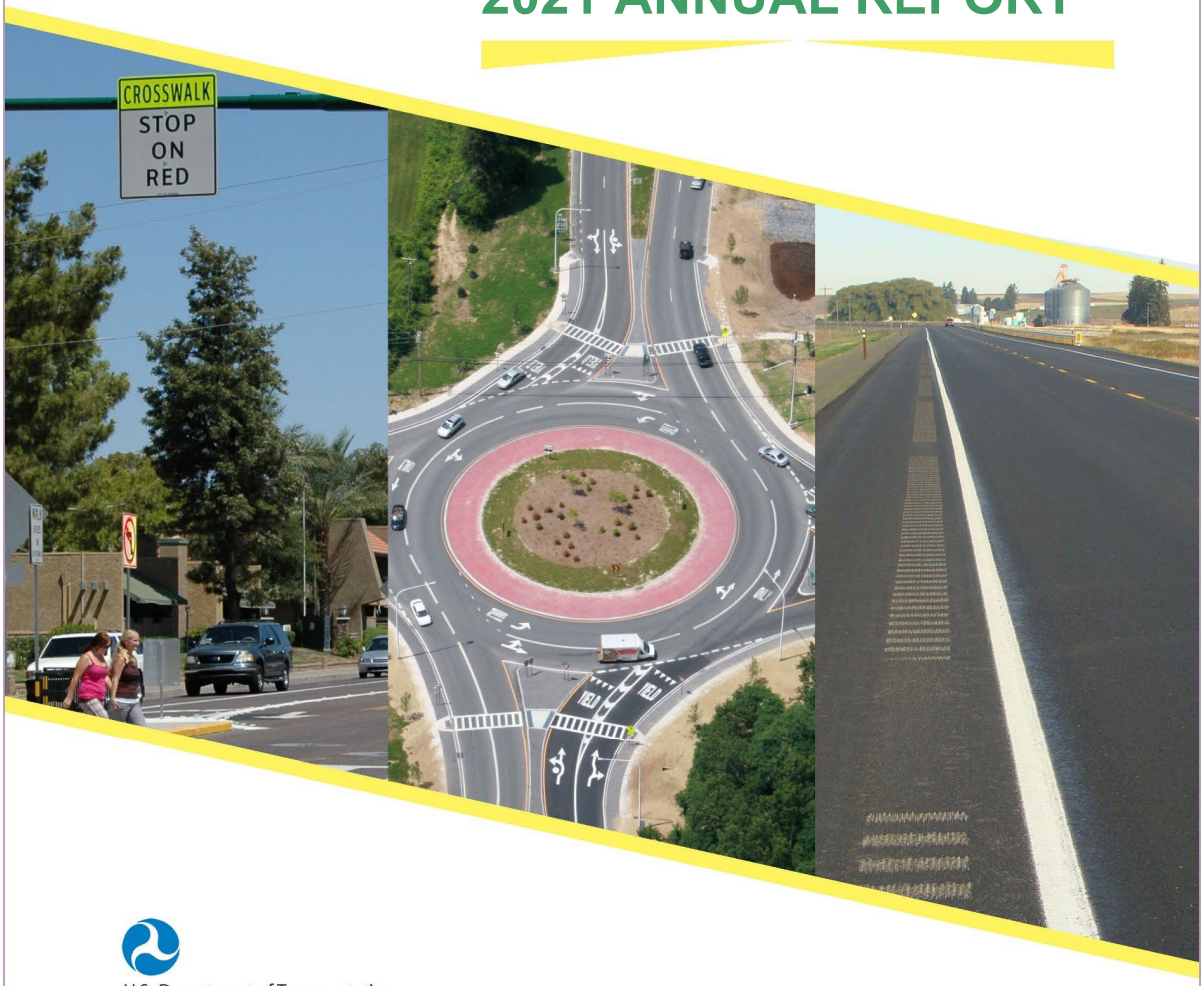
IDAHO

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

## 2021 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. 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

### How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

### 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 FY22 and FY23 is 50%.

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

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

## 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

## 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.

### 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

### Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

## Program: HSIP (no subprograms)

### *Date of Program Methodology:7/1/2015*

### *What is the justification for this program?*

- Addresses SHSP priority or emphasis area

### *What is the funding approach for this program?*

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

### *What data types were used in the program methodology?*

**Crashes**

- All crashes
- Fatal and serious injury crashes only

**Exposure**

- Traffic
- Volume

**Roadway**

- Functional classification

### *What project identification methodology was used for this program?*

- 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

### What percentage of HSIP funds address systemic improvements?

0

### HSIP funds are used to address which of the following systemic improvements?

The only activity we have that might be considered systemic are a couple Road Safety Audits and planning activities, and those are less than 1%

### What process is used to identify potential countermeasures?

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

### Does the State HSIP consider connected vehicles and ITS technologies?

No

Not at this time.

### 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 rates to determine priority corridors.

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

| FUNDING CATEGORY | PROGRAMMED | OBLIGATED | % OBLIGATED/PROGRAMMED |
|---|---|---|---|
| **HSIP (23 U.S.C. 148)** | $29,044,000 | $25,540,821 | 87.94% |
| **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** | $29,044,000 | $25,540,821 | 87.94% |

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

13%

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

14%

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

0%

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

0%

### 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%

## 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.

## *General Listing of Projects*

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

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 12: 18th St to Clearwater River Bridge | Intersection geometry | Intersection geometry - other | 1 | Intersections | $4541266 | $4541266 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 29,000 | 35 | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 6, N and S SH 9 Turnbays | Intersection geometry | Intersection geometry - other | 1 | Intersections | $1000000 | $1000000 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 1,500 | 55 | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| US 30, N 400 to Parke Ave, Burley | Intersection traffic control | Intersection traffic control - other | 2 | Intersections | $10235030 | $10235030 | HSIP (23 U.S.C. 148) | Rural | Minor Arterial | 6,000 | 45 | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| US 93, 100 South Rd, Jerome County | Roadway | Roadway widening - add lane(s) along segment | 2 | Miles | $250000 | $250000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 8,900 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Local, FY 20 LHTAC Planning & Scoping | Miscellaneous | Transportation safety planning | 1 | Planning and Scoping | $50000 | $50000 | HSIP (23 U.S.C. 148) | N/A | N/A | 0 | | Local Highway Technical Advisory Council | Systemic | Planning | SHSP Emphasis Area |
| US 20, Int SH 47 Improvements, Ashton | Intersection traffic control | Modify control – new traffic signal | 1 | Intersections | $40000 | $40000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| US 95, Jct SH 6 Turnbay | Intersection traffic control | Intersection traffic control - other | 1 | Intersections | $233000 | $233000 | HSIP (23 U.S.C. 148) | Rural | Multiple/Varies | 0 | | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 13, Curve Improvement, NR Kooskia | Roadway | Roadway widening - curve | 0.4 | Miles | $20000 | $20000 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 3,200 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 95, Riverside NB Passing Ln, Latah Co | Roadway | Install / remove / modify passing zone | 1 | Miles | $60000 | $60000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 5,200 | 60 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 95, Culdesac Canyon Passing Ln, Ph 3, Nez Perce | Roadway | Roadway widening - add lane(s) along segment | 2.3 | Miles | $75000 | $75000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 3,500 | 65 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| STC-5727, Ramsey Rd; | Railroad grade crossings | Roadway geometry improvements | 1 | Locations | $750000 | $750000 | HSIP (23 U.S.C. 148) | Urban | Major Collector | 2,300 | 35 | Other Local Agency | Spot | Intersections | SHSP Emphasis Area |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chilco to Scarcello | | | | | | | | | | | | | | | |
| STC-7644, 6th St. Ped Improvement, Moscow | Pedestrians and bicyclists | Modify existing crosswalk | 1 | Intersections | $3412 | $3412 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 41, Lancaster Rd to Boekel Rd, Rathdrum | Roadway | Roadway widening - travel lanes | 1 | Miles | $382622 | $382622 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 10,500 | 45 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 95, Culdesac Canyon Passing Ln Ph 4 | Roadway | Install / remove / modify passing zone | 3.37 | Miles | $75000 | $75000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 3,800 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| STC-7821, Int N Middleton Rd & Cornell St | Intersection traffic control | Modify control – Modern Roundabout | 1 | Intersections | $10000 | $10000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| I 90, SH 41 IC, Kootenai Co | Interchange design | Interchange design - other | 0.7 | Miles | $2041000 | $2041000 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Interstate | 60,000 | 65 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| SH 8, 3rd St Safety Improvement Ph 1, Moscow | Pedestrians and bicyclists | Modify existing crosswalk | 0.2 | Miles | $5000 | $5000 | HSIP (23 U.S.C. 148) | Urban | Minor Arterial | 23,000 | 45 | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| US 20, Pinehaven to Buffalo Rv Br Overlay | Roadway | Install / remove / modify passing zone | 9.5 | Miles | $800000 | $800000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 5,600 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Local, Thermoplastic & Ada Improvement, Idaho Falls | Pedestrians and bicyclists | ADA curb ramps | 1 | Intersections | $354545 | $354545 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 53, Hauser Lake Rd to N Bruss Rd | Roadway | Roadway widening - travel lanes | 2.7 | Miles | $10000 | $10000 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 10,000 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 93, Hollister NCL to 3250 N, Twin Falls | Roadway | Rumble strips – edge or shoulder | 7.01 | Miles | $250000 | $250000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 4,700 | 60 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SMA-8383, Int Lone Star & Middleton Rd | Intersection traffic control | Modify control – other | 1 | Intersections | $1290000 | $1290000 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 11,500 | 35 | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 53, Int N Ramsey Rd, Kootenai Co | Intersection traffic control | Modify traffic signal –other | 1 | Intersections | $155000 | $155000 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 7,500 | 55 | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| I 90, Cedars to Dudley Rd, Kootenai Co | Roadway | Roadway widening - travel lanes | 3.85 | Miles | $90000 | $90000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Interstate | 9,600 | 65 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 95, McArthur Lake, Boundary Co | Roadway | Roadway widening - curve | 0.5 | Miles | $155000 | $155000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 6,100 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Local, Dynamic Speed Limit Signs, Lapwai | Speed management | Dynamic Speed Feedback Signs | 1 | Miles | $49000 | $49000 | HSIP (23 U.S.C. 148) | Rural | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 91, Yellowstone Ave; Beneman to Knud | Roadway | Roadway - other | 0.1 | Miles | $30000 | $30000 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 23,000 | 35 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 26, JCT HITT Road (25th E), Bonneville Co | Intersection geometry | Intersection geometry - other | 1 | Intersections | $900000 | $900000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| SH 41, Diagonal Rd Turnbays, Rathdrum | Intersection geometry | Add/modify auxiliary lanes | 1 | Intersections | $10000 | $10000 | HSIP (23 U.S.C. 148) | Urban | Minor Arterial | 11,000 | 45 | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| US 93, 3250 N to 3800 N, Twin Falls Co | Roadway | Rumble strips – other | 5 | Miles | $100000 | $100000 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 5,000 | 60 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| SMA-7045, Int Prairie Ave & Idaho Rd | Intersection geometry | Add/modify auxiliary lanes | 1 | Intersections | $76000 | $76000 | HSIP (23 U.S.C. 148) | Urban | Minor Arterial | 8,600 | 45 | Other Local Agency | Spot | Intersections | SHSP Emphasis Area |
| SMA-7745, Division; Michigan to Cedar | Miscellaneous | Road safety audits | 0.5 | Miles | $50000 | $50000 | HSIP (23 U.S.C. 148) | Urban | Minor Arterial | 6,600 | 35 | City or Municipal Highway Agency | Systemic | Lane Departure | SHSP Emphasis Area |
| SMA-7384, Int 21st St & 19th Ave Lewiston | Intersection geometry | Intersection geometry - other | 1 | Intersections | $116000 | $116000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offsys, Signing Imprv, Twin Falls HD | Roadway signs and traffic control | Curve-related warning signs and flashers | 24 | Locations | $65000 | $65000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | Other Local Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Offsys, River Rd Safety Imprv, Buhl HD | Roadway signs and traffic control | Curve-related warning signs and flashers | 6 | Locations | $31000 | $31000 | HSIP (23 U.S.C. 148) | Rural | Multiple/Varies | 0 | | Other Local Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Offsys, Thermoplastic Pvt Markings, Jerome | Pedestrians and bicyclists | Install new crosswalk | 1 | Locations | $40000 | $40000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| STC-2777, Shoe String Rd Safety, Gooding | Shoulder treatments | Widen shoulder – paved or other (includes add shoulder) | 4.95 | Miles | $107000 | $107000 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 760 | | Other Local Agency | Spot | Lane Departure | SHSP Emphasis Area |
| STC-6820, Ski Hill Rd VMS, Teton Co | Roadway signs and traffic control | Curve-related warning signs and flashers | 3.01 | Miles | $33000 | $33000 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 1,800 | | County Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |
| SMA-7406, Int 17th St & Rollandet, Idaho Falls | Intersection geometry | Modify lane assignment | 2 | Intersections | $108000 | $108000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| Local, Path Connection Plan, Idaho Falls | Pedestrians and bicyclists | Pedestrians and bicyclists – other | 1 | Locations | $59000 | $59000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | City or Municipal Highway Agency | Spot | Intersections | SHSP Emphasis Area |
| STC-6768, Archer Hwy Safety Audit, Madison County | Miscellaneous | Road safety audits | 1 | Locations | $49000 | $49000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 0 | | County Highway Agency | Systemic | Lane Departure | SHSP Emphasis Area |
| Local, Lake Rd Safety Improvements, Grangeville | Roadway | Roadway - other | 2.26 | Miles | $222000 | $222000 | HSIP (23 U.S.C. 148) | Rural | Local Road or Street | 180 | | Other Local Agency | Spot | Lane Departure | SHSP Emphasis Area |
| Local, Ditto Cr & Reservoir Rd, Mt Home HD | Roadway | Roadway - other | 1 | Locations | $157000 | $157000 | HSIP (23 U.S.C. 148) | Rural | Multiple/Varies | 0 | | Other Local Agency | Spot | Lane Departure | SHSP Emphasis Area |
| US 93, 3800 N to IC 93/30, Twin Falls Co | Roadway | Roadway - other | 1.808 | Miles | $372946 | $372946 | HSIP (23 U.S.C. 148) | Urban | Principal Arterial-Other | 6,500 | 55 | State Highway Agency | Spot | Lane Departure | SHSP Emphasis Area |

2021 Idaho Highway Safety Improvement Program

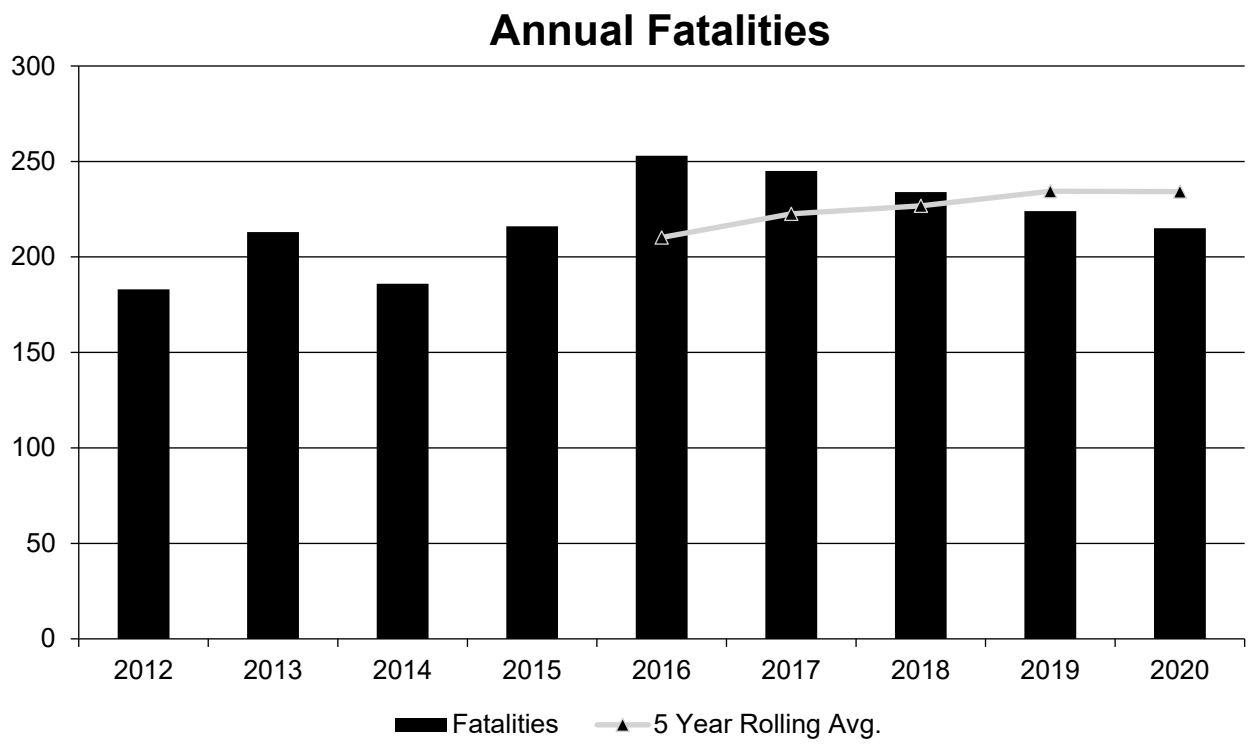
| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SH 46, Int # 2000 S, Gooding Co | Intersection traffic control | Intersection traffic control - other | 1 | Intersections | $90000 | $90000 | HSIP (23 U.S.C. 148) | Rural | Multiple/Varies | 0 | | State Highway Agency | Spot | Intersections | SHSP Emphasis Area |

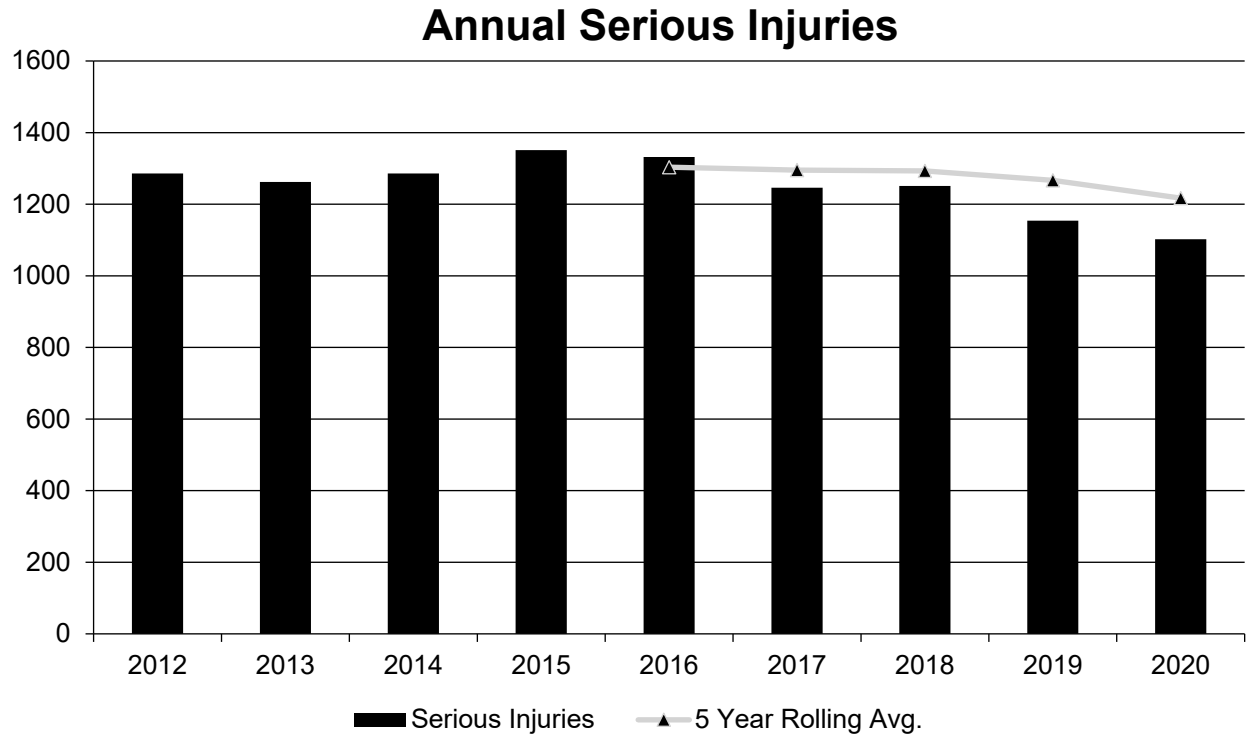
# Safety Performance

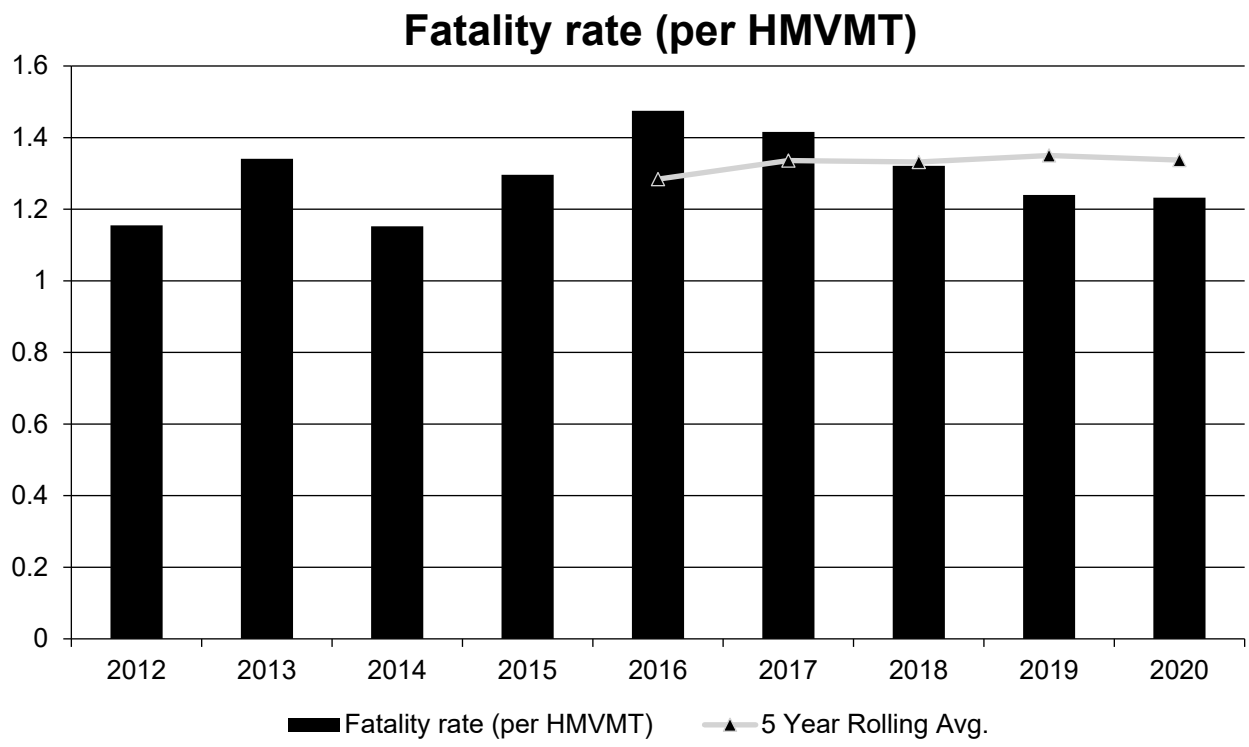
## *General Highway Safety Trends*

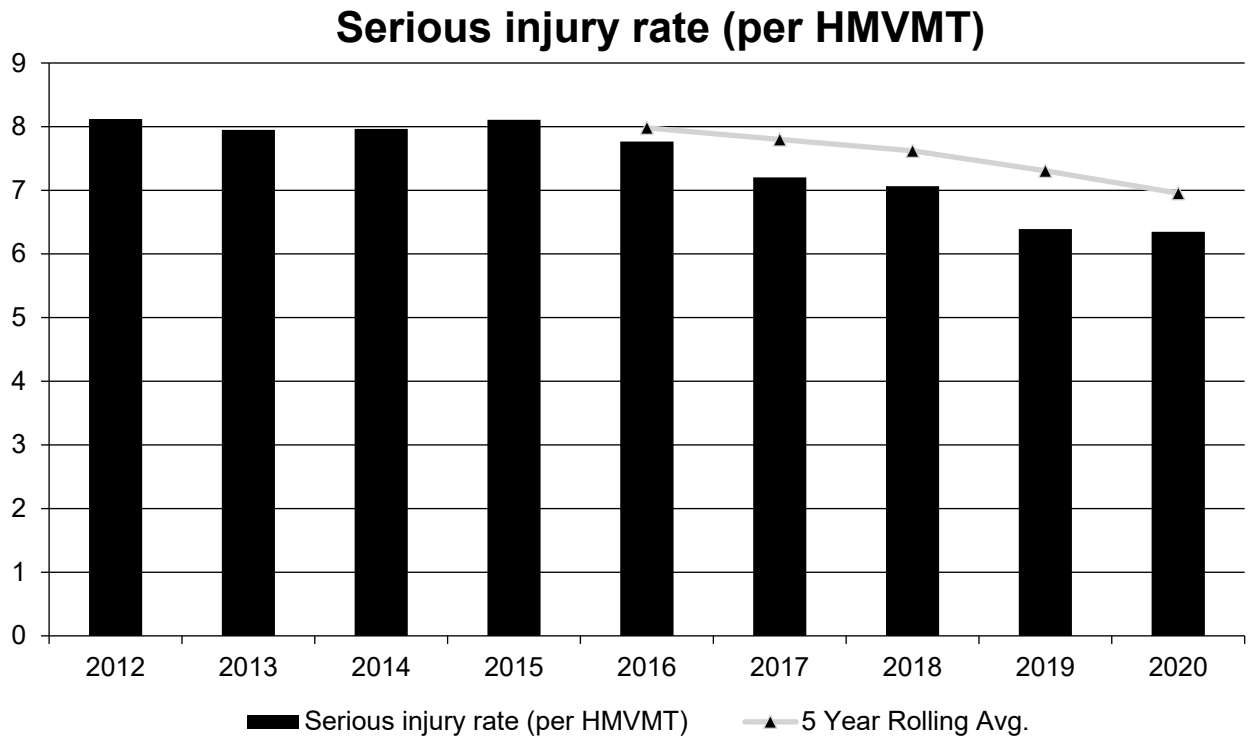
### Present data showing the general highway safety trends in the State for the past five years.

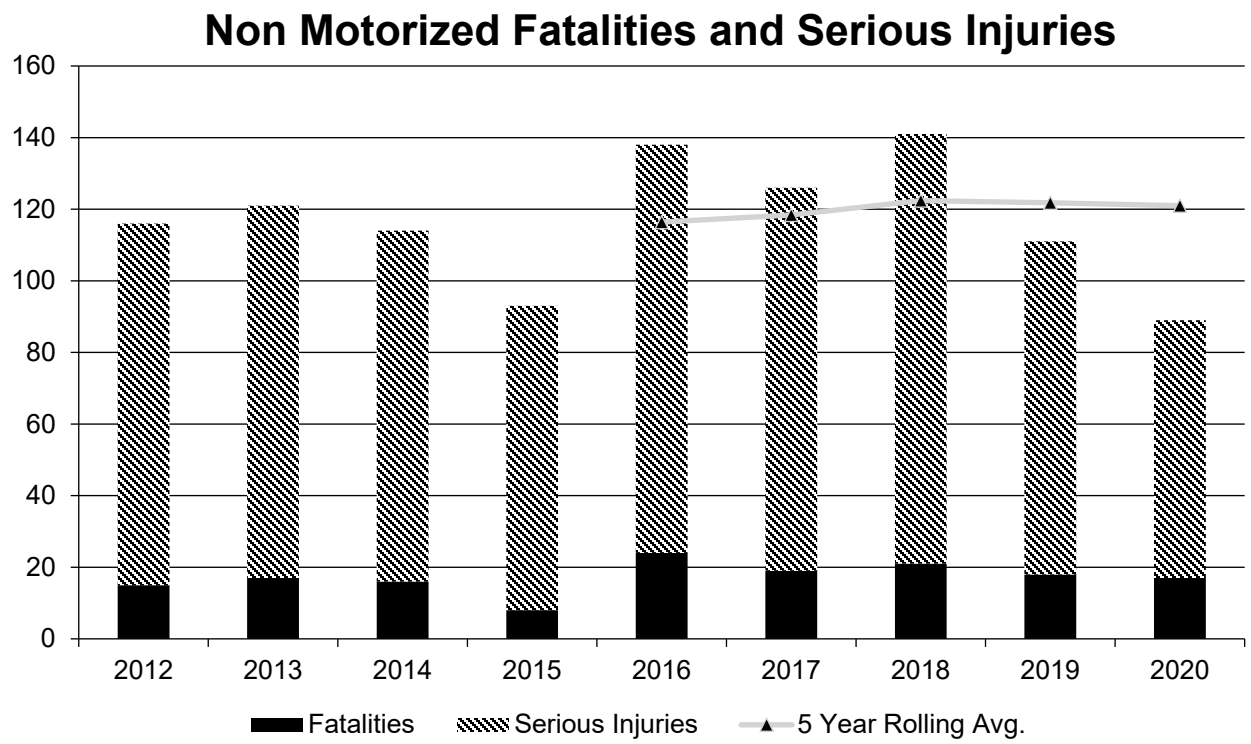
| PERFORMANCE MEASURES | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|
| Fatalities | 183 | 213 | 186 | 216 | 253 | 245 | 234 | 224 | 215 |
| Serious Injuries | 1,286 | 1,262 | 1,286 | 1,351 | 1,332 | 1,246 | 1,251 | 1,154 | 1,102 |
| Fatality rate (per HMVMT) | 1.155 | 1.341 | 1.152 | 1.296 | 1.475 | 1.416 | 1.321 | 1.240 | 1.232 |
| Serious injury rate (per HMVMT) | 8.119 | 7.949 | 7.965 | 8.108 | 7.765 | 7.202 | 7.064 | 6.391 | 6.348 |
| Number non-motorized fatalities | 15 | 17 | 16 | 8 | 24 | 19 | 21 | 18 | 17 |
| Number of non-motorized serious injuries | 101 | 104 | 98 | 85 | 114 | 107 | 120 | 93 | 72 |


Annual Fatalities
300
250
200
150
100
50
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
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
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.




## Describe fatality data source.

**Other**
**If Other Please describe**

All but 2020 are FARS, 2020 is State database

FARS data isn't available for 2020 yet so I used the state crash database. It is very rare that we have a different number from FARS. Also the rates are based on Idaho's VMT and not the values from FHWA so they may differ slightly from what the FARS dataset has.

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

**Year 2020**

| 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 | 28.2 | 96 | 1.05 | 3.57 |
| Rural Principal Arterial (RPA) - Other Freeways and Expressways | | | | |
| Rural Principal Arterial (RPA) - Other | 54.2 | 166 | 2.53 | 7.78 |

| 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 Arterial | 25.4 | 86.6 | 2.37 | 8.09 |
| Rural Minor Collector | | 19.2 | 2.65 | 10.13 |
| Rural Major Collector | 34.2 | 122.4 | 2.54 | 9.03 |
| Rural Local Road or Street | 28.2 | 100.2 | 1.26 | 4.5 |
| Urban Principal Arterial (UPA) - Interstate | 10.6 | 60 | 0.64 | 3.62 |
| Urban Principal Arterial (UPA) - Other Freeways and Expressways | | | | |
| Urban Principal Arterial (UPA) - Other | 22.2 | 272.6 | 1.02 | 12.56 |
| Urban Minor Arterial | 13.6 | 155 | 0.79 | 8.98 |
| Urban Minor Collector | | | | |
| Urban Major Collector | 4.8 | 67.2 | 0.67 | 9.4 |
| Urban Local Road or Street | 4.6 | 62.6 | 0.47 | 6.34 |

**Year 2020**

| 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 | 142.8 | 573.2 | 1.46 | 5.87 |
| County Highway Agency | 0 | 0 | 0 | 0 |
| Town or Township Highway Agency | 0 | 0 | 0 | 0 |
| City or Municipal Highway Agency | 0 | 0 | 0 | 0 |
| State Park, Forest, or Reservation Agency | 0 | 0 | 0 | 0 |
| Local Park, Forest or Reservation Agency | 0 | 0 | 0 | 0 |
| Other State Agency | 0 | 0 | 0 | 0 |
| Other Local Agency | 91.2 | 643.8 | 1.18 | 8.32 |
| Private (Other than Railroad) | | | | |
| Railroad | | | | |
| State Toll Authority | | | | |
| Local Toll Authority | | | | |
| Other Public Instrumentality (e.g. Airport, School, University) | | | | |
| Indian Tribe Nation | | | | |

Currently we do not have an easy way to tease out the various ownerships other than local or state. Plus we do not have the volume data broken out in that way. It is something we are working on for the future with our new linear referencing system and the Numetric software where we can break out the crash data. We still would need to break out the volume data in the same way.

## *Safety Performance Targets*

### Safety Performance Targets

### Calendar Year 2022 Targets *

### *Number of Fatalities:245.0*

### *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.

### *Number of Serious Injuries:1283.0*

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

Goals are set and performance are measured using five-year averages and five-year rates. Regression analysis in EXCEL was used to set targets. In some instances the Analyst who develops the performance measures may adjust the values based on additional information. All goals are based off of goals set for the emphasis areas within our SHSP.

### *Fatality Rate:1.360*

### *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 fatalities on Idaho roadways.

### *Serious Injury Rate:7.130*

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

Goals are set and performance are measured using five-year averages and five-year rates. Regression analysis in EXCEL was used to set targets. In some instances the Analyst who develops the performance measures may adjust the values based on additional information. All goals are based off of goals set for the emphasis areas within our SHSP.

### *Total Number of Non-Motorized Fatalities and Serious Injuries:125.0*

### *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 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.

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

Idaho Transportation Department presented their methodology for setting the safety performance targets to the MPO's on July 8th. All MPO's decided to go with the targets established by ITD.

## Does the State want to report additional optional targets?

No

We have not additional targets at this time.

### Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

| PERFORMANCE MEASURES | TARGETS | ACTUALS |
|---|---|---|
| **Number of Fatalities** | 249.0 | 234.2 |
| **Number of Serious Injuries** | 1287.0 | 1217.0 |
| **Fatality Rate** | 1.410 | 1.337 |
| **Serious Injury Rate** | 7.300 | 6.954 |
| **Non-Motorized Fatalities and Serious Injuries** | 120.0 | 121.0 |

We were below all our targets except for non motorized fatalities and serious injuries. The pandemic lowered over all roadway usage but speeds were up which meant that there was a higher risk to bike/peds.

## *Applicability of Special Rules*

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

No

With Idaho being a largely rural state, many of our fatal and serious injury crashes happen in rural areas. Because of this, many of our projects tend to be in the rural areas.

### 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 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|
| Number of Older Driver and Pedestrian Fatalities | 34 | 33 | 45 | 50 | 34 | 46 | 29 |
| Number of Older Driver and Pedestrian Serious Injuries | 110 | 123 | 132 | 126 | 127 | 133 | 97 |

excel file uploaded with information from the Idaho Crash Database pulled using Idaho's WebCars tool.

# Evaluation

## *Program Effectiveness*

### How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

Idaho has seen a decrease in fatalities the past five years. The 5 year average has finally seen a small decrease. The rate is showing a similar trend. Serious injuries have been decreasing over the past five years both in numbers and in rates.

### 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
- Increased focus on local road safety

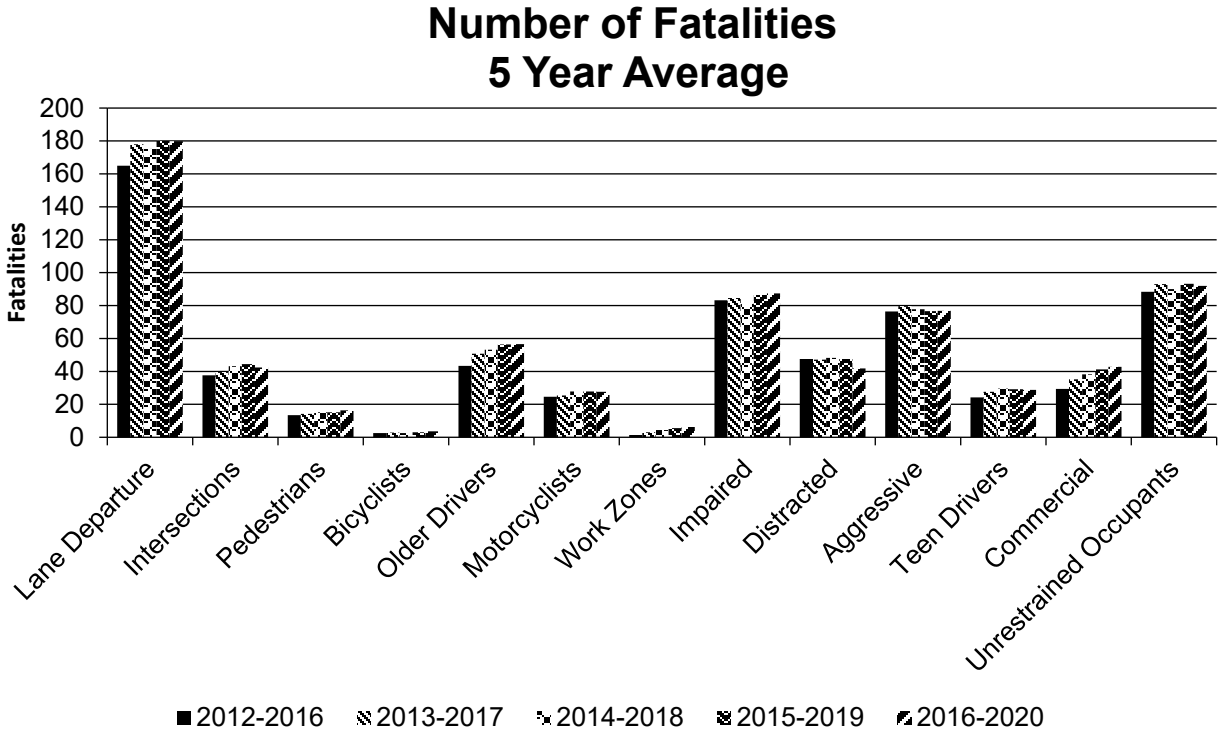
## *Effectiveness of Groupings or Similar Types of Improvements*

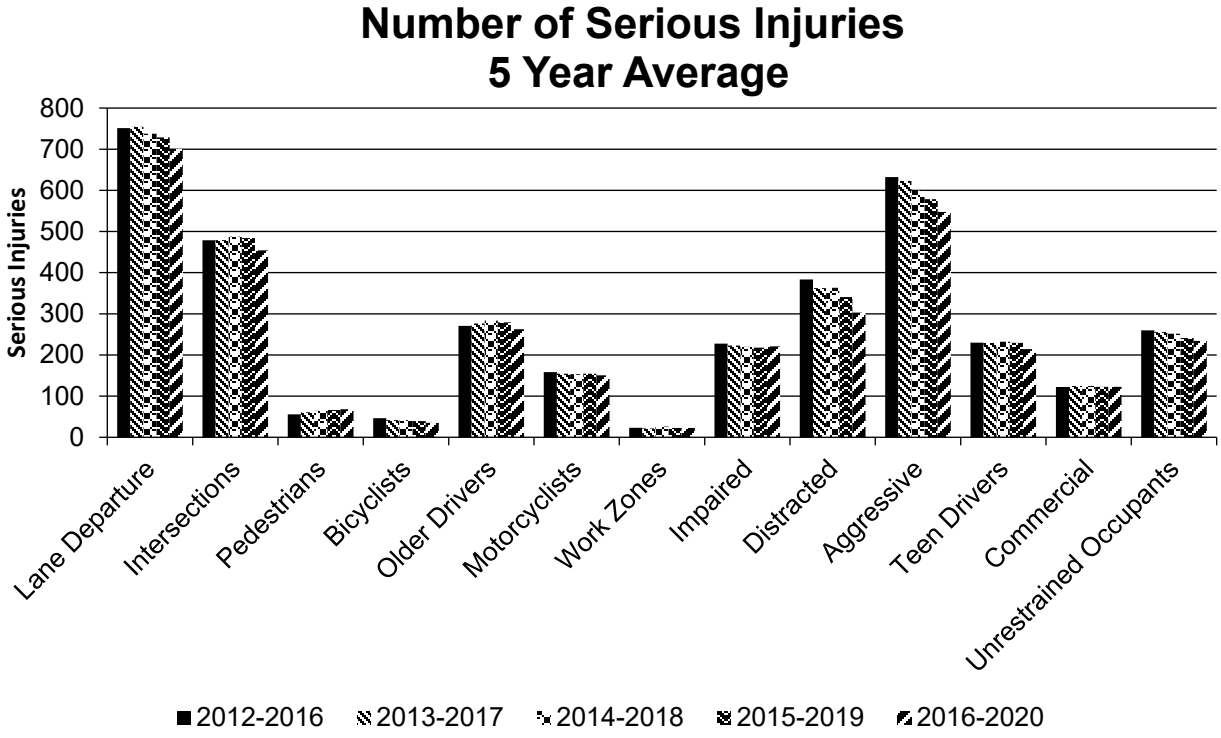
### Present and describe trends in SHSP emphasis area performance measures.

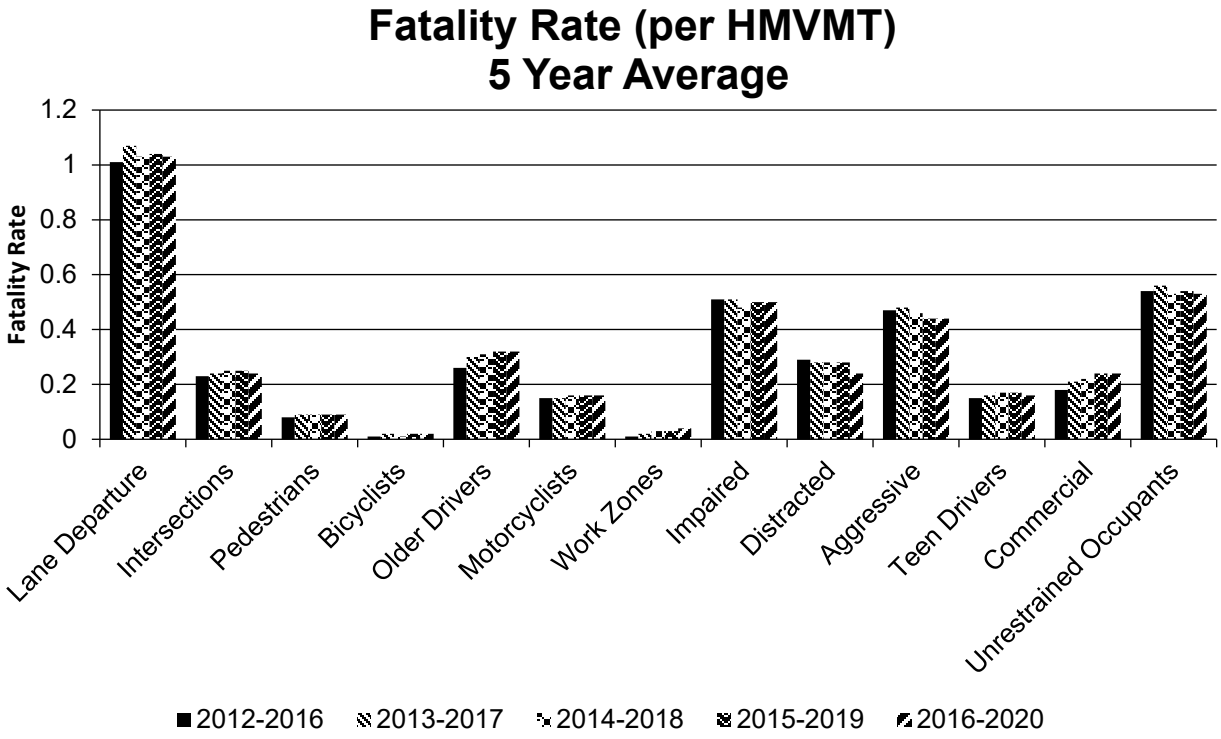
**Year 2020**

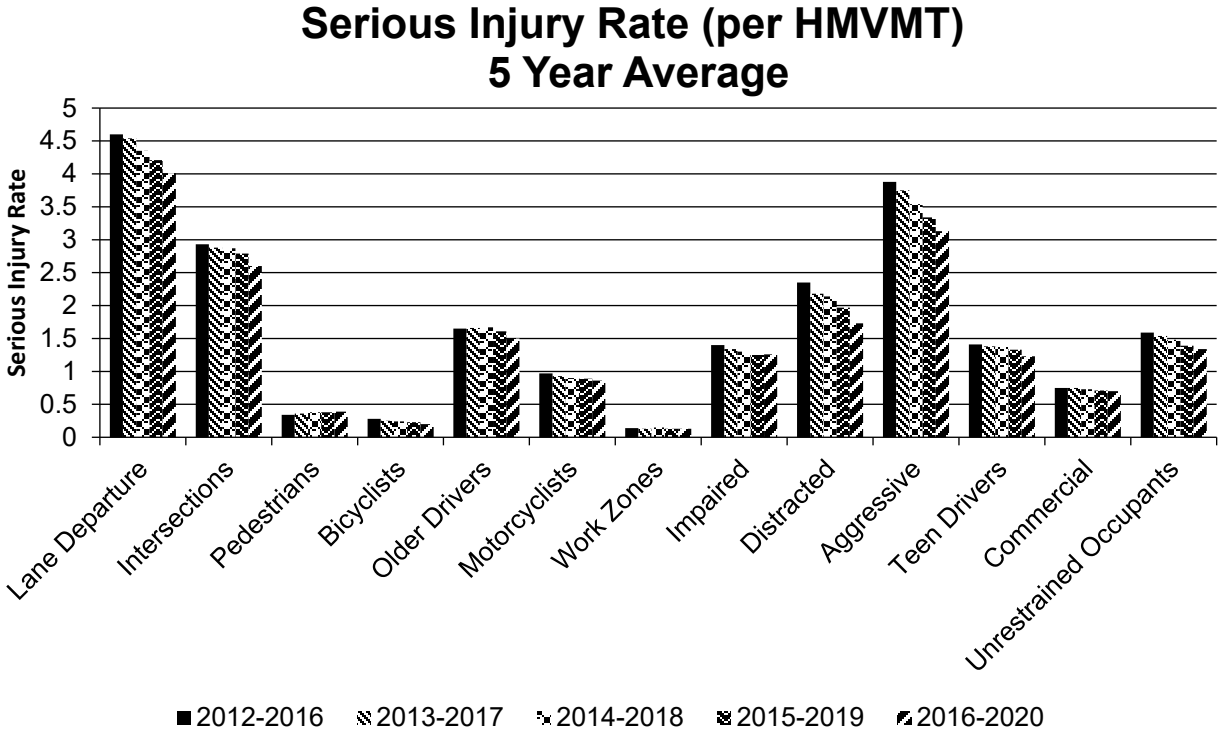
| SHSP Emphasis Area | Targeted Crash Type | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|---|
| Lane Departure | | 179.8 | 700.8 | 1.03 | 4.01 |
| Intersections | | 42.4 | 454.2 | 0.24 | 2.6 |
| Pedestrians | | 16.4 | 68 | 0.09 | 0.39 |
| Bicyclists | | 3.6 | 35.2 | 0.02 | 0.2 |
| Older Drivers | | 56.6 | 262.4 | 0.32 | 1.5 |
| Motorcyclists | | 27.6 | 150.6 | 0.16 | 0.86 |
| Work Zones | | 6.2 | 22.6 | 0.04 | 0.13 |
| Impaired | | 87.4 | 220.8 | 0.5 | 1.26 |
| Distracted | | 41.8 | 303 | 0.24 | 1.73 |
| Aggressive | | 76.8 | 547.6 | 0.44 | 3.13 |
| Teen Drivers | | 28.8 | 214.4 | 0.16 | 1.23 |

| 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) |
|---|---|---|---|---|---|
| Commercial | | 42.8 | 122.6 | 0.24 | 0.7 |
| Unrestrained Occupants | | 92 | 234.2 | 0.53 | 1.34 |


Number of Fatalities
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020




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

No

We are currently working with the University of Idaho to create a process do evaluate our HSIP projects. Currently we don't have the dates of construction available in order to perform the evaluations.

## *Project Effectiveness*

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

We are currently working on a project to be able to easily evaluate our projects. Currently we do not have the construction dates we need.

## Compliance Assessment

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

08/05/2021

**What are the years being covered by the current SHSP?**

From: 2021 To: 2025

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

2026

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

| ROAD TYPE | *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 |
| ROADWAY SEGMENT | Segment Identifier (12) [12] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | Route Number (8) [8] | 100 | 100 | | | | | | | | |
| | Route/Street Name (9) [9] | 100 | 100 | | | | | | | | |
| | Federal Aid/Route Type (21) [21] | 100 | 100 | | | | | | | | |
| | Rural/Urban Designation (20) [20] | 100 | 100 | | | | | 100 | 100 | | |
| | Surface Type (23) [24] | 100 | 15 | | | | | 100 | 60 | | |
| | Begin Point Segment Descriptor (10) [10] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | End Point Segment Descriptor (11) [11] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | Segment Length (13) [13] | 100 | 100 | | | | | | | | |
| | Direction of Inventory (18) [18] | 100 | 100 | | | | | | | | |
| | Functional Class (19) [19] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |

| ROAD TYPE | *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 |
| | Median Type (54) [55] | 100 | 15 | | | | | | | | |
| | Access Control (22) [23] | 100 | 15 | | | | | | | | |
| | One/Two Way Operations (91) [93] | 100 | 100 | | | | | | | | |
| | Number of Through Lanes (31) [32] | 100 | 100 | | | | | | | | |
| | Average Annual Daily Traffic (79) [81] | 100 | 100 | | | | | 100 | 1 | | |
| | AADT Year (80) [82] | 100 | 100 | | | | | | | | |
| | Type of Governmental Ownership (4) [4] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| **INTERSECTION** | Unique Junction Identifier (120) [110] | | | | | | | | | | |
| | Location Identifier for Road 1 Crossing Point (122) [112] | | | | | | | | | | |
| | Location Identifier for Road 2 Crossing Point (123) [113] | | | | | | | | | | |
| | Intersection/Junction Geometry (126) [116] | | | | | | | | | | |
| | Intersection/Junction Traffic Control (131) [131] | | | | | | | | | | |
| | AADT for Each Intersecting Road (79) [81] | | | 100 | 100 | | | | | | |
| | AADT Year (80) [82] | | | 100 | 100 | | | | | | |
| | Unique Approach Identifier (139) [129] | | | | | | | | | | |
| **INTERCHANGE/RAMP** | Unique Interchange Identifier (178) [168] | | | | | | | | | | |
| | Location Identifier for Roadway at | | | | | 100 | 100 | | | | |

| ROAD TYPE | *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 |
| | Beginning of Ramp Terminal (197) [187] | | | | | | | | | | |
| | Location Identifier for Roadway at Ending Ramp Terminal (201) [191] | | | | | 100 | 100 | | | | |
| | Ramp Length (187) [177] | | | | | 100 | 100 | | | | |
| | Roadway Type at Beginning of Ramp Terminal (195) [185] | | | | | 100 | 100 | | | | |
| | Roadway Type at End Ramp Terminal (199) [189] | | | | | 100 | 100 | | | | |
| | Interchange Type (182) [172] | | | | | | | | | | |
| | Ramp AADT (191) [181] | | | | | 75 | | | | | |
| | Year of Ramp AADT (192) [182] | | | | | 75 | | | | | |
| | Functional Class (19) [19] | | | | | 100 | 100 | | | | |
| | Type of Governmental Ownership (4) [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 (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]
While some items have not been addressed (in the numbers above), ITD is part of a pooled fund study with FHWA centered around governance and building the framework for addressing this. This GIS governance pooled fund (AEGIST) project is providing things like portfolios, etc. so that there is a foundation that is standardized so that the data can be laid upon it. Once this is further along, a more substantial increase will occur.

Also, a state highway system LiDAR data collection was completed in 2020. The data needed to fill much of the grid above for the state highway system is available, and it will transformed into the appropriate schema once the AEGIST project has identified the appropriate methodology.

### 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.

In the past year and a half, a safety data gap analysis has been completed. An RFP was then issued to collect data on the state highway system. Also, ITD is part of a pooled fund study with FHWA which is ongoing. One of the eventual outputs will be a schema and level of governance that will allow for data to be loaded in a consistent, usable manner. Finally, ITD is working with MPOs, LHTAC and other agencies to discuss MIRE data and safety analysis. In the next year a more detailed timeline is estimated to be produced.

## Optional Attachments

Program Structure:

Idaho HSIP Standard Planning Process August 2017.pdf
Project Implementation:

Safety Performance:

Q 39 data.xlsx
Evaluation:

Compliance Assessment:

# 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.