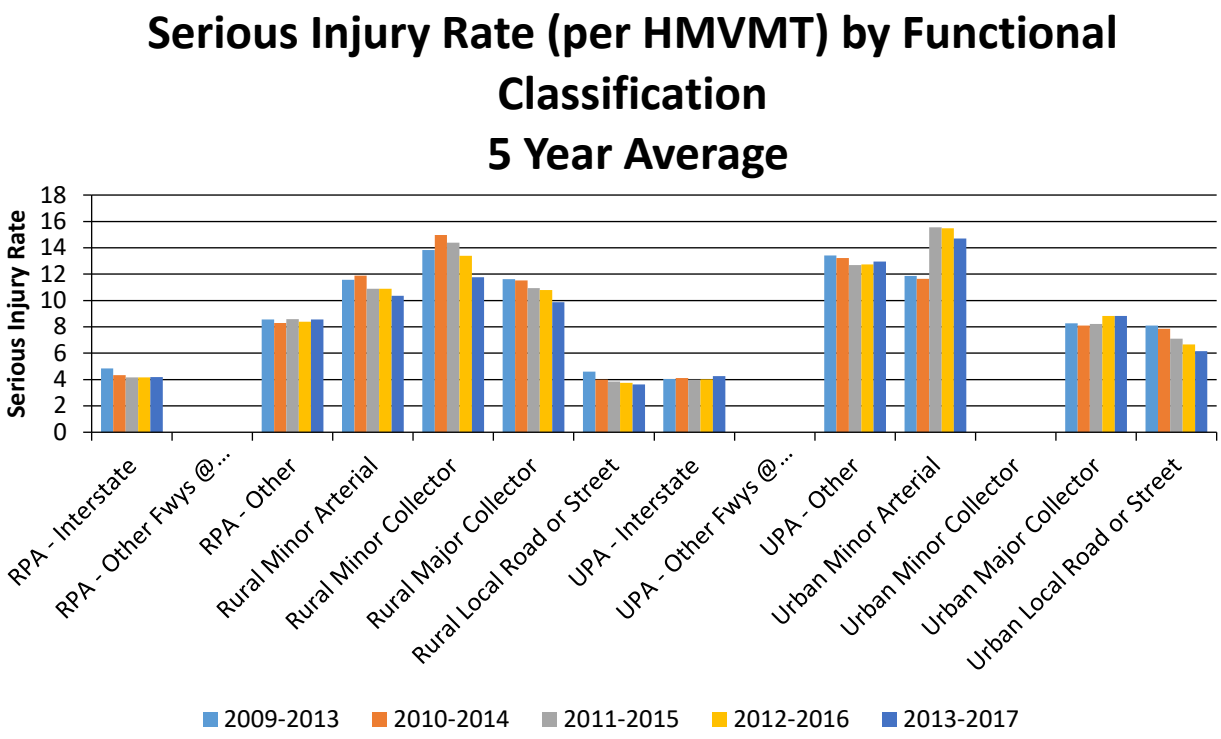
Year 2017

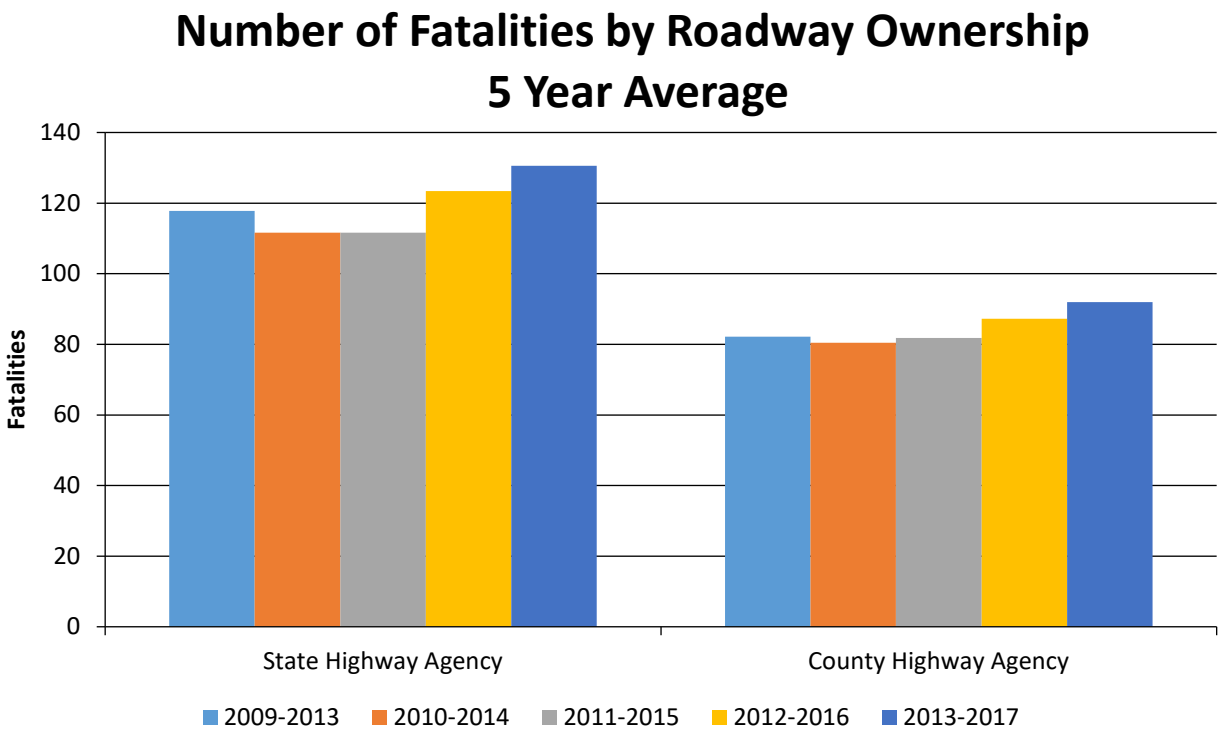
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	130.6	602.6	1.44	6.65
County Highway Agency	92	680.6	1.22	9.01
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

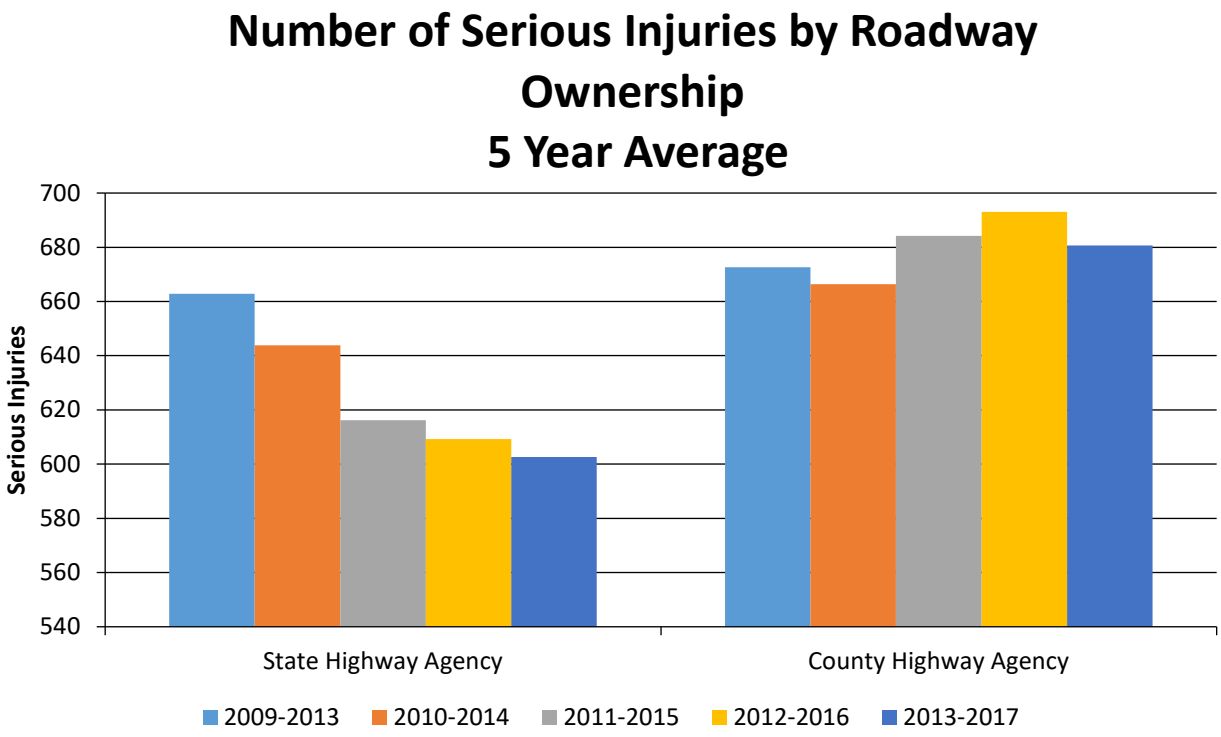

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
60
50
40
30
20
10
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

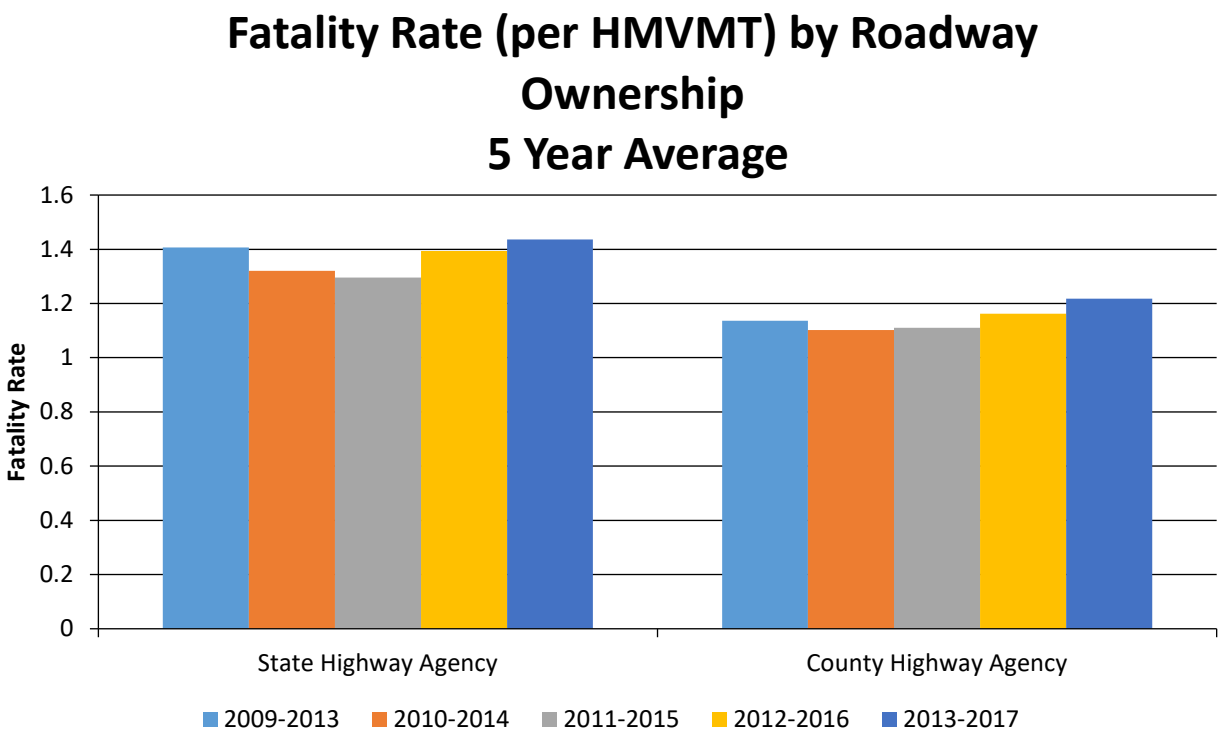

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
350
300
250
200
150
100
50
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

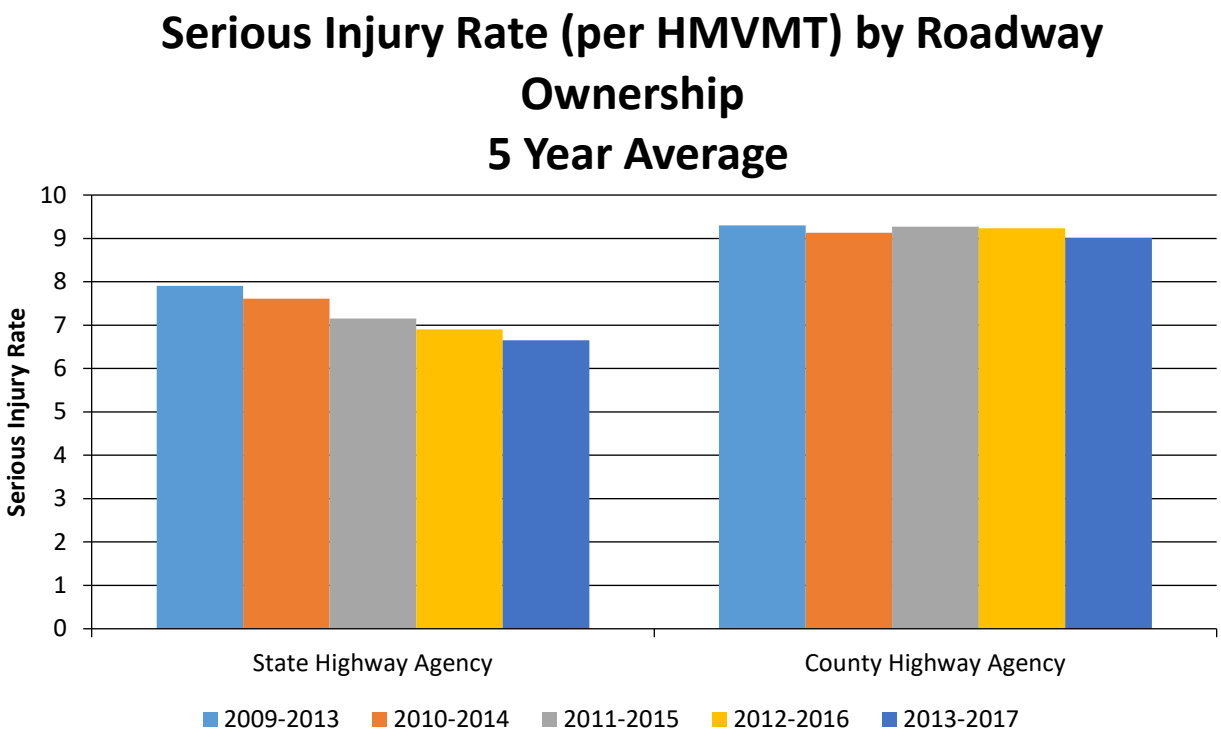

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
18
16
14
12
10
8
6
4
2
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
140
120
100
80
60
40
20
0
State Highway Agency
County Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
700
680
660
640
620
600
580
560
540
State Highway Agency
County Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
County Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities 187.0

Describe the basis for established target, including how it supports SHSP goals.

The target was established using trend analysis. It supports the SHSP goal of reducing fatalities on Idaho roadways. On page 11 of the Idaho SHSP it shows that our primary goal is to reduce the number of traffic deaths to 185 or fewer by the year 2020. The table showing the 5 year average total fatalities shows 188 for the year of 2018.

Number of Serious Injuries 1230.0

Describe the basis for established target, including how it supports SHSP goals.

The target was established using trend analysis. It supports the SHSP goal of reducing serious injuries on Idaho roadways. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the number of serious injuries due to traffic crashes to 1221 or fewer by 2020.

Fatality Rate	1.120

Describe the basis for established target, including how it supports SHSP goals.

The target was established using trend analysis. It supports the SHSP goal of reducing the fatality rate in Idaho. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the rate of traffic deaths to 1.1 per 100 million miles traveled by 2020. The table showing the 5 year fatality rate shows 1.14 for the year of 2018.

Serious Injury Rate	7.360

Describe the basis for established target, including how it supports SHSP goals.

The target was established using trend analysis. It supports the SHSP goal of reducing the rate of serious injuries in Idaho. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the rate of serious injury crashes to 7.27 per 100 million annual vehicle miles traveled by 2020.

Total Number of Non-Motorized Fatalities and Serious Injuries	120.0

Describe the basis for established target, including how it supports SHSP goals.

Although trend analysis was use on setting this target, the analyst who provided these values also relied on his years of working with data. The numbers for Idaho are so low that there is a lot of variability in the data, therefore the value isn't strictly based on the trend analysis. The value supports the SHSP goal of reducing non motorized fatalities and serious injuries in Idaho. Idaho's SHSP has a section on vulnerable roadway users with Bicycle and Pedestrian being one sub group in that category. The goals are to reduce the 5 year average of bicycle involved fatal crashes to 2 bicyclist or fewer and to reduce the five year average of pedestrian involved fatal crashes to 10 or fewer pedestrians by 2020. The SHSP does not include a goal value of serious injuries but the strategies are related to reducing the number of crashes of bicyclists and pedestrians.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The majority of the MPO's do not have access to volume data and therefore cannot determine rates for their

areas. All five MPO's have indicated that they are going with our targets. The signed documents for all five MPO's have been attached.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

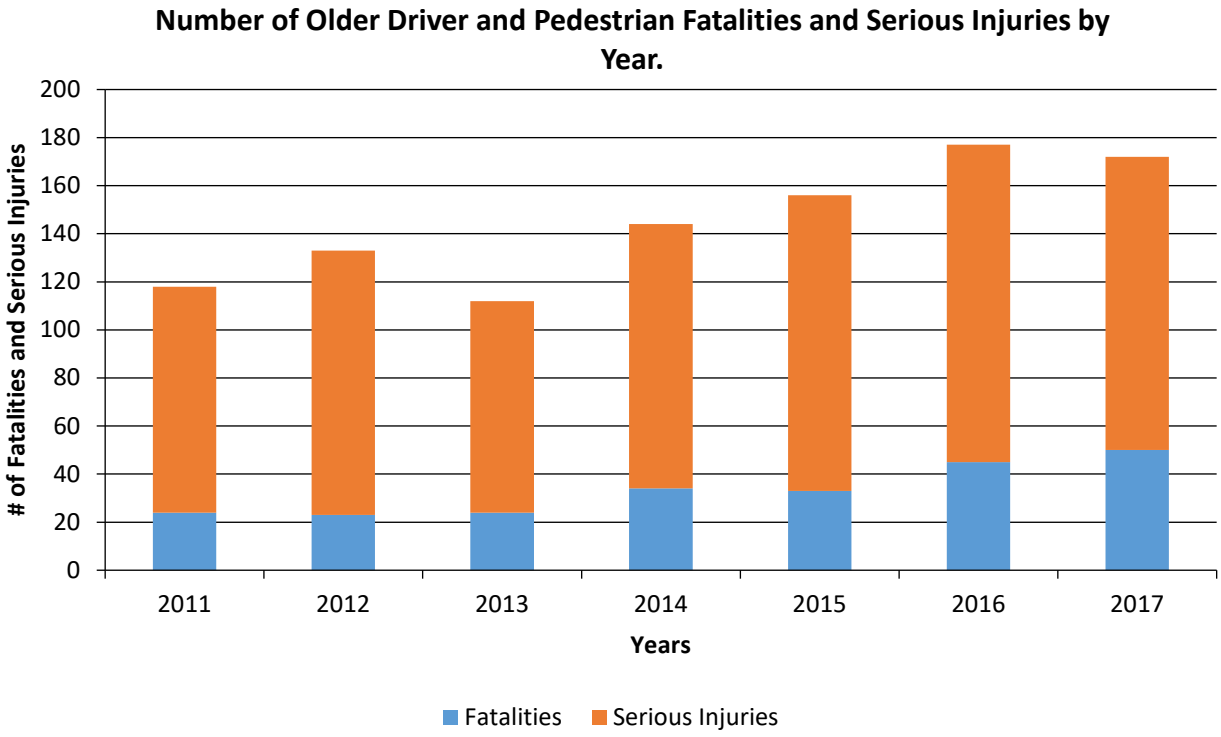
Yes

Enter additional comments here to clarify your response for this question or add supporting information.

See questions 15, 21, 23, 29 and 46 for Idaho's response.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	24	23	24	34	33	45	50
Number of Older Driver and Pedestrian Serious Injuries	94	110	88	110	123	132	122



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

Enter additional comments here to clarify your response for this question or add supporting information.

The state looks at the overall measures of serious and fatal injury rates in determining effectiveness on a state-wide basis.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Unfortunately Idaho, like many states has been experiencing an increase in fatalities. Our 5 year avg rate has increased the past two years. We saw a fairly large increase this year from 1.288 fatalities per 100 million miles traveled to 1.338 fatalities per 100 million miles traveled.

Our five year rate for serious injury crashes is continuing to decrease. We went from 8 serious injuries per 100 million miles traveled to 7.992 serious injuries per 100 million miles traveled

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Increased awareness of safety and data-driven process

Enter additional comments here to clarify your response for this question or add supporting information.

Every year Idaho works to enhance our HSIP program. Once we started using a benefit cost ratio as our prioritization tool, those individuals planning projects have increased their knowledge of possible safety enhancements to their plans. We have continued to become more educated on the use of crash modification factors and other resources for planning projects with safety in mind.

Are there any significant programmatic changes that have occurred since the last reporting period?

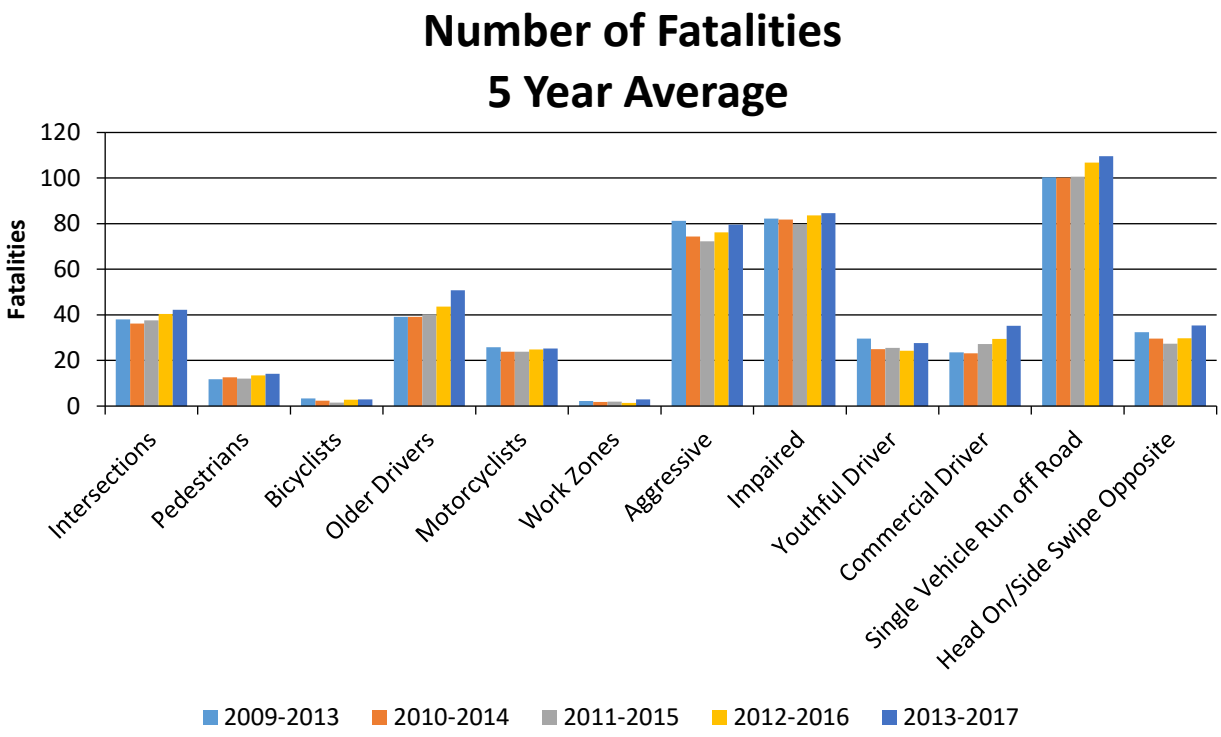
No

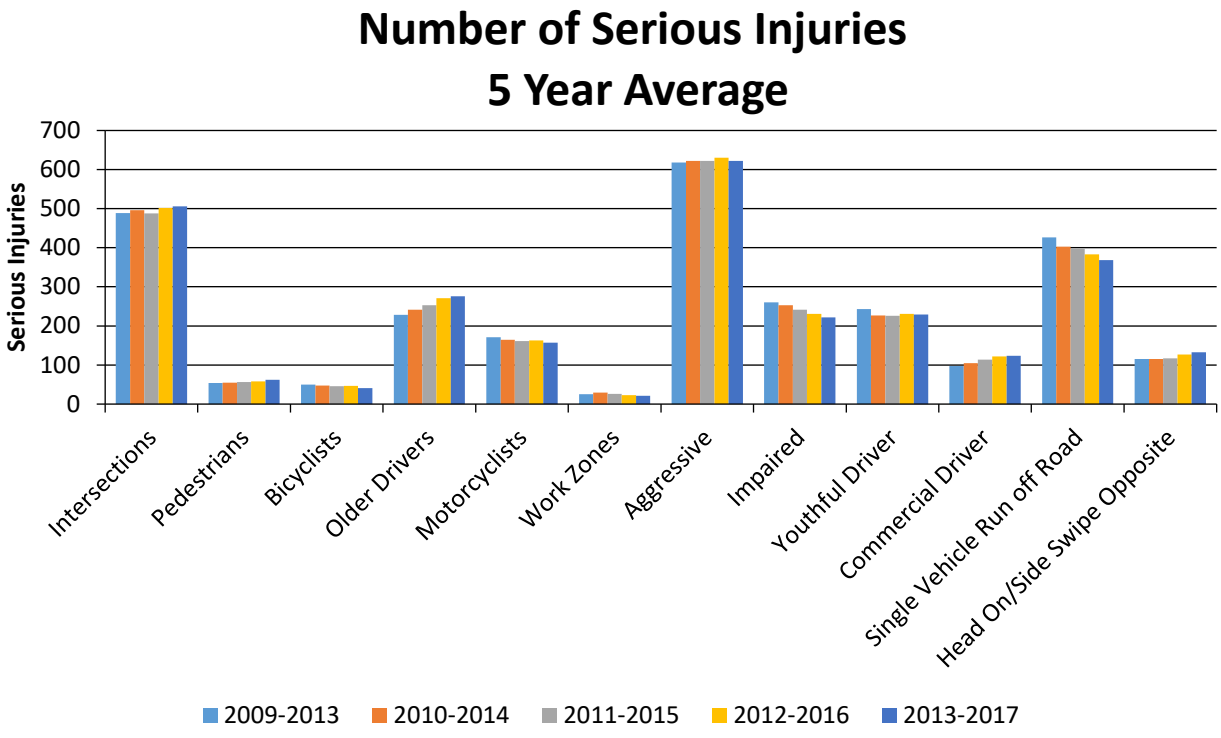
Effectiveness of Groupings or Similar Types of Improvements

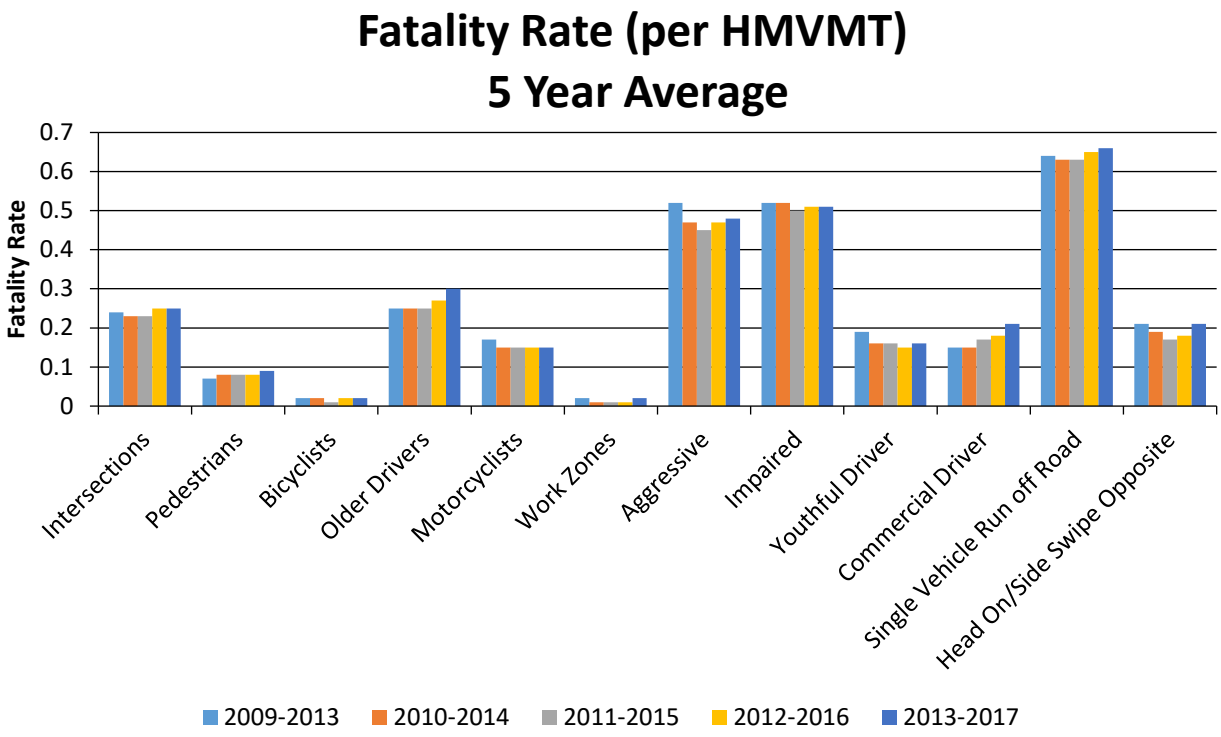
Present and describe trends in SHSP emphasis area performance measures.

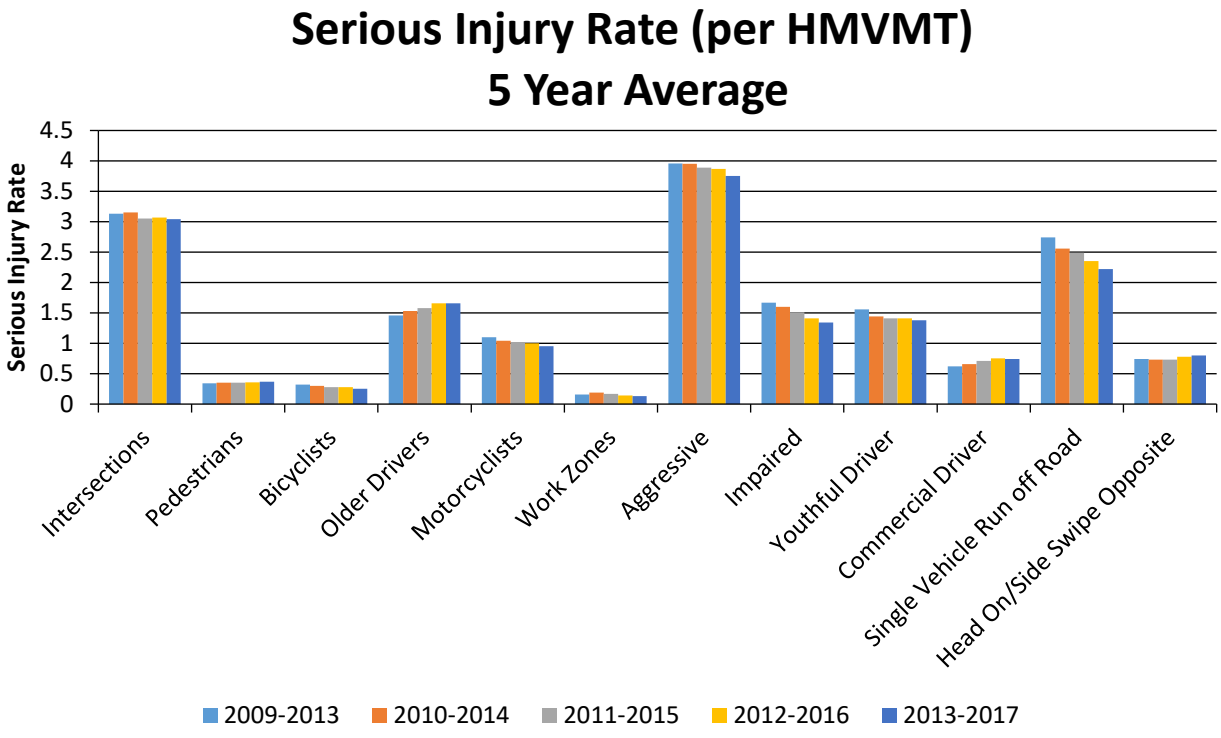
Year 2017

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Intersections		42.2	506	0.25	3.04	0	0	0
Pedestrians		14.2	62.2	0.09	0.37	0	0	0
Bicyclists		3	41.2	0.02	0.25	0	0	0
Older Drivers		50.8	275.6	0.3	1.66	0	0	0
Motorcyclists		25.2	157.2	0.15	0.95	0	0	0
Work Zones		3	21.6	0.02	0.13	0	0	0
Aggressive		79.6	622.4	0.48	3.75	0	0	0
Impaired		84.6	221.8	0.51	1.34	0	0	0
Youthful Driver		27.6	228.8	0.16	1.38	0	0	0
Commercial Driver		35.2	123.8	0.21	0.74	0	0	0
Single Vehicle Run off Road		109.6	368.6	0.66	2.22	0	0	0
Head On/Side Swipe Opposite		35.4	132.6	0.21	0.8	0	0	0


Number of Fatalities
5 Year Average
Fatalities
120
100
80
60
40
20
0
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Aggressive
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Aggressive
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/04/2016

What are the years being covered by the current SHSP?

From: 2016 To: 2020

When does the State anticipate completing it's next SHSP update?

2020

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	15					100	60		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	15								
Access Control (22)	100	15								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					0	0		
Average Annual Daily Traffic (79)	100	100					100	1		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					0	0				
Ramp AADT (191)					75	0				
Year of Ramp AADT (192)					75	0				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**85.83**	**25.00**	**25.00**	**77.27**	**63.64**	**88.89**	**73.44**	**100.00**	**100.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The plan to meet HSIP requirements per the FAST Act are documented in the TRCC Strategic Plan, which is attached to the submittal.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Incapacitating Injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Incapacitating Injury	No	Incapacitating: Serious-requires immediate medical attention	No	None listed	No
Crash Database	Incapacitating Injury	No	N/A	No	N/A	No
Crash Database Data Dictionary	Incapacitating Injury	No	Serious-requires immediate medical attention.	No	None listed	No

Please describe the actions the State is taking to become compliant by April 15, 2019.
We will be adding in the word suspected and mirroring the definition of suspected serious injury from MMUCC and ANSI D16

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2022

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

HSCA Final Report with Appendices.pdf
High Accident Location Methodology re-write 2009.docx
Idaho HSIP Standard Planning Process August 2017.pdf

Project Implementation:

Safety Performance:

BMPO signed Safety Performance Measure Decision.pdf
BTPO_ITD_Safety_Targets.pdf
HSIP Statewide Safety Performance Targets Decision.pdf
ID_PM1_Targets_2018.pdf
MPO Safety Performance Measure Decision KMPO.docx
Final FFY '19_HSP Document_CAwu.pdf
Evaluation:

Compliance Assessment:

2018 ITRSSP Strategic Plan Final.docx

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.