

IDAHO OFFICE OF HIGHWAY SAFETY

**Annual Grant Application
FFY 2025 Projects**



**OFFICE OF HIGHWAY SAFETY
IDAHO TRANSPORTATION DEPARTMENT
Boise, ID 83703**

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Introduction

The Idaho Office of Highway Safety (OHS) is pleased to present our FFY25 Annual Grant Application (AGA) to the National Highway Traffic Safety Administration (NHTSA). This plan, which includes project-level details, is strategically aligned with the Idaho 2024-2026 Highway Safety Plan (Triennial Highway Safety Plan). It is designed to support the grant programs and countermeasures outlined in the plan, ensuring the continuity of our safety initiatives. The AGA is also in compliance with the new Bipartisan Infrastructure Law (BIL).

Building on the recommendations from our FY23 Annual Evaluation acceptance letter, which was received on February 28, 2024, the FY25 AGA considered the following:

- Engage local stakeholders in high-risk pedestrian fatality areas
- Add new or innovative countermeasures to address increasing fatalities
- Consider recommendations from 2023 Occupant Protection assessment
- Increase law enforcement participation in mobilizations, particularly in Ada County
- Expand stakeholder engagement with an emphasis on nontraditional partners

The FY25 AGA aims to inform, engage, and mobilize more community partners across the state. We are actively working to engage with nontraditional partners in underserved areas of the state to find ways to support community partners who work with at-risk populations in areas that are overrepresented in unrestrained fatal and injury traffic crashes.

OHS strives to strengthen our youth-focused traffic safety efforts, allowing us to focus more on teen and adult occupant protection. We have also proactively engaged local stakeholders in the high-risk pedestrian fatality areas identified in the recently completed Vulnerable Road User Assessment (VRUA).

The OHS' SHIFT traffic safety outreach and media campaigns are recognized nationally, and we have been invited to present at several national conferences during the current fiscal year. In FY25, we will continue to grow our outreach efforts with a growing focus on community engagement, and we will conduct post-campaign surveys to measure their effectiveness.

Under the FY24 AGA, NHTSA approved a project to procure grant software. OHS has entered into a contract with a vendor and hopes to implement a new grants management system during FY25. This will significantly assist with documentation and monitoring OHS's ever-increasing volume of grant projects.

Idaho OHS appreciates the partnership and guidance provided by NHTSA Region 10 in helping us implement the second year of the new Triennial Highway Safety Plan and AGA application process. We look forward to successfully delivering each traffic safety project in the FFY25 AGA as part of our vision at the Idaho Transportation Department: "To enhance the quality of life through transportation."

3HSP Updates

Triennial Highway Safety Plan 2024-2026 Updates: The current 3HSP is updated to include the addition of a specific roadside safety performance measure and target as part of 405(h) Preventing Roadside Deaths. The additional target, reflected on page 18, is to reduce the 5-year average number of roadside fatalities from 14 to 11 and is consistent with the 3HSP Preventing Roadside Deaths Countermeasure Strategy (see Attachment 6, pages 2-3). No other updates to the current 3HSP were needed because we have not altered the countermeasure strategies under any other programs while implementation of the FY24 AGA is ongoing, and no new programs have been added to the FY25 AGA. We continue to identify and work with new partners to further our outreach and engagement across all focus areas in the 3HSP.

Idaho is applying for the following in our FFY25 AGA:

<i>Section Funding Type</i>	<i>Yes/No</i>	<i>File Name</i>	<i>location</i>
Section 402 Highway Safety Plan	Yes	ID_FY25 AGA	Pages 1-63
Appendix A to Part 1300- Certifications & Assurances for Highway Safety Grants	Yes	ID_FY25_Appendix A 402	Appendix A
Appendix B to Part 1300- Certifications & Assurances for Section 405	Yes	ID_FY25_Appendix B 405	Appendix B
405 (b) Occupant Protection <i>Low Use Rate</i>	Yes	ID_FY25_405b OP	Attachment 1
405 (c) State Data Systems Improvement	Yes	ID_FY25_405c Data	Attachment 2
405 (d) Impaired Driving <i>Mid-Range</i>	Yes	ID_FY25_405d Impaired	Attachment 3
405 (e) Distracted Driving	Yes	ID_FY25 405e Distracted	Attachment 4
405 (f) Motorcycle Safety	Yes	ID_FY25_405f Motorcycle	Attachment 5
405 (g) Nonmotorized	No	NA	NA
405 (h) Preventing Roadside Deaths (PRSD)	Yes	ID_FY25 405h PRSD	Attachment 6
405 (i) Driver and Officer Safety	No	NA	NA
1906 Racial Profiling Data Collection	No	NA	NA

Program Areas as Identified by the Triennial Highway Safety Plan (Triennial Highway Safety Plan) FFY 2024-2026

- Shift Idaho Statewide Media Campaign
- Community Traffic Safety
- Distracted Driving
- Emergency Medical Services
- Impaired Driving
- Motorcycle Safety
- Non-motorized (Pedestrian and Bicyclists)
- Occupant Protection
- Planning and Administration
- Roadside Death Prevention
- Teen Traffic Safety
- Traffic Enforcement Services
- Traffic Records

Planned Mobilizations

Mobilization Description	Dates	Project
Occupant Protection – Thanksgiving	Nov 22-30, 2024 (FHWA funds)	V249140
Impaired Driving – Holidays	Dec 13, 2024-Jan 2, 2025	SID25EA
Aggressive Driving – Spring	Mar 14-30, 2025	SSC25EA
Distracted Driving - Awareness	Apr 1-12, 2025	SED25EA
Occupant Protection – Click It Don't Risk It	May 18-June 1, 2025	SOP25EA
Impaired Driving – July 4 Holiday	July 1-13, 2025	SID25EB
Aggressive Driving – 100 Deadliest Days	July 18-Aug 13, 2025	SSC25EB
Impaired Driving – Labor Day	Aug 15-Sep 2, 2025	SID25EC

Highway Safety Projects for FFY 2025 by Program Area

Community Traffic Safety

S0025CP	Community Traffic Safety Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the community traffic safety projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	CP-2025-CP-00-00
Eligible Use of Funds	CP-402 Community Traffic Safety Programs
FAIN	69A37525300004020ID0

Funding	\$35,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCP2501	Community Education and Training Event
Project Activity Description	Deliver the annual Highway Safety Summit in 2025. Provide traffic safety training and networking opportunities for local law enforcement officers, EMS providers, and community partners. OHS is strengthening the participation in traffic safety education and awareness across the state. Collaboration and partnerships that engage and involve community members, stakeholders, local organizations, and peer-to-peer school-based programs to actively participate in traffic safety initiatives help spread awareness about the traffic problems that affect their community. See the Triennial Highway Safety Plan, pg. 120 – 122.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" Community education and outreach are listed in several areas of CTW 2020 (Ch. 2,3.1, Communications and Outreach) as proven, effective ways to increase awareness and change behaviors across all highway safety programs.
Strategy	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.

Federal Aid Project #	CP-2025-01-00-00
Eligible Use of Funds	CP-402 Community Traffic Safety Programs
FAIN	69A37525300004020ID0

Funding	\$150,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCP2502	Law Enforcement Liaison Program
Project Activity Description	Support one Law Enforcement Liaison(LEL) for each of the six transportation districts in Idaho. LELs promote highway safety outreach, encourage law enforcement HVE participation, and offer assistance and expertise to communities. The make-up of the participants in the LEL program will be two city officers, two sheriff's deputies, and two state troopers. Contracts will be awarded to the following agencies for FY25: District 1 - Coeur d'Alene Police Department District 2 - Idaho State Police District 3 - Boise Police Department District 4 - Idaho State Police District 5 - Bingham County Sheriff's Office District 6 - Bonneville County Sheriff's Office For more information about the LEL program, see the Triennial Highway Safety Plan pg. 31, 120 and 122.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Law Enforcement Liaison outreach is recommended by GHSA to encourage effective participation in the NHTSA high-visibility enforcement campaigns, participation in year-long grants, and to raise awareness of community traffic safety problems. Training for partners provides up-to-date information regarding highway safety research, best practices, and awareness. (GHSA/resources/law-enforcement)
Strategy	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.

Federal Aid Project #	CP-2025-02-00-00
Eligible Use of Funds	CP-402 Community Traffic Safety Programs
FAIN	69A37525300004020ID0

Funding	\$65,000
Funding source	BIL NHTSA 402
CFDA	20.600

Distracted Driving

S0025DD	Distracted Driving Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the distracted driving projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	DD-2025-DD-00-00
Eligible Use of Funds	DD-402 Distracted Driving
FAIN	69A37525300004020ID0

Funding	\$5,000
Funding source	BIL NHTSA 402
CFDA	20.600

SDD2501	Distracted Driving Statewide Services
Project Activity Description	Funding will be used to provide support and resources for education and outreach that promote safe driving, free from distractions. Funding will be used statewide, with targeted approaches occurring in District 2, which had the highest rate of distracted driving fatalities for 2022, and also to target young drivers, who were involved in 2.2 times as many fatal or injury crashes as expected. For more information on targeted locations, see pages 129 to 137 of the Triennial Highway Safety Plan.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" there is strong public support for communications and outreach to reduce distracted driving, especially for teen drivers. CTW 2023, Chapter 5, 5-19.
Strategy	Communications and Outreach on Distracted Driving

Federal Aid Project #	DD-2025-01-00-00
Eligible Use of Funds	DD-402 Distracted Driving
FAIN	69A37525300004020ID0

Funding	\$5,000
Funding source	BIL NHTSA 402
CFDA	20.600

SDD2502	Distracted Driving HVE Mini-Grants
Project Activity Description	Distracted driving high visibility enforcement emphasizing the primary hands-free law. In FY23, 51 agencies participated in the April distracted driving HVE mobilization. Efforts will be made to increase the number of participating agencies statewide with an emphasis on District 2, which had the highest rate of distracted driving fatalities for 2022, as well as encouraging agencies to take advantage of mini-grants to conduct HVE mobilizations outside of regularly-scheduled mobilizations. For more information on targeted locations, see pages 129 to 137 of the Triennial Highway Safety Plan.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use. CTW 2023, Chapter 5, 5-14****
Strategy	High Visibility Cellphone/Text Messaging Enforcement

Federal Aid Project #	DD-2025-02-00-00
Eligible Use of Funds	DD-402 Distracted Driving
FAIN	69A37525300004020ID0

Funding	\$10,000
Funding source	BIL NHTSA 402
CFDA	20.600

SED2501	Distracted Driving Outreach and Education
Project Activity Description	Funding will be used to provide support and resources for education and outreach that promote safe driving, free from distractions. Funding will be used statewide, with targeted approaches in specific communities based on crash data and community needs - this may include partnership opportunities with Municipal Planning Organizations and other key stakeholder groups identified in the Triennial Highway Safety Plan. Outreach will also include traffic signs that notify drivers about the hands-free distracted driving law in Idaho.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" there is strong public support for communications and outreach to reduce distracted driving, especially for teen drivers. CMTW, Chapter 5, 5-19*
Strategy	Communication and Outreach: Supporting Enforcement

Federal Aid Project #	B8APE-2025-02-00-00
Eligible Use of Funds	B8APE-405e Awareness, Public Education B8ATS-405e Awareness, Traffic Signs
FAIN	69A3752530000405EIDM

Funding	\$250,000
Funding source	BIL 405e Distracted Driving Awareness
CFDA	20.616

SED25EA	HVE - Distracted Driving, National DD Awareness Month
Project Activity Description	Statewide distracted driving high visibility enforcement mobilization to eliminate distracted driving related traffic fatalities, serious injuries and economic loss. In FY23, 51 agencies participated in the April distracted driving HVE mobilization. Efforts will be made to increase the number of agencies statewide with an emphasis on District 2, which had the highest rate of distracted driving fatalities for 2022. Enforcement will occur April 1 - 12, 2025. For more information on targeted locations, see pages 129 to 137 of the Triennial Highway Safety Plan.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use. CMTW 2023, Chapter 5, 5-14****
Strategy	High Visibility Cellphone/Text Messaging Enforcement

Federal Aid Project #	B8ADDLE-2025-EA-00-00
Eligible Use of Funds	B8ADDLE-405e Awareness, Law Enforcement
FAIN	69A3752530000405EIDM

Funding	\$150,000
Funding source	BIL 405e Distracted Driving Awareness
CFDA	20.616

Emergency Medical Services

SEM2501	EMS/Post Crash Care
Project Activity Description	Funding will provide Emergency Medical Service Post-Crash awareness through education, outreach, training and EMS equipment needs in rural communities statewide. In 2022, fatal and injury crashes with EMS response was 5,981 (69.2%). The number of trapped and extricated was 504. Many of these were in rural areas and remote locations where life flight helicopters were the only option to save a crash victim's life (182 were transported by helicopter in 2022). Partner: EMS Advisory Committee (EMSAC)
Subrecipient(s)	Idaho EMS Bureau
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs No. 11, III, A. Ensure sufficient availability of adequately trained EMS personnel. NHTSA established this new program area that is intended to save lives on Idaho roadways through public education.
Strategy	Support emergency medical services statewide.

Federal Aid Project #	EM-2025-01-00-00
Eligible Use of Funds	EM-402 Emergency Medical Services
FAIN	69A3752530000402OIDO

Funding	\$25,000
Funding source	BIL NHTSA 402
CFDA	20.600

Impaired Driving

S0025AL	Impaired Driving Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, No. 8, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	AL-2025-AL-00-00
Eligible Use of Funds	AL-402 Impaired Driving
FAIN	69A37525300004020IDO

Funding	\$35,000
Funding source	BIL NHTSA 402
CFDA	20.600

SAL2501	Impaired Driving Engagement, Outreach, Training and Education
Project Activity Description	Implement strategies to educate Idahoans on the dangers and effects of impaired driving. The funding will also be used to provide education and training to law enforcement, judicial, probation and prosecutorial professionals regarding the enforcement and adjudication of Idaho DUI laws. Courses may be taught through POST, National Judicial College, and conferences. Funding will be targeted to provide training opportunities for small and rural agencies which includes Cassia, Lemhi, Jefferson, Boise and Idaho counties.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	Highway Safety Programs Uniform Guidelines No. 8, IV Communication Program: Prosecution, adjudication, laws, enforcement and administrative sanctions and communications are required to achieve both specific and general deterrence to impaired driving. Providing education for the professionals who provide those services is essential.
Strategy	Prevention, education, and outreach for impaired driving

Federal Aid Project #	AL-2025-01-00-00
Eligible Use of Funds	AL-402 Impaired Driving
FAIN	69A37525300004020IDO

Funding	\$20,000
Funding source	BIL NHTSA 402
CFDA	20.600

SAL2502	Mothers Against Drunk Driving (MADD) Court Monitoring
Project Activity Description	Support a court monitor program for impaired driving cases in Ada and Canyon Counties. In Idaho, 39% of all fatal crashes are impaired driver related. 40% of Ada County fatal crashes and 35% of Canyon County fatal crashes are impaired driver related. Ada and Canyon Counties have the largest populations in Idaho. 25.7% of Canyon County is Hispanic and the median age is 34. The median age for Ada County is 37.7. When compared with the crash reports, the largest demographic of impaired driving fatalities and DUI arrests is Idahoans 26-40 years old.
Subrecipient(s)	Mothers Against Drunk Driving
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" Alcohol-Impaired Driving, Other Strategies for Behavior Change, Court Monitoring CMTW 2023, Ch 1., 1-61**.
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	AL-2025-02-00-00
Eligible Use of Funds	AL-402 Impaired Driving
FAIN	69A37525300004020IDO

Funding	\$90,000
Funding source	BIL NHTSA 402
CFDA	20.600

SID2501	Impaired Driving Statewide Services
Project Activity Description	Funding for impaired driving targeted enforcement mini-grants for special events and the tools to support the efforts. Each agency that applies for the mini-grant must provide the required data to support the problem ID. Data includes demographic information as well as crash data. Awards are made based on the proven need of the community. For more information, see the Triennial Highway Safety Plan pages 143 - 152.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	M5HVE-2025-01-00-00
Eligible Use of Funds	M5HVE-405d Mid HVE M5BAC-405d Mid BAC Testing
FAIN	69A3752530000405DIDM

Funding	\$50,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID2502	Traffic Safety Resource Prosecutor (TSRP)
Project Activity Description	Fund a Traffic Safety Resource Prosecutor for Idaho to provide legal research, guidance, technical assistance and training as it relates to successful prosecution of traffic laws. Special attention is given to small rural cities and counties. See the Triennial Highway Safety Plan pg. 35 and 141 for more information.
Subrecipient(s)	Idaho Prosecuting Attorneys Association
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	The Traffic Safety Resource Prosecutor has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. NHTSA Traffic Safety Prosecutor Resource Manual 2016 (DOT HS 812 313)
Strategy	Support impaired driving training and education for law enforcement.

Federal Aid Project #	B5CS-2025-02-00-00
Eligible Use of Funds	B5CS-405d Mid Court Support
FAIN	69A3752530000405DIDM

Funding	\$350,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID2503	State Impaired Driving Coordinator (SIDC)
Project Activity Description	Provide training, disseminate information and resources, and manage the operation of the DRE, DEC, ARIDE, SFST, LEPP and Phlebotomy programs for Idaho. See the Triennial Highway Safety Plan pg. 141.
Subrecipient(s)	Idaho State Police
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Offices No. 15, III: Training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. A DEC program has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. The State Impaired Driving Coordinator oversees this program.
Strategy	Support impaired driving training and education for law enforcement.

Federal Aid Project #	M5IDC-2025-03-00-00
Eligible Use of Funds	M5IDC-405d Mid ID Coordinator M5PEM-405d Mid Media/ID Training/Enf Related exp.
FAIN	69A3752530000405DIDM

Funding	\$300,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID2504	Idaho State Police - DUI Task force
Project Activity Description	Funding will support the Idaho State Police DUI Task Force in D1 (Kootenai and Bonner counties), D3 (Ada and Canyon Counties), and D4 (Twin Falls, Jerome, Cassia, Blaine, Minidoka, Gooding, and Camas Counties) by providing sustained enforcement, public education and outreach. D3 includes DUI teams from Boise, Nampa, Meridian, Caldwell, Garden City and Ada County. D1 includes teams from Kootenai County, Coeur d'Alene, Spirit Lake and Post Falls. D4 includes DUI teams from Twin Falls, Jerome, Kimberly and Burley. The team also works closely with MADD.
Subrecipient(s)	Idaho State Police
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	M5HVE-2025-04-00-00
Eligible Use of Funds	M5HVE-405d Mid HVE
FAIN	69A3752530000405DIDM

Funding	\$48,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID25EA	HVE - Impaired Driving Dec/Jan Mobilization
Project Activity Description	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement will occur December 13, 2024 - January 2, 2025. See the Triennial Highway Safety Plan pages 138-153.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	M5HVE-2025-EA-00-00
Eligible Use of Funds	M5HVE-405d High Visibility Enforcement
FAIN	69A3752530000405DIDM

Funding	\$150,000
Funding source	BIL 405d Mid Impaired Driving
CFDA	20.616

SID25EB	HVE - Impaired Driving 4th of July Mobilization
Project Activity Description	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement dates are July 1-13, 2025. See the Triennial Highway Safety Plan pages 138-153.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	M5HVE-2025-EB-00-00
Eligible Use of Funds	M5HVE-405d Mid HVE
FAIN	69A3752530000405DIDM

Funding	\$150,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID25EC	HVE - Impaired Driving Labor Day Mobilization
Project Activity Description	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement dates are August 15 - September 2, 2025. See the Triennial Highway Safety Plan pages 138-153.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
Strategy	Impaired driving enforcement, prosecution and adjudication

Federal Aid Project #	M5HVE-2025-EC-00-00
Eligible Use of Funds	M5HVE-405d Mid HVE
FAIN	69A3752530000405DIDM

Funding	\$165,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

SID25PM	Impaired Driving Paid Media
Project Activity Description	Purchase paid media and develop a media plan to provide education and outreach, and support the high visibility impaired driving enforcement mobilization efforts. While we provide outreach to those that are at risk for impaired driving statewide, our outreach targets ages 21-25, male and female. We concentrate on reaching them “close to the issue” with in-bar marketing in rural areas and late-night social media placements. Court monitoring produced a higher conviction rate and often stiffer sentences in Canyon County. Based on number of cases, the program will expand to Ada County. See the Triennial Highway Safety Plan pg. 110 - 116
Subrecipient(s)	Media Firm
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.
Countermeasure	Enforcement when accompanied by publicity can be effective in reducing alcohol-related fatal crashes. Additionally using the researched Positive Community Framework model, messages are created to deter impaired driving. Education through various communications and outreach is especially important to youth under 21 years of age. ***
Strategy	Prevention, education, and outreach for impaired driving

Federal Aid Project #	B5PEM-2025-PM-00-00
Eligible Use of Funds	B5PEM-405d Mid Media/ID Training/ENF Related exp.
FAIN	69A3752530000405DIDM

Funding	\$300,000
Funding source	BIL 405d Impaired Driving
CFDA	20.616

Motorcycle Safety Program

S0025MC	Motorcycle Safety Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the motorcycle projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, No. 3, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	MC-2025-MC-00-00
Eligible Use of Funds	MC-402 Motorcycle Safety
FAIN	69A37525300004020IDO

Funding	\$15,000
Funding source	BIL NHTSA 402
CFDA	20.600

SMC2501	Motorcycle Safety Training and Education
Project Activity Description	Provide training and educational outreach efforts with our motorcycle safety partners to increase rider training and awareness of motorcycle safety. See pages 154-156 of the Triennial Highway Safety Plan for more detail regarding affected communities.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices," Motorcycle Rider Training (CTW 2023 Ch. 6, 6-16 **) is widely used with ** effectiveness and may provide a reduction in crash severity. Also, per the Uniform Guidelines for State Highway Safety Programs No. 3., states should enlist the support of a variety of media through a communication program to improve public awareness of motorcycle crash problems and programs directed at preventing them.
Strategy	Support education and outreach efforts for motorcycle rider training.

Federal Aid Project #	MC-2025-01-00-00
Eligible Use of Funds	MC-402 Motorcycle Safety
FAIN	69A37525300004020IDO

Funding	\$2,000
Funding source	BIL NHTSA 402
CFDA	20.600

SMA2501	Motorcycle Awareness Paid Media
Project Activity Description	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders. The number of motorcycle crashes in Idaho increased in 2023 by 11% to 609, and the number of motorcycle fatalities increased 44% to 40. Of all motorcyclists involved in crashes in 2023, 86% received some degree of injury. More than half of all motorcycle crashes (55%) involved another vehicle. Of the motorcyclists killed in 2023, 82% were 30 years of age or older and 51% were over the age of 50. The motorcycle awareness outreach campaign focuses on increasing motorist awareness of motorcycles in counties with the highest number of motorcycle crashes involving another vehicle. Most crashes between vehicles and motorcycles involve turning left at an intersection. Please see the Triennial Highway Safety Plan pg. 110 – 118 for additional detail.
Subrecipient(s)	Media Firm
Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
Countermeasure	Motorcycle Rider Conspicuity and Motorist Awareness Programs. 405f limitation to the requirement that the funds can only be used to send a message to vehicle drivers and not the riders. *Uniform Guidelines No. 3, IX
Strategy	Support motorcycle awareness efforts.

Federal Aid Project #	M9MA-2025-01-00-00
Eligible Use of Funds	M9MA-405f Motorcycle Awareness (lowest25%)
FAIN	69A3752530000405FID1

Funding	\$65,000
Funding source	BIL 405f Motorcycle Programs
CFDA	20.616

SMA2502	Motorcycle Safety Statewide Services
Project Activity Description	Work with motorcycle safety partners to provide education, outreach, and projects that support and promote motorcycle safety and awareness. See pages 154-156 of the Triennial Highway Safety Plan for more information.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs No. 3, IX, state motorcycle safety programs, communication campaigns, and state motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles.
Strategy	Support motorcycle awareness efforts.

Federal Aid Project #	M9MA-2025-02-00-00
Eligible Use of Funds	M9MA-405f Motorcycle Awareness (lowest25%)
FAIN	69A3752530000405FID1

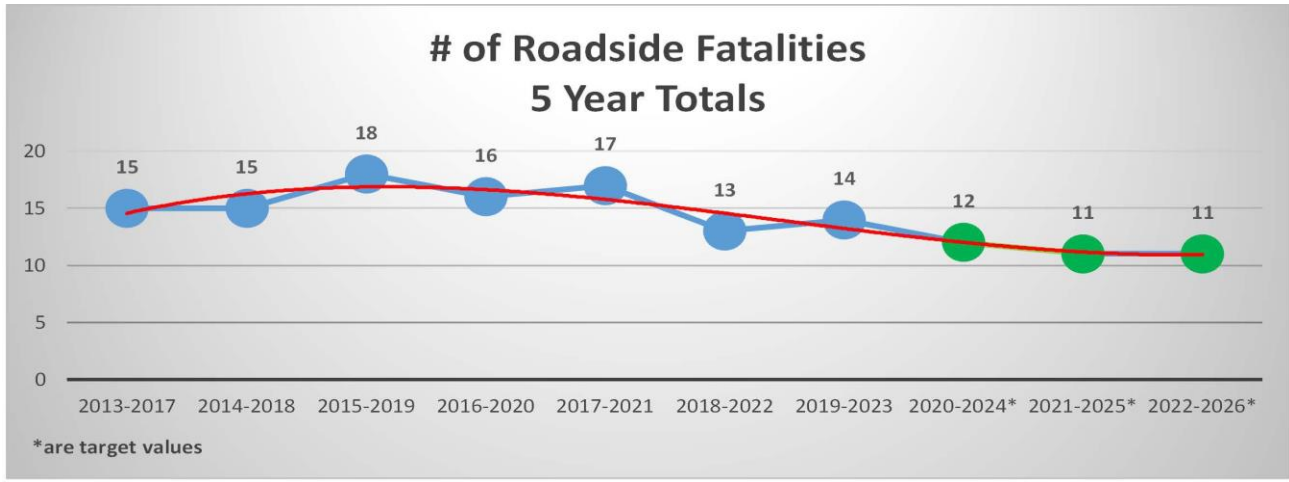
Funding	\$16,000
Funding source	BIL 405f Motorcycle Programs
CFDA	20.616

Roadside Death Prevention Program

SRD2501	Roadside Death Prevention Education
Project Activity Description	There is an average of 25 emergency responders who are killed each year nationally and 300 people die annually when a pedestrian is leaving, walking or returning to a stopped vehicle. This is a 25% increase since 2014. In Idaho, 1% of all fatalities involve a vehicle hitting another vehicle on the side of the road. Funding will provide support and resources for education and outreach to promote safe driving and awareness of roadside hazards through the use of media, dynamic message boards and engagement activities. Special emphasis will occur on the interstate highway system which has a higher speed limit of 80 mph. OHS will also offer mini-grants to law enforcement and EMS agencies for digital alert systems to augment incident response and advance warning systems, which will be used in high crash locations to make drivers aware of changing roadway conditions.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of roadside fatalities to 11 or fewer by 2026
Countermeasure	Preventing roadside deaths will include a three prong countermeasure approach: 1) Communication and Outreach, CMTW 2020 CH 3 - 4.1***, 2) Speed Management HVE, CMTW 2023 CH 4 - 4-31****, and 3) Law Enforcement, Uniform Guidelines No. 15 IV
Strategy	Roadside death prevention

Federal Aid Project #	M12BPE-2025-01-00-00
Eligible Use of Funds	M12BPE-405h Public Education M12BDAT-405h Digital Alert Technology
FAIN	69A3752530000405HID

Funding	\$65,000
Funding source	BIL 405h Public Education
CFDA	20.616



Traffic Enforcement Services

S0025PT	Traffic Enforcement Services Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the police traffic services projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, No. 15, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	PA-2025-PT-00-00
Eligible Use of Funds	PT-402 Planning and Administration
FAIN	69A37525300004020ID0

Funding	\$90,000
Funding source	BIL NHTSA 402
CFDA	20.600

SSC25EA	HVE - Aggressive Driving Mobilization Spring
Project Activity Description	The HVE Aggressive Driving Mobilization during the spring funds statewide aggressive driving high visibility enforcement to reduce speed-related traffic fatalities, serious injuries and economic loss statewide. Aggressive driving is a factor in 49% of all crashes and 35% of all fatalities. Drivers age 19 and younger are 4.2 times more likely to be involved in an aggressive driving collision. These types of crashes cost Idahoans nearly \$2.3B in 2021 and represent 42% of the total economic costs of crashes. Enforcement period is March 14-30, 2025.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	SC-2025-EA-00-00
Eligible Use of Funds	SC-402 Speed Management
FAIN	69A37525300004020ID0

Funding	\$125,000
Funding source	BIL NHTSA 402
CFDA	20.600

SSC25EB	HVE - Aggressive Driving Mobilization Summer - 100 Deadliest Days
Project Activity Description	The HVE Aggressive Driving Mobilization during the summer funds statewide aggressive driving high visibility enforcement to reduce speed-related traffic fatalities, serious injuries and economic loss statewide. Aggressive driving is a factor in 49% of all crashes and 35% of all fatalities. Drivers age 19 and younger are 4.2 times more likely to be involved in an aggressive driving collision. These types of crashes cost Idahoans nearly \$2.3B in 2021 and represent 42% of the total economic costs of crashes. Enforcement period is July 18-August 13, 2025.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	SC-2025-EB-00-00
Eligible Use of Funds	SC-402 Speed Management
FAIN	69A37525300004020IDO

Funding	\$150,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2501	Traffic Enforcement Services Statewide Services - Mini Grants
Project Activity Description	Funding will support high visibility enforcement during targeted community events based on need/data, tools, equipment, and training required to support and enhance HVE efforts statewide. There are over 110 law enforcement agencies in Idaho which require officers to continue to enhance their knowledge in order to mitigate fatalities and serious injuries on Idaho roads. In addition, having up-to-date equipment is another enforcement tool used to combat those lives lost to traffic crashes.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-01-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020IDO

Funding	\$100,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2502	Star Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) – Integrated high visibility enforcement on a sustained basis in and around the city of Star. Star is currently the fastest growing city in Idaho. Many of those moving to Star fall into the 18-25 age group. Two major thoroughfares run through Star: SH44 & SH16. Both continue to expand to accommodate the growing population. Fatal and serious injury rate is .13, group is .27. Seat Belt rate is 77.8%. There were 4 fatalities between 2018 and 2022. 50% were impaired driver related. 40% of all serious injury crashes were aggressive driver involved.
Subrecipient(s)	Star Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	"Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-02-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$80,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2503	Moscow Police Department -STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the city of Moscow. The region is heavily traveled as a thoroughfare to Washington and is home to the University of Idaho. 80% of all fatal crashes are alcohol impaired related and 43% of all suspected serious injury crashes are distracted driver related. Seat belt use is 89%. Outreach and education efforts will be focused on these specific areas.
Subrecipient(s)	Moscow Police Department-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-03-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$56,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2504	Boise Police Department - Enforcement
Project Activity Description	Funding will provide integrated high visibility enforcement on a sustained basis in and around the City of Boise, which is the largest city and capital of Idaho. Interstate 84 runs through Boise. There were 65 fatalities between Jan 2018 and Dec 2022. 31% of all fatal crashes were aggressive driver related as well as 48% of all suspected serious injury crashes. Boise ranked #1 in their population group for bicycle and pedestrian serious injuries. Seat belt use is 74%. All social media platforms are utilized. Community involvement includes the Boise Hawks, 100 Deadlist Days displays, and the Alive @ 25 Program.
Subrecipient(s)	Boise Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-04-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020IDO

Funding	\$200,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2505	Nampa Police Department - Enforcement
Project Activity Description	Funding will provide Integrated high visibility enforcement on a sustained basis in and around the city of Nampa. From Jan 2018 to Dec 2022, there were 48 fatalities. Nampa ranked #1 in motorcycle fatalities and serious injuries for the 250k+ population category, of which 31% of all fatal crashes were impaired driver-related and 21% alcohol-related. In addition, 55% of all suspected serious Injury crashes were aggressive related. NPD utilizes all social media platforms and participates in local public educational engagements. A commitment to continuing education for officers will support effective innovative enforcement measures.
Subrecipient(s)	Nampa Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-05-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$86,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2506	Eagle Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis. The City of Eagle resides within the jurisdiction of Ada County, located in the Boise foothills. State Street is considered the "gateway" through the town of 32,400. Eagle had 12 fatalities between 2018-2022. 67% of those were impaired driver involved. 56% of all suspected serious injuries are aggressive driver involved. Seat belt use rate is 83%. Community outreach and public education efforts will be provided via social media posts, group forum discussions and attendance at the ACTSAC meetings. Enforcement patrol officers will use each vehicle stop as an opportunity to educate drivers on unsafe driving behaviors.
Subrecipient(s)	Eagle Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-06-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$100,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2507	Shelley Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the City of Shelley. I-15 and Hwy 91 are main corridors that run through Shelley. The area is considered rural, but experiences an influx of residents in summer months. Four out of six fatalities in the past five years were aggressive-related. 39% of all suspected serious injury crashes are aggressive related. Education and outreach will focus on reducing this trend.
Subrecipient(s)	Shelley Police Department-STEP

Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-07-00-00	Funding	\$85,000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

SPT2508	Jerome Police Department
Project Activity Description	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. Jerome City saw a total of 439 crashes for the year 2022, which was an increase of 18 crashes from 2021. The seat belt use rate in Jerome is low, with only about 65% of motorists using their seat belts.
Subrecipient(s)	Jerome Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-08-00-00	Funding	\$30,000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

SPT2509	Idaho State Police - Year-Long Enforcement
Project Activity Description	Project funding to reduce the number of impaired driving and aggressive driving crashes, as well as fatalities on Idaho roadways by fairly and aggressively enforcing impaired driving, aggressive driving, seat belt, and distracted driving laws. This ties into ISP's current patrol strategic goal of protecting the lives, rights, and property of the people in Idaho by providing innovative and effective traffic enforcement strategies on interstate highways and state and federal highways, including identifying and updating high crash locations primarily outside city limits within each district to ensure effective resource allocation that results in a reduction of crashes and by collaborating and partnering with allied law enforcement agencies and other highway safety partners in high crash locations to help reduce overall crashes. This project will also provide equipment to support the enforcement activity.
Subrecipient(s)	Idaho State Police
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Support high visibility sustained enforcement

Federal Aid Project #	PT-2025-09-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$300,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2510	Lewiston Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the City of Lewiston. Lewiston has a large student population, is a recreational destination and borders Washington. The city ranked #1 in fatalities and injuries for their population group. Group rate: .27, Lewiston PD = .48. 61% of all fatal crashes are aggressive driver related and 45% of suspected serious injuries were also aggressive related. Lewiston PD will focus their outreach and education efforts toward aggressive driving in FY25.
Subrecipient(s)	Lewiston Police Department-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-10-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$80,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2511	Bingham County Sheriff's Office - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around Bingham County (cities include: Blackfoot, Shelley, Firth, Aberdeen, Atomic City, Basalt, Moreland, Groveland, Rockford and Riverside). Bingham County has 2,094 square miles with a population nearing 50K. 47 fatalities occurred between Jan 2018 and Dec 2022, with July being the highest rate of crashes, and drivers being mostly males under 20 years of age. 38% of all suspected serious injury crashes are aggressive-related and 34% of all fatal crashes are impaired-related. Educational outreach efforts will target young male drivers through various social media platforms.
Subrecipient(s)	Bingham County Sheriff's Office-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-11-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$73,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2512	Blackfoot Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in/around the City of Blackfoot. Blackfoot ranked #1 for distracted driving-related fatalities and serious injuries in the 5K - 14,999 population group. 39% of the serious injuries are aggressive-related and 33% of fatalities were impaired-related. Saturated enforcement will focus on school zone enforcement and teen driver safety. Blackfoot PD plans to collaborate with the community to increase awareness of local driving behaviors and how to reduce speed and distracted-related fatalities.
Subrecipient(s)	Blackfoot Police Department

Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-12-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$75,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2513	Garden City Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement (STEP)-Integrated high visibility enforcement on a sustained basis in/around the city. Garden City is uniquely nestled in the City of Boise, which experiences mostly commuter traffic. 67% of the fatalities in the city were impaired driver involved. 40% of all serious injury crashes were aggressive driver involved. Garden City ranked number 1 for the highest fatalities and serious injuries in their population size and is committed to improving their ranking the areas of aggressive, impaired, distracted, motorcycle, pedestrians and bicyclists. Garden City is proactive with social media, outreach and educational activities.
Subrecipient(s)	Garden City Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-13-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$78,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2514	Jerome County Sheriff's Office - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis which includes education and outreach. The focus for JCSO will be to identify, correct and/or intervene with the dangers from aggressive, distracted, and impaired driving. The Jerome County Sheriff's Office will also participate in several public outreaches throughout the year. They will distribute materials related to safe driving habits and speak to the public related to safe driving habits.
Subrecipient(s)	Jerome County Sheriff's Office-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Sustained Enforcement

Federal Aid Project #	PT-2025-14-00-00	Funding	\$45,000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

SPT2515	Bonneville County Sheriff's Office-STEP
Project Activity Description	Funding will provide integrated high visibility enforcement in Bonneville County on a sustained basis. Bonneville County has a population of 130,000 and is located in southeast Idaho encompassing 8 cities. Bonneville County Sheriff's Office (BCSO) has responded to 63 fatality crashes since 2019. Thirty of these fatality crashes (nearly half) involved an impaired driver. BCSO has also responded to 237 suspected serious injury crashes during the same timeframe, 15% of which impaired driving was a suspected factor. Bonneville County's impaired driving fatal and serious injury crashes are trending in the wrong direction. BCSO's goal is to remove more impaired drivers from the roadways, thus reducing fatality and serious injury crashes related to impaired driving within the county.
Subrecipient(s)	Bonneville County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-15-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$40,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2516	Kuna Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the City of Kuna. State Highway 69 runs through Kuna and is a heavily traveled north-south thoroughfare, especially for motorcyclists. Kuna PD uses their motor units to patrol this stretch of highway. Group rate for FS&I is .27. Kuna is .23. 69% of all fatal crashes are impaired driver-related. Drivers 20 years old and younger are overrepresented in this area. Seat belt use rate is 85%. Much of the outreach and education is focused on targeting this group of drivers through popular social media platforms.
Subrecipient(s)	Kuna Police Department-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-16-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$71,250
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2517	Sandpoint Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the City of Sandpoint. There are two national scenic byways that increase the local population from 9,000 to 20,000 during the summer months. Sandpoint ranks #2 for total pedestrian and bicyclist fatalities and serious injuries in the 5K - 14,999 population group of cities in Idaho. There have been three fatalities each year for 2020, 2021, 2022. Education and outreach efforts will focus on reducing that number and other driver-related issues prevalent in the area (impaired driving and alcohol-related crashes).
Subrecipient(s)	Sandpoint Police Department-STEP

Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-17-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$52,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2518	Spirit Lake Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the town of Spirit Lake. Spirit Lake is densely populated with 2,827 people in just 2.46 square miles. The population has seen a 30% increase since 2010. From 2018-2022, there were 220 crashes in Spirit Lake with two fatalities. Distracted driving and aggressive driving are both concerns for the police department, as well as pedestrian safety. Education and outreach efforts will focus on decreasing all traffic crashes by 10% in Spirit Lake.
Subrecipient(s)	Spirit Lake Police Department-STEP
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-18-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$77,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2519	Gem County Sheriff's Reserves, Inc. (Non-Profit)
Project Activity Description	Funding will provide integrated high visibility enforcement in and around Gem County (Emmett) on a sustained basis. Gem County is a recreational destination via Hwy 16 and Hwy 52. It ranked #1 in bicycle and pedestrian fatalities and serious injuries in the population category of 10k-19,999, which is considered rural and underserved. There were 17 fatalities between Jan 2018 - Dec 2022. 39% of all serious injury crashes are aggressive and 35% of all fatal crashes are impaired driver related. Seat belt use rate is 71%. Public outreach and education is core to combating these problem areas. Officers attend trainings and conferences to stay abreast of changes in the law enforcement industry.
Subrecipient(s)	Gem County Sheriff's Reserves
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-19-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$50,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2520	Rexburg Police Department
Project Activity Description	Funding will provide high visibility enforcement focusing on impaired, distracted and aggressive Driving. Rexburg has a population of 40,000 and is the county seat of Madison County. From 2018-2022, Rexburg had eight fatalities. 50% of the fatal crashes were aggressive driver involved and 44% of all the suspected serious injury crashes were also aggressive driver involved. Rexburg plans on participating in all scheduled mobilizations. Each traffic stop is an opportunity to educate drivers and create awareness. Outreach and education efforts will utilize all social media platforms. Seat belt use rate is 77.3%.
Subrecipient(s)	Rexburg Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-20-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$26,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2521	Twin Falls Police Department
Project Activity Description	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. The Twin Falls Police Department will encourage officers to work the grant in and around the holidays to focus on impaired or distracted drivers. Twin Falls PD will continue to push out social media notifications on all social media platforms. Twin Falls PD will have officers speak at <i>Every 15 Minute</i> programs put on at each of the Twin Falls High Schools and they will continue to participate in interviews with local reporters regarding traffic safety trends.
Subrecipient(s)	Twin Falls Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	High Visibility Enforcement

Federal Aid Project #	PT-2025-21-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$26,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2522	Twin Falls County Sheriff's Office
Project Activity Description	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. Twin Falls County is largely rural with over 50% of the population living outside of the only urban town of Twin Falls. Twin Falls County continually ranks the highest for fatal, serious and injury crashes among counties of similar population. Twin Falls County Sheriff's Office will take a zero tolerance enforcement stance toward seat belt violations, using each stop as an opportunity to educate the public by addressing safety restraint and child restraint use and distribute educational materials at stops. TFCSO will also conduct seat belt surveys during December, March, June, and September.
Subrecipient(s)	Twin Falls County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.

Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	High Visibility Enforcement

Federal Aid Project #	PT-2025-22-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020IDO

Funding	\$56,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2523	Shoshone County Sheriff's Office - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis which includes education and outreach. Shoshone County's population increased 6.8% with 2.6% of that total made up of racial and ethnic minorities. Shoshone County ranks #3 for total aggressive driving related fatalities and serious injuries in the 10K - 19,999 population group of counties in Idaho. There were two fatalities in 2022 and 256 total crashes. Education and outreach efforts will focus on reducing that number and other driver-related issues prevalent in the area.
Subrecipient(s)	Shoshone County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-23-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020IDO

Funding	\$75,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2524	Elmore County Sheriff's Office
Project Activity Description	Integrated high visibility enforcement on a sustained basis in Elmore County (cities include: Mountain Home, Mountain Home Air Force Base, and Glenn's Ferry); population 30k. From Jan 2018 to Dec 2022, there were 45 fatalities. 36% of all fatal crashes are aggressive driver involved. Elmore County ranked #2 for Total F&SI for population group. FS&I group rate is .83. Elmore is 1.52. Seat belt use rate is 60%. Elmore County anticipates purchasing Lidar Readers this fiscal year. Outreach and education efforts include social media, news releases and presence at community events.
Subrecipient(s)	Elmore County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-24-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$65,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2525	Emmett Police Department
Project Activity Description	Funding will provide integrated high visibility enforcement on a sustained basis in Emmett. Emmett is located in Gem County and has a population of about 6,000 residents. This number increases substantially during their annual Cherry Festival that draws crowds from all over the Treasure Valley. Emmett prides themselves on being a walkable community. Deputies patrol school zones to ensure the safety of children who walk. 3% of all fatalities are pedestrian-related. Emmett has participated in mobilizations in previous years and plans to continue to utilize its resources to coincide with the FY25 mobilization schedule. Community outreach and education include using the city's website and Messenger Index.
Subrecipient(s)	Emmett Police Department
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-25-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$30,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2526	Idaho County Sheriff's Office
Project Activity Description	Funding will provide integrated high visibility enforcement on a sustained basis in Idaho County. Idaho County is the largest county by area (8,503 sq mi) in the state. Grangeville is the county seat. Idaho County ranked #1 in impaired, distracted and motorcycle categories. It ranked #2 for total FS&I for population group. Group rate: .82, Idaho County: 1.41. Seat belt use rate is 60%. Idaho County had 33 fatalities between 2018-2022. 39% of all fatal crashes were impaired driver involved. 33% of all suspected serious injury crashes were distracted driver involved. Idaho County will participate in all mobilizations and will use social media as a way to educate its citizens.
Subrecipient(s)	Idaho County Sheriff's Dept
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-26-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$78,500
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2527	Latah County Sheriff's Office
Project Activity Description	Funding will provide integrated high visibility enforcement on a sustained basis in Latah County. Latah County is located in the north central region of the state; the county seat is Moscow - home of the University of Idaho. Pedestrian FS&I ranked first in their population category, 20k-50k. 29% of all pedestrian involved crashes resulted in suspected serious injury. The under 20 year old drivers are overrepresented and pose a challenge in/around the university and schools. Latah County targets the middle and high school students through drivers education and outreach fairs. Officer training is encouraged.
Subrecipient(s)	Latah County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
Strategy	Traffic Enforcement Services support High Visibility Enforcement.

Federal Aid Project #	PT-2025-27-00-00
Eligible Use of Funds	PT-402 Traffic Enforcement Services
FAIN	69A37525300004020ID0

Funding	\$24,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPT2528	Nez Perce County Sheriff's Office - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in Nez Perce County. The county seat is Lewiston. Deputies patrol more than 700 miles of roadway, which includes rural and urban communities. Hwys 95 & 12 run through the county. Group rate for FS&I is .83, Nez Perce is .88. Seat belt use rate is 46.1%. Nez Perce had 43 fatalities between 2018-2022. 44% of all fatal crashes were aggressive driver involved. 41% of all suspected serious injury crashes were aggressive driver involved. Aggressive driving will be a primary focus of Nez Perce County, and it plans to decrease this number with education and outreach opportunities through social media postings and attending local community events.
Subrecipient(s)	Nez Perce County Sheriff's Office
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.

Strategy	Traffic Enforcement Services support High Visibility Enforcement.
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Federal Aid Project #	PT-2025-28-00-00	Funding	\$50,000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

Non-Motorized (Pedestrian and Bicyclists)

S0025PS	Pedestrian and Bicycle Safety Program Area Management		
Project Activity Description	Funding will provide development and support to implement and manage the bicycle and pedestrian projects.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.		
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, No. 14, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.		
Strategy	Administer Highway Safety Programming		

Federal Aid Project #	PS-2025-PS-00-00	Funding	\$15,000
Eligible Use of Funds	PS-402 Pedestrian/Bicycle Safety	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

SPS2501	Bicycle and Pedestrian Statewide Services		
Project Activity Description	Provide education and outreach that support and promote bicyclist and pedestrian safety through materials, resources, and mini-grants. Refer to pages 161-166 of the Triennial Highway Safety Plan for more information on targeted demographics and communities.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of bicyclists fatalities at 3 or fewer and the pedestrian fatalities at 17 or fewer.		
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs No. 14, VI, each state should ensure that state and community pedestrian and bicycle programs contain a comprehensive communication component to support program efforts. The state should enlist the support of a variety of media to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. According to the "Countermeasures that work...for State Highway Safety Offices," elementary-age child pedestrian training and Safe Routes to School both have *** for effectiveness (CTW Ch. 9, 9-23/27 ***). Projects will support these efforts in 2025.		
Strategy	Support bicycle and pedestrian safety education and outreach.		

Federal Aid Project #	PS-2025-01-00-00
Eligible Use of Funds	PS-402 Pedestrian/Bicycle Safety
FAIN	69A375253000040201D0

Funding	\$15,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPS2502	ACHD - Let's Get There Safely
Project Activity Description	Funding will enhance the Ada County Highway District's Let's Get There Safely campaign that encourages safe pedestrian and bicyclist behavior. This project will include PSAs and outreach materials on youth pedestrian and bicyclist education relating to visibility at night. In 2021, there were 218 pedestrian involved crashes in Ada County with 22 fatalities, and 173 bicyclist crashes with three fatalities. Refer to pages 161-166 of the Triennial Highway Safety Plan for more information on targeted demographics and communities.
Subrecipient(s)	Ada County Highway District (Local Agency)
Performance Measure	Maintain the 5-year average number of bicyclists fatalities at 3 or fewer and the pedestrian fatalities at 17 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs No. 14 VI, each state should ensure that state and community pedestrian and bicycle programs contain a comprehensive communication component to support program efforts. The state should enlist the support of a variety of media to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. According to the "Countermeasures that work...for State Highway Safety Offices," elementary-age child pedestrian training has *** for effectiveness (CTW Ch. 9, 9-23 ***).
Strategy	Support bicycle and pedestrian safety education and outreach.

Federal Aid Project #	PS-2025-02-00-00
Eligible Use of Funds	PS-402 Pedestrian/Bicycle Safety
FAIN	69A375253000040201D0

Funding	\$15,000
Funding source	BIL NHTSA 402
CFDA	20.600

Teen Traffic Safety

S0025TS	Teen Traffic Safety Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the teen traffic safety program
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.

Strategy	Highway Safety Office Program Management
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Federal Aid Project #	TSP-2025-TS-00-00	Funding	\$35,000
Eligible Use of Funds	TSP-402 Teen Safety Program	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

STS2501	Teen Traffic Safety Statewide Services		
Project Activity Description	In 2022, more than one out of every five crashes involved a youthful driver. The 25 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 25 killed in youthful driver crashes, 8 were the youthful drivers. Of the 7 youthful drivers of passenger motor vehicles, only 3 (43%) were wearing seat belts. Funding will be used to educate teen drivers on the importance of driving engaged, safe, sober, and buckled up. Funding will be targeted to areas of highest risk for young drivers, including the counties of Jerome, Bannock, and Minidoka.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of fatalities involving driver age 20 or younger at 35 or fewer by 2026		
Countermeasure	Per the "NHTSA Peer-to-Peer Teen Traffic Safety Program Guide," peer-to-peer programs have been shown to be more effective with teens than education and outreach alone.		
Strategy	Communications and Outreach - Peer-to-Peer Programs		
Federal Aid Project #	TSP-2025-01-00-00	Funding	\$35,000
Eligible Use of Funds	TSP-402 Teen Safety Program	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFCA	20.600

STS2502	Students Against Destructive Decisions (SADD)		
Project Activity Description	Funding will be used for SADD chapter growth and sustainability, chapter support, chapter resources, and community engagement and partnerships. SADD will employ a Statewide Coordinator to meet these goals, to specifically target impairment prevention, reduce aggressive driving and speed, and increase safety restraint use among teen drivers. The Statewide Coordinator will facilitate, train on, and/or support peer-to-peer programming in at least 10 schools/chapters across Idaho by September 30, 2025.		
Subrecipient(s)	SADD - Students Against Destructive Decisions (National Non-Profit)		
Performance Measure	Maintain the 5-year average number of fatalities involving driver age 20 or younger at 35 or fewer by 2026		
Countermeasure	Per the "NHTSA Peer-to-Peer Teen Traffic Safety Program Guide," peer-to-peer programs have been shown to be more effective with teens than education and outreach alone.		
Strategy	Communications and Outreach - Peer-to-Peer Programs		

Federal Aid Project #	TSP-2025-02-00-00
Eligible Use of Funds	TSP-402 Teen Safety Program
FAIN	69A37525300004020IDO

Funding	\$185,000
Funding source	BIL NHTSA 402
CFCA	20.600

STS2503	Alliance Highway Safety		
Project Activity Description	Funding will be used for a highway safety presentation tour of twenty high schools in high-risk areas throughout Idaho, including production of presentation materials. The project goal is to decrease teen crashes and fatalities throughout the State of Idaho, with an emphasis on the highest rated counties for fatalities, such as Ada, Canyon, Kootenai, Bonneville, Bannock, Twin Falls, Elmore, Jerome, Bonner, Nez Perce, Bingham, Boise, Idaho, Cassia, Fremont, Blaine, Gooding, Minidoka, Gem, Payette, Valley, and Jefferson counties. All work on the project will be implemented by Alliance and its staff, including scheduling, communication with the schools, coordination with its speakers, implementation of each school visit, and reporting.		
Subrecipient(s)	Alliance Highway Safety LLC		
Performance Measure	Maintain the 5-year average number of fatalities involving driver age 20 or younger at 35 or fewer by 2026		
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" there is strong public support for communications and outreach to reduce distracted driving, especially for teen drivers. CTW, Chapter 4, 2.1*		
Strategy	Communications and Outreach on Distracted Driving		
Federal Aid Project #	TSP-2025-03-00-00	Funding	\$100,000
Eligible Use of Funds	TSP-402 Teen Safety Program	Funding source	BIL NHTSA 402
FAIN	69A37525300004020IDO	CFCA	20.600

Traffic Records

S0025TR	Traffic Records Program Area Management		
Project Activity Description	Funding will provide development and support to implement and manage traffic records projects.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.		

Strategy	Highway Safety Office Program Management
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Federal Aid Project #	TR-2025-TR-00-00	Funding	\$5,000
Eligible Use of Funds	TR-402 Traffic Records	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

STR2501	Traffic Records Statewide Services
Project Activity Description	<p>Implement projects within the traffic records system to address deficiencies. Implement changes and show improvement to traffic safety data within the system. Projects can be submitted throughout the year and can include any of the six data systems. These are usually not location specific however, we plan efforts to increase our data collection in tribal areas. See the Triennial Highway Safety Plan pages 207 and 208.</p> <p>Statewide eTicketing Grants 2018-2023</p> <ul style="list-style-type: none"> - 70 agencies live including ISP (4 in 2024) - 1 agencies currently in testing - 4 agencies waiting training - 2 agencies on hold for various reasons - 2 waiting on equipment
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of traffic crash fatalities to 238 or fewer
Countermeasure	Per Highway Safety Program Guideline No. 10, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Strategy	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

Federal Aid Project #	TR-2025-01-00-00	Funding	\$200,000
Eligible Use of Funds	TR-402 Traffic Records	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFDA	20.600

STR2502	AASHTOWARE Safety Trend Analysis
Project Activity Description	<p>Provide public facing dashboards with crash data to the public. The dashboards provided using this software target the focus areas as well as other areas of special interests. Currently that includes impaired driving, aggressive driving, motorcycles, bicycles, pedestrians, mature drivers, safe routes to school, child passenger safety, teen drivers, and wild animal crashes. This includes data throughout the state but can be filtered down to city, county, district or even local highway district. See Triennial Highway Safety Plan pages 207 and 208.</p>

Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of traffic crash fatalities to 238 or fewer
Countermeasure	Per Highway Safety Program Guideline No. 10, II, Traffic Records System Information Quality, traffic records information should be maintained in a form that is of high quality and readily accessible to users.
Strategy	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

Federal Aid Project #	TR-2025-02-00-00
Eligible Use of Funds	TR-402 Traffic Records
FAIN	69A37525300004020ID0

Funding	\$100,000
Funding source	BIL NHTSA 402
CFDA	20.600

SKD2501	TRCC Data Improvement
Project Activity Description	Funding to provide development and support to implement, manage, coordinate and improve one or more of the traffic safety records systems. This is performed throughout the whole state. We would like to increase our data collection with the tribal agencies. See the Triennial Highway Safety Plan pages 207 and 208 for more information.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Per Highway Safety Program Guideline No. 10, II, Traffic Records System Information Quality, NHTSA supports and recommends a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Strategy	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

Federal Aid Project #	M3X-2025-01-00-00 M2DA-2025-01-00-00
Eligible Use of Funds	M3DA-405c Data Program
FAIN	69A3752530000405CID0

Funding	\$150,000
Funding source	BIL 405c Data Program
CFDA	20.616

SKD2502	E-Citation (Statewide)
Project Activity Description	Implement the e-citation software platform for the statewide electronic citation system. Provide equipment and installations costs to implement the software platform for law enforcement including scanners, computers, printers, software and a server. Location and affected communities will be dependent on those agencies who apply. See the Triennial Highway Safety Plan pages 207 and 208 for more information, as well as AGA Attachment 2 ITRSSP pages 14-16 for Crash Data System Performance Measures.
Subrecipient(s)	Law Enforcement Agencies

Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Per Highway Safety Program Guideline No. 10, I, Traffic Records System Information components, A. and E. NHTSA supports and recommends a traffic records system.
Strategy	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

Federal Aid Project #	B3T-2025-01-00-00
Eligible Use of Funds	B3T-405c Technology
FAIN	69A3752530000405CIDO

Funding	\$300,000
Funding source	BIL 405c Data Program
CFDA	20.616

Planning and Administration

S0025PA	Planning and Administration		
Project Activity Description	Support program management in implementing and managing all highway safety programs, including travel, training, planning projects, contract administration, program coordination, and tools to support program management.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.		
Strategy	Administer Highway Safety Programming		
Federal Aid Project #	PA-2025-PA-00-00	Funding	\$250,000
Eligible Use of Funds	PA-402 Planning and Administration	Funding source	BIL NHTSA 402
FAIN	69A37525300004020IDO	CFCA	20.600

SPA2501	Electronic Grant Management System		
Project Activity Description	Electronic Grant Management System, software and support to aid in the management and monitoring of highway safety grants.		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.		
Countermeasure	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Programs.		
Strategy	Administer Highway Safety Programming		

Federal Aid Project #	PA-2025-01-00-00
Eligible Use of Funds	PA-402 Planning and Administration
FAIN	69A37525300004020ID0

Funding	\$20,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPA2502	Public Participation and Engagement
Project Activity Description	Funding will assist in engaging communities across Idaho to collaboratively address traffic safety problems. Public Participation and Engagement activities include: attending community events, offering educational and partnership opportunities, creating advisory roles for program areas such as student liaisons, and seeking out leaders and organizations who can best represent the interests of groups and offer a pathway to connect with them. Please refer to pages 212-257 of the Triennial Highway Safety Plan for more detail.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	According to Proactive Traffic Safety Initiatives, growing social capital and the resources developed through relationships can positively influence traffic safety. Public participation and engagement efforts will build connections and relationships within communities and therefore increase social capital.
Strategy	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.

Federal Aid Project #	PA-2025-02-00-00
Eligible Use of Funds	PA-402 Planning and Administration
FAIN	69A37525300004020ID0

Funding	\$25,000
Funding source	BIL NHTSA 402
CFDA	20.600

Paid Media

S0025PM	Paid Advertising Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the paid advertising projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	PM-2025-PM-00-00
Eligible Use of Funds	PM-402 Paid Advertising

Funding	\$75,000
Funding source	BIL NHTSA 402

FAIN	69A37525300004020ID0	CFDA	20.600
SPM2501	Paid Media		
Project Activity Description	Support education and outreach efforts which are a vital component of statewide traffic efforts. Efforts will target specific demographics based on the focus of the media. Efforts will include outreach to businesses, schools and the public to raise awareness of traffic safety laws, resources and training. Media campaigns will standardize messaging among safety partners and support high visibility enforcement efforts. Young Males, 18 – 34 with 20-25 as the primary focus. Focus Areas: Impaired Driving, Distracted Driving, Seat Belts. Teen Drivers, 15 – 19s: Impaired Driving, Seat Belts, Distracted Driving, Speeding. Women, 18 – 35: Distracted Driving, Child Passenger Safety. Men, 45 – 65: Impaired Driving, Aggressive Driving, Motorcycle Safety. Triennial Highway Safety Plan pages 110 - 116.		
Subrecipient(s)	Media Firm		
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.		
Countermeasure	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful traffic-enforcement activities. NHTSA supports the use of media and also provides resources through Trafficsafetymarketing.org. In Countermeasures that Work, media campaigns have a wide variance of effectiveness ranging from a rating of ☆ to ☆☆☆☆☆ depending on the focus area, and the other countermeasure used in conjunction.		
Strategy	Support statewide education and outreach efforts.		

Federal Aid Project #	PM-2025-01-00-00
Eligible Use of Funds	PM-402 Paid Advertising
FAIN	69A37525300004020ID0

Funding	\$702,000
Funding source	BIL NHTSA 402
CFDA	20.600

SPM2502	Public Opinion Survey		
Project Activity Description	Provide funding for a survey to evaluate the effectiveness of paid media communication tools, marketing strategies, and data about preferences regarding legislation and regulations. See the Triennial Highway Safety Plan pages 110 – 116.		
Subrecipient(s)	Media Firm		
Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.		
Countermeasure	A survey will aid in the focused of behavioral programs. The survey address all of our behavioral safety program areas, which is why we have it under the umbrella of Community Traffic Safety.		
Strategy	Support statewide education and outreach efforts.		

Federal Aid Project #	PM-2025-02-00-00
Eligible Use of Funds	PM-402 Paid Advertising
FAIN	69A37525300004020ID0

Funding	\$30,000
Funding source	BIL NHTSA 402
CFDA	20.600

Occupant Protection

S0025OP	Occupant Protection Program Area management
Project Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	Program Area Management to establish procedures and ensure program activities are implemented as intended that have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Programs.
Strategy	Administer Highway Safety Programming

Federal Aid Project #	OP-2025-OP-00-00
Eligible Use of Funds	OP-402 Occupant Protection
FAIN	69A37525300004020IDO

Funding	\$40,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCR2501	Child Passenger Safety Statewide Service
Project Activity Description	Funding for the purchase of child passenger safety seats on a needs basis especially for families of special needs children who cannot use a traditional seat. Also specialized training at conferences or a specific class for technicians who install the seats.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	Per the "Countermeasures that Work...for State Highway Safety Offices," "Child Restraint Inspection Stations", with Highly trained and Certified Child Passenger Safety Technicians are required to inspect the seats at the stations were more likely to have children properly secured in car seats CMTW 2023, CH.3, 3-33.
Strategy	Support education and outreach for child passenger safety.

Federal Aid Project #	CR-2025-01-00-00
Eligible Use of Funds	CR-402 Child Restraint
FAIN	69A37525300004020IDO

Funding	\$25,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCR2502	Child Passenger Safety Training, Outreach, Engagement, and Education
Project Activity Description	Funding for child passenger safety technician and instructor training, educational events, and engagement with the public. Idaho has 23 CPS Instructors, 305 CPS Technicians and 79 CPS permanent check sites. In addition to the smaller local

	events, one large CEU training event will be held in the Boise region, to ensure technicians in the area maintain their certifications.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Child Restraint Inspection Stations *** Highly trained and Certified Child Passenger Safety Technicians are required to inspect the seats at the stations. CMTW2023, Ch. 3, 3-31**, 3-33***
Strategy	Support education and outreach for child passenger safety.

Federal Aid Project #	CR-2025-02-00-00
Eligible Use of Funds	CR-402 Child Restraint
FAIN	69A37525300004020ID0

Funding	\$45,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCR2503	Unattended Passenger Safety
Project Activity Description	Funding for information to the public regarding unattended passenger safety, especially child passengers.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Maintain the 5-year average number of pediatric heatstroke deaths at 3 or fewer.
Countermeasure	There were 8 pediatric heatstroke deaths in Idaho from 1998 to 2022, thus requiring education and outreach to citizens about the dangers of leaving children in hot cars. 1300.13 (d) Special funding conditions for Section 402 Grants.
Strategy	Support education and outreach for child passenger safety.

Federal Aid Project #	UNATTD-2025-03-00-00
Eligible Use of Funds	UNATTD-402 Heatstroke/Unattended passenger education
FAIN	69A37525300004020ID0

Funding	\$20,000
Funding source	BIL NHTSA 402
CFDA	20.600

SCR2504	Child Passenger Safety Statewide Liaisons
Project Activity Description	Support one Child Passenger Safety Liaison (CPSL) for each of the 7 Idaho Health Districts and Tribal. CPSL's provide outreach, education, and assistance to local communities with special emphasis on rural communities and organizations. They help social and economic disadvantaged families and children.
Subrecipient(s)	8 Liaisons (1 for each of the 7 Idaho Health Districts and one Tribal) CPSTI Independent Contractors – D1 Liz Montgomery, D2 Brian Rauscher, D3 Karen Bell, D4 Pam Orr, D5 Jen Westendorf, D6 Jon Everson, D7 Courtney Norman and Tribal Tammie Scott.
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed at inspection stations on a needs

	based system. Child Restraint Inspection Stations ,CMTW2023 , Ch. 3, 3-31**,3-33***
Strategy	Support education and outreach for child passenger safety.

Federal Aid Project #	CR-2025-04-00-00
Eligible Use of Funds	CR-402 Child Restraint
FAIN	69A37525300004020ID0

Funding	\$40,000
Funding source	BIL NHTSA 402
CFDA	20.600

SSB2501	Occupant Protection Statewide Services (Mini-Grants)
Project Activity Description	Funding for education and outreach to high-risk areas and demographics of low seat belt use rates, including pickup truck drivers, rural drivers, Native American drivers, and young drivers. Education and outreach will also occur in areas with the lowest use rates, including districts 4, 5, and 6. For more information on targeted locations and demographics, see pages 167 to 182 of the Triennial Highway Safety Plan.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	Per the "Countermeasures that Work...for State Highway Safety Offices," the 5-star countermeasures of Communications and Outreach: Supporting Enforcement and Strategies for Low-Belt-Use groups have been proven effective when used in conjunction with enforcement efforts to reduce crashes with unrestrained drivers and passengers. CMTW2023 , Ch. 3, 3-15****,3-22****
Strategy	Communications and Outreach: Strategies for Low Belt Use Groups

Federal Aid Project #	OP-2025-03-00-00
Eligible Use of Funds	OP-402 Occupant Protection
FAIN	69A37525300004020ID0

Funding	\$10,000
Funding source	BIL NHTSA 402
CFDA	20.600

SSB2502	Occupant Protection Observational Survey (NOPUS)
Project Activity Description	Funding will be used to conduct an annual occupant protection observational survey using the required guidelines of NHTSA. Sub-grantees include public health district employees and non-profit safety organizations.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Increase the 5-year average observed seat belt use rate to 85.9% by 2026.
Countermeasure	Per 23 USC 402, states must have a "comprehensive occupant protection program," including conducting an "annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative."
Strategy	Communications and Outreach: Strategies for Low Belt Use Groups

Federal Aid Project #	OP-2025-04-00-00
Eligible Use of Funds	OP-402 Occupant Protection

Funding	\$30,000
Funding source	BIL NHTSA 402

FAIN	69A37525300004020ID0
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CFDA	20.600
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SOP2501	Child Passenger Safety Coordination Program
Project Activity Description	Sustained coordination of a statewide child passenger safety program to recruit and train nationally certified child passenger safety technicians serving, educate parents and caregivers and purchase and distribute child restraints in low-income and underserved populations. Track data of CPS locations, maintain network of inspection stations, and provide community awareness efforts. Will also provide proper materials required for CPS check stations.
Subrecipient(s)	Lemhi County Sheriff's Office
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed at inspection stations on a needs based system. Child Passenger Safety Inspection Stations***, Uniform Guidelines No. 20, V Occupant Protection for Children Program
Strategy	Support education and outreach for child passenger safety.

Federal Aid Project #	B2CPS_US-2025-01-00-00
Eligible Use of Funds	B2CPS_US 405b Low Underserved CPS Programs
FAIN	69A3752530000405BIDL

Funding	\$250,000
Funding source	BIL 405b OP Low Uncommitted
CFDA	20.616

SOP25EA	HVE-Occupant Protection CIDRI Mobilization
Project Activity Description	Statewide seat belt high visibility enforcement mobilizations reduce seat belt non-use related traffic fatalities, serious injuries and economic loss. Funding will be used with agencies statewide, with an emphasis on encouraging districts 4, 5, and 6 to participate, as those districts have the lowest seat belts use rates in the state. For more information on targeted locations and demographics, see pages 167 to 182 of the Triennial Highway Safety Plan. Enforcement dates are May 18 - June 1, 2025.
Subrecipient(s)	Law Enforcement Agencies
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	Per the "Countermeasures that Work...for State Highway Safety Offices," short-term, high visibility seat belt law enforcement has proven effective in increasing seat belt use and reducing non-use related fatalities and serious injuries.CMTW 2023, Ch 3. 3-15*****
Strategy	Short-term, High Visibility Seat Belt Law Enforcement

Federal Aid Project #	M2HVE-2025-EA-00-00
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Funding	\$127,000
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Eligible Use of Funds	M2HVE-405b Low HVE
FAIN	69A3752530000405BIDL

Funding source	BIL 405b OP Low HVE
CFDA	20.616

SOP25PM	Occupant Protection Paid Media
Project Activity Description	Purchase paid media to support the high visibility seat belt enforcement mobilization efforts. Occupant protection in a vehicle includes the proper use of seat belts, car seats, and airbags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries, and reducing injury severity. Idaho law requires every occupant to utilize the proper restraints and safety devices in all seating positions in the vehicle. However, Idaho consistently experiences a percentage higher than the national average (50 percent) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year. See Triennial Highway Safety Plan pages 110 – 116.
Subrecipient(s)	Office of Highway Safety
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
Countermeasure	Per the "Countermeasures that work for State Highway Safety Offices" Communications and Outreach: Strategies for Low Belt Use Groups, CMTW 2023, CH 3 – 3-22 ****
Strategy	Support education and outreach for occupant protection

Federal Aid Project #	M2X-2025-PM-00-00 M2HVE-2025-PM-00-00
Eligible Use of Funds	M2HVE-405b Low HVE
FAIN	69A3752530000405BIDL

Funding	\$150,000
Funding source	BIL 405b OP Low
CFDA	20.616

402 Program Match and Local Benefit

S0025MA	402 match		
Project Activity Description	402 Match - this activity tracks all 402 match		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Match is required for all 402 activities		
Federal Aid Project #	MATCH-2025-MA-00-00	Funding	0
Eligible Use of Funds	MATCH	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFCA	20.600

SLB4025	2025 Local benefit		
Project Activity Description	402 Local Benefit - This activity tracks all 402 local benefit		
Subrecipient(s)	Office of Highway Safety		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Local Benefit is required for 402		
Strategy	Local Benefit		
Federal Aid Project #		Funding	
Eligible Use of Funds	LOCAL - 402 Local Benefit	Funding source	BIL NHTSA 402
FAIN	69A37525300004020ID0	CFCA	20.600

405 Program Match

SOP25MA		405b Occupant Protection MATCH	
Project Activity Description	405b Match - this activity tracks all 405b match.		
Performance Measure	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.		
Countermeasure	Match is required for all 405b activities.		
Federal Aid Project #	M2MATCH-2025-MA-00-00	Funding	
Eligible Use of Funds	M2Match-405b Low Match	Funding source	BIL 405b Low Match
FAIN	69A3752530000405BIDL	CFCA	20.616

SKD25MA		405c Traffic Records MATCH	
Project Activity Description	405c Match - this activity tracks all 405c match.		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Match is required for all 405c activities.		
Federal Aid Project #	MEMATCH-2025-TR-00-00	Funding	
Eligible Use of Funds	M3Match-405c Match	Funding source	BIL 405c Data Program
FAIN	69A3752530000405CIDO	CFCA	20.616

SID25MA		405d Impaired Driving MATCH	
Project Activity Description	405d Match - this activity tracks all 405d match. Match for 405d projects is 25 percent.		
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.		
Countermeasure	Match is required for all 405d projects		
Federal Aid Project #	M5MATCH-2025-MA-00-00	Funding	0
Eligible Use of Funds	M5MATCH-405d Match	Funding source	BIL 405d Mid Match
FAIN	69A3752530000405DIDM	CFCA	20.616

SID25CS		405d MATCH - Hearing Officers	
Project Activity Description	405d Match - this activity tracks all 405d match for ITD hearing officers. Match for 405d projects is 25% percent.		
Performance Measure	Maintain the 5-year average number of fatalities involving drivers with a known Blood Alcohol Content (BAC) of 0.08 or greater at 37 or fewer.		
Countermeasure	Match is required for all 405d projects		
Federal Aid Project #	M5MATCH-2025-CS-00-00	Funding	0
Eligible Use of Funds	M5MATCH-405d Match	Funding source	BIL 405d Mid Match
FAIN	69A3752530000405DIDM	CFCA	20.616

SED25MA	405e Distracted Driving Awareness MATCH		
Project Activity Description	405e Match - this activity tracks all 405e match.		
Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer		
Countermeasure	Match is required for all 405e activities.		
Federal Aid Project #	MEMATCH-2025-TR-00-00	Funding	
Eligible Use of Funds	M3Match-405c Match	Funding source	BIL 405e Distracted Driving Awareness
FAIN	69A3752530000405CIDO	CFCA	20.616

SMA25MA	405f Motorcycle Safety MATCH		
Project Activity Description	405f Match - this activity tracks all 405f match.		
Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.		
Countermeasure	Match is required for all 405f activities.		
Federal Aid Project #	M9MATCH-2025-02-00-00	Funding	
Eligible Use of Funds	M9MATCH--405f (lowest25%) Match	Funding source	BIL 405f Motorcycle lowest 25%
FAIN		CFCA	20.616

SRD25MA	405h Roadside Death Prevention MATCH		
Project Activity Description	405h Match		
Countermeasure	Match is required for all 405h activities.		
Federal Aid Project #	M12MATCH-2025-MA-00-00	Funding	0
Eligible Use of Funds	M12MATCH-405h match	Funding source	BIL 405h Preent Roadside Death 24-26
FAIN	69A3752530000405HID	CFCA	20.616

Reference Materials

Performance Measures and Targets

		2017-2021 Benchmark	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
Primary Target					
C1	5-Year Ave Fatalities	238	238	238	238
Secondary Targets					
C2	5-Year Ave Serious Injuries	1,224	1,224	1,224	1,224
C3	5-Year Fatality Rate	1.33	1.33	1.32	1.32
FHWA-1	5-Year Serious Injury Rate	6.82	6.82	6.82	6.82
Aggressive Driving					
C6	5-Year Ave ID Speeding Fatalities	42	42	42	42
Distracted Driving					
I1	5-Year Ave ID Distracted Fatalities	35	35	35	35
Safety Restraint Use in Passenger Motor Vehicles (PMV)					
C4	5-Year Ave ID Unrestrained PMV Fatalities	91	91	90	89
B1	Yearly Observed Seat Belt Use	82.9%	84.6%	85.2%	85.9%
Impaired Driving					
C5	5-Year Ave ID Driver BAC>=0.08 Fatalities	37	37	37	37
Vulnerable Users (Bike, Pedestrian, Mature)					
C11	5-Year Ave ID Bicyclist Fatalities	3	3	3	3
C10	5-Year Ave ID Pedestrian Fatalities	17	17	17	17
I2	5-Year Ave ID Drivers >=65 in Fatal Crashes	53	53	53	53
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injures	116	116	116	116
		2017-2021 Benchmark	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
Youthful Driver					
C9	5-Year Ave ID Drivers <=20 in Fatal Crashes	35	35	35	35
Motorcycle (MC)					
C7	5-Year Ave ID Motorcycle Fatalities	30	30	30	30
C8	5-Year Ave ID Unhelmeted MC Fatalities	17	17	17	17
Commercial Motor Vehicle (CMV)					
I3	5-Year Ave ID CMV Fatalities	44	44	44	44
Lane Departure					
I4	5-Year Ave ID Single Vehicle Run-Off-Road Fatalities	96	96	96	96
I5	5-Year Ave ID Head-On/SS Opposite Fatalities	51	51	51	51
Intersections					
I6	5-Year Ave ID Intersection-Related Fatalities	48	48	48	48

Funding Plan

FFY 2025				
PROGRAM AREAS AS IDENTIFIED BY Triennial Highway Safety Plan	FUNDING SOURCE	BUDGET	402	405
Community Traffic Safety Program (PM)(CP)	402	\$1,421,000.00	\$1,421,000.00	
Distracted Driving (DD)	402, 405e	\$284,200.00	\$284,200.00	\$250,000.00
Impaired Driving (AL)	402, 405d	\$1,926,165.50	\$344,288.00	\$1,581,877.50
Motorcycle Safety (MC)	402, 405f	\$79,170.00	\$34,510.00	\$44,660.00
Non-motorized (Pedestrian and Bicyclist) (PS)	402	\$50,750.00	\$50,750.00	
Occupant Protection (OP)	402, 405b	\$877,975.00	\$444,062.50	\$433,912.50
Planning and Administration with Program Management (PA)18%	402, 405b, 405d	\$806,925.00	\$624,225.00	\$182,700.00
Traffic Enforcement Services (PT)	402	\$2,608,042.50	\$2,608,042.50	
Traffic Records (TR)	402, 405c	\$1,360,100.00	\$501,410.00	\$858,690.00
Roadside Death Prevention (RS)	405h	\$25,375.00	\$25,375.00	\$65,000.00
Teen Traffic Safety (TSP)	402	\$340,228.00	\$340,228.00	
Emergency Medical Services (EM)	402	\$25,375.00	\$25,375.00	
2025 TOTAL BUDGET		\$9,805,306.00	\$6,703,466.00	\$3,101,840.00

Triennial Highway Safety Plan Strategies

Program	Strategy
Community Traffic Safety	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.
Distracted Driving	Support distracted enforcement and outreach for distracted driving.
Distracted Driving	Support education and outreach efforts for distracted driving
Emergency Medical Services	Support emergency medical services statewide.
Impaired Driving	Prevention, education, and outreach for impaired driving
Impaired Driving	Impaired driving enforcement, prosecution, and adjudication.
Impaired Driving	Support impaired driving training and education for law enforcement.
Motorcycle Safety	Support education and outreach efforts for motorcycle rider training.
Motorcycle Safety	Support motorcycle awareness efforts.
Motorcycle Safety	Support safe and sober motorcycle riding.
Non-motorized (Pedestrians and Bicyclists)	Support bicycle and pedestrian safety education and outreach.
Occupant Protection	Support education and outreach for child passenger safety.
Occupant Protection	Support education and outreach for occupant protection
Occupant Protection	Support enforcement education and outreach for occupant protection.
Planning and Administration	Administer Highway Safety Programming
Roadside Death Prevention	Roadside death prevention
Teen Traffic Safety	Peer-to-peer traffic safety programs that identify a traffic safety problem, formulate, and implement plans to educate, and evaluate the intervention has been studied and shown to be effective.
Traffic Enforcement Services	Support high visibility sustained enforcement
Traffic Records	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.
Shift Idaho Statewide Media Campaigns	Large, medium, small, and evergreen - focused media campaigns.

Eligible Use of Funds by Program Area

Eligible Use of Funds	Program
CP-402 Community Traffic Safety Programs	Community Traffic Safety
DD-402 Distracted Driving	Distracted Driving
M8APE-405e Public Education	Distracted Driving
EM-402 Emergency Medical Services	Emergency Medical Services
AL-402 Impaired Driving	Impaired Driving
B5CS-405d Mid Court Support	Impaired Driving
M5HVE-405d Mid HVE	Impaired Driving
M5IDC-405d Mid ID Coordinator	Impaired Driving
M5MATCH-405d Match	Impaired Driving
M5PEM-405d Mid Media/ID Training/Enf Related exp.	Impaired Driving
M9MA-405f Safety Motorcyclist Awareness	Motorcycle Safety
M9MATCH-405f Safety Match	Motorcycle Safety
MC-402 Motorcycle Safety	Motorcycle Safety
PS-402 Pedestrian/Bicycle Safety	Non-motorized (Pedestrians and Bicyclists)
B2CPS_US-405b Low Underserved CPS Programs	Occupant Protection
M2HVE-405b Low HVE	Occupant Protection
M2Match-405b Low Match	Occupant Protection
M2PE-405b OP Low Public Education	Occupant Protection
CR-402 Child Restraint	Occupant Protection
OP-402 Occupant Protection	Safety Belts
UNATTD-402 Heatstroke/Unattended passenger education	Occupant Protection
PM-402 Paid Advertising	Paid Advertising
PA-402 Planning and Administration	Planning and Administration
M12BPE-405h Public Education	Roadside Death Prevention
M12MATCH-405h match	Roadside Death Prevention
M12BDAT-405h Digital Alert Technology	Roadside Death Prevention
TSP-402 Teen Safety Program	Teen Traffic Safety
PT-402 Traffic Enforcement Services	Traffic Enforcement Services
B3SP-405c Supporting Professionals	Traffic Records
B3T-405c Technology	Traffic Records
TR-402 Traffic Records	Traffic Records
M3Match-405c Match	Traffic Records
B3RSRCH-405c Research on Process Improvement	Traffic Records
B3SA-405c Software or Applications	Traffic Records

Participating Law Enforcement Agencies

Police Departments	
Aberdeen Police Dept	Moscow Police Dept
American Falls Police Dept	Mountain Home Police Dept
Ashton Police Dept	Nampa Police Dept
Blackfoot Police Dept	Orofino Police Dept
Boise Police Dept	Osburn Police Dept
Bonnars Ferry Police Dept	Parma Police Dept
Buhl Police Dept	Payette Police Dept
Caldwell Police Dept	Pinehurst Police Dept
Chubbuck Police Dept	Plummer Police Dept
Coeur D'Alene Police Dept	Pocatello Police Dept
Cottonwood Police Dept	Ponderay Police Dept
Emmett Police Dept	Post Falls Police Dept
Filer Police Dept	Preston Police Dept
Fruitland Police Dept	Priest River Police Dept
Garden City Police Dept	Rathdrum Police Dept
Gooding Police Dept	Rexburg Police Dept
Grangeville Police Dept	Rigby Police Dept
Hailey Police Dept	Rupert Police Dept
Hayden Lake Police Dept	Salmon Police Dept
Heyburn Police Dept	Sandpoint Police Dept
Homedale Police Dept	Shelley Police Dept
Idaho City Police Dept	Shoshone Police Dept
Idaho Falls Police Dept	Soda Springs Police Dept
Jerome Police Dept	Spirit Lake Police Dept
Kellogg Police Dept	St. Anthony Police Dept
Ketchum Police Dept	St. Maries Police Dept
Kimberly Police Dept	Sun Valley Police Dept
Lewiston Police Dept	Twin Falls Police Dept
McCall Police Dept	Ucon Police Dept
Meridian Police Dept	Weiser Police Dept
Middleton Police Dept	Wendell Police Dept
Montpelier Police Dept	Wilder Police Dept

State Police

Idaho State Police Headquarters	Idaho State Police Dist. 4 Twin Falls
Idaho State Police Dist. 1 Coeur D'Alene	Idaho State Police Dist. 5 Pocatello
Idaho State Police Dist. 2 Lewiston	Idaho State Police Dist. 6 Idaho Falls
Idaho State Police Dist. 3 Boise	

County Sheriffs

Ada County Sheriff	Gem County Sheriff
Adams County Sheriff	Gooding County Sheriff
Bannock County Sheriff	Idaho County Sheriff
Bear Lake County Sheriff	Jefferson County Sheriff
Benewah County Sheriff	Jerome County Sheriff
Bingham County Sheriff	Kootenai County Sheriff
Blaine County Sheriff	Latah County Sheriff
Boise County Sheriff	Lemhi County Sheriff
Bonner County Sheriff	Lewis County Sheriff
Bonneville County Sheriff	Lincoln County Sheriff
Boundary County Sheriff	Madison County Sheriff
Butte County Sheriff	Minidoka County Sheriff
Camas County Sheriff	Nez Perce County Sheriff
Canyon County Sheriff	Oneida County Sheriff
Caribou County Sheriff	Owyhee County Sheriff
Cassia County Sheriff	Payette County Sheriff
Clark County Sheriff	Power County Sheriff
Clearwater County Sheriff	Shoshone County Sheriff
Custer County Sheriff	Teton County Sheriff
Elmore County Sheriff	Twin Falls County Sheriff
Franklin County Sheriff	Valley County Sheriff
Fremont County Sheriff	Washington County Sheriff

Triennial Highway Safety Plan Countermeasures

Program	Triennial HSP Countermeasure Strategies	CTW 2020	OTHER
Community Traffic Safety	Communication Campaign		*Uniform Guidelines No.
Community Traffic Safety	Law Enforcement Outreach Liaison		GHSA/Resources/Law-Enforcement
Community Traffic Safety	Proactive Traffic Safety Initiatives		**A Primer for Traffic Safety Practitioners FHWA/MT-19-006/8882-309-11
Distracted Driving	High Visibility Cellphone/Text Messaging Enforcement	CH 4 -1.3 ****	
Distracted Driving	Communications and Outreach on Distracted Driving	CH 4 -2.1*	
Impaired Driving	Alcohol Impairment: Detection, Enforcement and Sanctions	CH 5 – 2.1 ***	
Impaired Driving	Alcohol Problem Assessment and Treatment	CH 1-4.1 *****	
Impaired Driving	Alcohol Screening and Brief Intervention	CH 1-5.1 *****	
Impaired Driving	Court Monitoring	CH 1 - 3.3 ***	
Impaired Driving	Drug Recognition Expert (DRE) Training		*Uniform Guidelines No. 15, III
Impaired Driving	DWI/DUI Courts	CH1-3.1 ****	
Impaired Driving	High Visibility Enforcement Patrols	CH1-2-2****	
Impaired Driving	Impaired Driving Communication Plan		Uniform Guidelines No. 8 , IV
Impaired Driving	Impaired Driving Mass Media Campaigns	CH1 5.2 ***	
Impaired Driving	Mass Media Campaigns	CH 1 – 5.2 ***	
Impaired Driving	Traffic Safety Resource Prosecutor		NHTSA Traffic Safety Prosecutor Resource Manual 2016 (DOT HS 812 313)
Impaired Driving	Zero-Tolerance Law Enforcement	CH 1 – 6.2 ***	
Motorcycle Safety	Motorcycle Rider Training	CH 5 & A5– 3.2 **	
Motorcycle Safety	Communications and Outreach: Motorist Awareness of Motorcyclists	CH 5 & A5– 4.2 *	
Motorcycle Safety	Alcohol-Impaired Motorcyclists: Communications and Outreach	CH 5 & A5– 2.2 *	
Motorcycle Safety	Motorcycle Operation Under the Influence of Alcohol or other Drugs		*Uniform Guidelines No. 3, V
Motorcycle Safety	Communication Program		*Uniform Guidelines No. 3, X
Motorcycle Safety	Motorcycle Rider Conspicuity and Motorist Awareness Programs		*Uniform Guidelines No. 3, IX
Motorcycle Safety	Motorcycle Rider Education and Training		*Uniform Guidelines No. 3, IV
Non-Motorized (Pedestrians and Bicyclists)	Communication Program		*Uniform Guidelines No. 14, VI
Non-Motorized (Pedestrians and Bicyclists)	Proactive Traffic Safety Initiatives		**Center for Health & Safety Culture, Western Transportation Institute
Occupant Protection	Comm & Outreach: Strategies for Child Restraint and Booster Seat Use	CH 2 – 6.1 & 6.2 ***	

Occupant Protection	Child Passenger Safety Inspection Stations	CH 2 - 7.1 ***	*Uniform Guidelines No. 20, V Occupant Protection for Children Program
Occupant Protection	Communications & Outreach: Supporting Enforcement	CH 2- 3.1 *****	* Uniform Guidelines No. 15, V
Occupant Protection	Communications and Outreach: Strategies for Low Belt Use Groups	CH 2 – 3.2 ****	
Occupant Protection	Short-term, High Visibility Seat Belt Law Enforcement	CH 2 – 2.1 *****	
Occupant protection	Sustained Enforcement	CH 2 -2.3 ***	
Older Driver	Education and Outreach	CH 7 & A7 – 1.2 *	
Planning and Administration	Highway Safety Office Program Management		Uniform Guidelines for State Highway Safety Programs
Speeding and Speed Management	High Visibility Enforcement	CH 3 -2.2 **,	
Teen Driver Safety	Communications and Outreach: Peer-to-Peer Programs		NHTSA Peer-to-Peer Teen Traffic Safety Program Guide
Traffic Enforcement Services	Communications & Outreach: Supporting Enforcement	CH 3- 4.1 ***	
Traffic Enforcement Services	Law Enforcement Training		*Uniform Guidelines No. 15, III
Traffic Enforcement Services	Traffic Law Enforcement		*Uniform Guidelines No. 15 IV Traffic Law Enforcement
Traffic Records	Improves one of the six attributes of a core highway safety database		1300.22 23USC (405c)
Emergency Medical Services	Ensure sufficient availability of adequately trained EMS Personnel		*Uniform Guidelines No. 11, III A.
Preventing Roadside Deaths	Education and Outreach	CH 3-4.1***	
Preventing Roadside Deaths	Speed Enforcement	CH 4 - 4-31*****	
Preventing Roadside Deaths	Law Enforcement		Uniform Guidelines No. 15 IV

FY25 Project Funding Summary

Funding Source	Unique Identifier	Program Area as Identified by Triennial Highway Safety Plan	Project Name	Grant Budget
Community Traffic Safety Program				
402	S0025CP	Community Traffic Safety	Community Traffic Program Management	\$35,000
402	SCP2501	Community Traffic Safety	Community Education and Training Event	\$150,000
402	SCP2502	Community Traffic Safety	Law Enforcement Liaison Program	\$65,000
Distracted Driving				
402	S0025DD	Distracted Driving	Distracted Driving Program Management	\$5,000
402	SDD2501	Distracted Driving	Distracted Driving Statewide Services	\$5,000
402	SDD2502	Distracted Driving	Distracted Driving HVE Mini-Grants	\$10,000
405e	SED2501	Distracted Driving	Distracted Driving Outreach and Education	\$250,000
405e	SED25EA	Distracted Driving	HVE - Distracted Driving	\$150,000
Emergency Medical Services				
402	SEM2501	Emergency Medical Services	EMS/Post Crash Care	\$25,000
Impaired Driving				
402	S0025AL	Impaired Driving	Impaired Driving Program Management	\$35,000
402	SAL2502	Impaired Driving	MADD Court Monitoring	\$90,000
402	SAL2501	Impaired Driving	Impaired Driving PPE	\$20,000
405d	SID2501	Impaired Driving	Impaired Driving Statewide Services (405d)	\$50,000
405d	SID2502	Impaired Driving	Traffic Safety Resource Prosecutor (TSRP)	\$350,000
405d	SID2503	Impaired Driving	State Impaired Driving Coordinator (SIDC)	\$300,000
405d	SID2504	Impaired Driving	Idaho State Police - DUI Task force	\$48,000
405d	SID25EA	Impaired Driving	HVE - Impaired Driving Dec/Jan	\$150,000
405d	SID25EB	Impaired Driving	HVE - Impaired Driving 4th of July	\$150,000
405d	SID25EC	Impaired Driving	HVE - Impaired Driving Labor Day	\$165,000
405d	SID25PM	Impaired Driving	Impaired Driving Paid Media	\$300,000
Motorcycle Safety				
402	S0025MC	Motorcycle Safety	Motorcycle Program Area Management	\$15,000
405f	SMA2501	Motorcycle Safety	Motorcycle Awareness Paid Media	\$65,000
405f	SMA2502	Motorcycle Safety	Motorcycle Safety Statewide Services	\$16,000
402	SMC2501	Motorcycle Safety	Motorcycle Safety Training and Education	\$2,000
Non-Motorized (Pedestrian and Bicyclists)				
402	S0025PS	Non-Motorized (Ped/Bike)	Pedestrian and Bicycle Program Mgmt.	\$15,000
402	SPS2501	Non-Motorized (Ped/Bike)	Bicycle and Pedestrian Statewide Services	\$15,000
402	SPS2502	Non-Motorized (Ped/Bike)	ACHD Let's Get There Safely	\$15,000
Occupant Protection				
402	S0025OP	Occupant Protection	Occupant Protection Program management	\$40,000

402	SCR2503	Occupant Protection	Unattended Passenger Safety	\$20,000
402	SCR2501	Occupant Protection	CPS Statewide Service	\$25,000
402	SCR2502	Occupant Protection	CPS Training, Engagement, and Edu	\$45,000
402	SCR2504	Occupant Protection	CPS Statewide Liaisons	\$40,000
405b	SOP2501	Occupant Protection	CPS Coordination Program	\$250,000
405b	SOP25EA	Occupant Protection	HVE-Occupant Protection May	\$127,000
405b	SOP25PM	Occupant Protection	Occupant Protection Paid Media	\$150,000
402	SSB2501	Occupant Protection	Occupant Protection SWS (mini-grants)	\$10,000
402	SSB2502	Occupant Protection	OP Observational Survey	\$30,000
Paid Advertising				
402	S0025PM	Paid Advertising	Paid Advertising Program Management	\$75,000
402	SPM2501	Paid Advertising	Paid Media	\$702,000
402	SPM2502	Paid Advertising	Public Opinion Survey	\$30,000
Planning and Administration				
402	S0025PA	Planning and Administration	Planning and Administration	\$250,000
402	SPA2501	Planning and Administration	Electronic Grant Management System	\$20,000
402	SPA2502	Planning and Administration	Public Participation and Engagement	\$25,000
Roadside Death Prevention				
405h	SRD2501	Roadside Deaths Prevention	Roadside Death Prevention Education	\$65,000
Teen Traffic Safety				
402	S0025TS	Teen Traffic Safety	Teen Traffic Safety Program Management	\$35,000
402	STS2501	Teen Traffic Safety	Teen Traffic Safety Statewide Services	\$35,000
402	STS2502	Teen Traffic Safety	Students Against Destructive Decisions	\$185,000
402	STS2503	Teen Traffic Safety	Alliance Highway Safety	\$100,000
Traffic Enforcement Services				
402	S0025PT	Traffic Enforcement Services	Traffic Enforcement Services Program Mgmt.	\$90,000
402	SPT2501	Traffic Enforcement Services	Traffic Enforcement SWS - Mini Grants	\$100,000
402	SPT2502	Traffic Enforcement Services	Star Police Department - STEP	\$80,000
402	SPT2503	Traffic Enforcement Services	Moscow Police Department -STEP	\$56,000
402	SPT2504	Traffic Enforcement Services	Boise Police Department - Enforcement	\$200,000
402	SPT2505	Traffic Enforcement Services	Nampa Police Department - Enforcement	\$86,000
402	SPT2506	Traffic Enforcement Services	Eagle PD - STEP	\$100,000
402	SPT2507	Traffic Enforcement Services	Shelley Police Department - STEP	\$85,000
402	SPT2508	Traffic Enforcement Services	Jerome City Police Department	\$30,000
402	SPT2509	Traffic Enforcement Services	Idaho State Police - Year-long - Enforcement	\$300,000
402	SPT2510	Traffic Enforcement Services	Lewiston Police Department - STEP	\$80,000
402	SPT2511	Traffic Enforcement Services	Bingham County Sheriff's Office - STEP	\$73,000
402	SPT2512	Traffic Enforcement Services	Blackfoot Police Department - STEP	\$75,000
402	SPT2513	Traffic Enforcement Services	Garden City Police Department - STEP	\$78,000
402	SPT2514	Traffic Enforcement Services	Jerome County Sheriff's Office - STEP	\$45,000
402	SPT2515	Traffic Enforcement Services	Bonneville County Sheriff's Office-STEP	\$40,000
402	SPT2516	Traffic Enforcement Services	Kuna Police Department - STEP	\$71,250

402	SPT2517	Traffic Enforcement Services	Sandpoint Police Department - STEP	\$52,000
402	SPT2518	Traffic Enforcement Services	Spirit Lake Police Department - STEP	\$77,000
402	SPT2519	Traffic Enforcement Services	Gem County Sheriff's Reserves, Inc.	\$50,000
402	SPT2520	Traffic Enforcement Services	Rexburg Police Department	\$26,000
402	SPT2521	Traffic Enforcement Services	Twin Falls Police Department	\$26,000
402	SPT2522	Traffic Enforcement Services	Twin Falls County Sheriff's Office	\$56,000
402	SPT2523	Traffic Enforcement Services	Shoshone County Sheriff's Office - STEP	\$75,000
402	SPT2524	Traffic Enforcement Services	Elmore County	\$65,000
402	SPT2525	Traffic Enforcement Services	Emmett PD-Enforcement	\$30,000
402	SPT2526	Traffic Enforcement Services	Idaho County Sheriff's Office-Enforcement	\$78,500
402	SPT2527	Traffic Enforcement Services	Latah County Sheriff-Enforcement	\$24,000
402	SPT2528	Traffic Enforcement Services	Nez Perce County Sheriff's Office - STEP	\$50,000
402	SSC25EA	Speed Management	HVE - Aggressive Driving-Spring	\$125,000
402	SSC25EB	Speed Management	HVE - Aggressive Driving - 100 Deadliest Days	\$150,000
Traffic Records				
402	S0025TR	Traffic Records	Traffic Records Program Management	\$5,000
405c	SKD2501	Traffic Records	TRCC Data Improvement	\$150,000
405c	SKD2502	Traffic Records	E-Citation (statewide)	\$300,000
402	STR2501	Traffic Records	Traffic Records Statewide Services	\$200,000
402	STR2502	Traffic Records	AASHTOWARE Safety Trend Analysis	\$100,000
TOTAL				\$7,992,750

Program	402 Funds	405 Funds
Community Traffic Safety	\$ 250,000	
Districted Driving	\$ 20,000	\$ 400,000
EMS	\$ 25,000	
Impaired Driving	\$ 145,000	\$ 1,513,000
Motorcycle	\$ 17,000	\$ 81,000
Non-Motorized	\$ 45,000	
Occupant Protection	\$ 210,000	\$ 527,000
Paid Advertising	\$ 855,000	
Planning and Admin	\$ 295,000	
Roadside Deaths		\$ 65,000
Teen Traffic Safety	\$ 355,000	
Traffic Enforcement Services	\$ 2,434,750	
Traffic Records	\$ 305,000	\$ 450,000
TOTALS	\$ 4,956,750	\$ 3,036,000