

**IDAHO OFFICE OF
HIGHWAY SAFETY**
Annual Grant Application
FFY 2024 PROJECTS



OFFICE OF HIGHWAY SAFETY
IDAHO TRANSPORTATION DEPARTMENT
Boise, ID 83703

TABLE of CONTENTS

Introduction	3
Applying for the following in our AGA	4
Program Areas as Identified the Triennial Highway Safety Plan (3HSP)	5
Planned Mobilizations	5
Highway Safety Projects for FY 2024 Program Area	6
Community Traffic Safety	6-9
Shift Idaho Statewide Media Campaigns.....	10
Distracted Driving	11-13
Emergency Medical Services.....	13
Impaired Driving	14-19
Motorcycle Safety.....	20-21
Non-Motorized (Pedestrians and Bicyclists)	22
Occupant Protection (Adult and Child Passenger)	23-28
Roadside Death Prevention	29
Teen Traffic Safety	30-31
Traffic Enforcement Services	32-44
Traffic Records.....	45-48
Planning and Administration.....	49
402 Match and Local Benefit	50
Reference Materials	51
Performance Measures and Targets.....	51
Funding Plan.....	52
3HSP Strategies.....	53
3HSP Eligible Use of Funds by Program Areas	54
Participating Law Enforcement Agencies.....	55-56
3HSP Countermeasures.....	57-58
Appendix A to Part 1300 Certification and Assurances	
Appendix B to part 1300 Application for 405	
Attachment 1 - 405b Occupant Protection	
Attachment 2 – 405c Traffic Records	
Attachment 3 – 405d Impaired Driving	
Attachment 4 – 405e Distracted Driving	
Attachment 5 – 405f Motorcycle Safety	
Attachment 4 – 405h Preventing Roadside Deaths	

Introduction

The Idaho Office of Highway Safety (OHS) is pleased to present our FFY24 Annual Grant Application (AGA) to the National Highway Safety Administration (NHTSA). This plan contains project-level details to support grant programs and countermeasures outlined in the Idaho 2024-2026 Highway Safety Plan (3HSP) in compliance with the new Bipartisan Infrastructure Law (BIL). OHS worked closely with the Idaho Traffic Safety Commission, traffic safety advocates, and partners across the state to develop this AGA funding plan.

Idaho received approval of the FFY23 HSP with a letter dated August 15, 2022. That letter recommended that OHS request additional spending authority for the extra \$15 million of Section 402 funds that the State is projected to receive under the 5-year duration of the BIL. The ITD has increased spending authority in the past year, which has led to an increase in the number of grants with local partners and the addition of two new Section 402 programs for Teen Traffic Safety and Post-Crash Care/EMS which will also include a Statewide Emergency Medical Services Assessment in the AGA.

The FFY23 approval letter also recommended the expansion of Idaho's Occupant Protection programs and partner outreach, especially in rural areas of the State, in response to 35 to 40 percent of the annual traffic-related fatalities. OHS has taken strides to strengthen our traffic safety efforts in this area by separating the Occupant Protection and Child Passenger Safety duties between two program managers. This approach allows us to put a greater focus on teen and adult occupant protection efforts and to engage with communities in areas of the State that are over-represented in unrestrained fatal and injury traffic crashes.

The Community Traffic Projects in the AGA aim to inform, engage, and mobilize more community partners across the state. To help expand our public participation and engagement (PP&E) outreach, the OHS hired a new program manager to coordinate traffic safety outreach with existing and new partners. This individual also helps identify ITD District employees who are passionate about highway safety and want to support traffic safety awareness and outreach efforts in rural areas of the State. We plan to gather in-person feedback about traffic safety concerns when attending community events as an ongoing goal for PP&E.

The OHS' Shift traffic safety outreach and media campaigns are recognized nationally. In FFY24, we will continue to grow our outreach efforts and plan to conduct more post-campaign surveys to measure their effectiveness.

After our most recent Management Review (2020), NHTSA proposed management considerations to obtain grant program management software. OHS is working towards the procurement of software within the current fiscal year. However, if additional time is needed, a project has been included under the AGA to assist with the purchase.

Idaho OHS appreciates the partnership and guidance provided by NHTSA Region 10 in helping prepare us for the BIL's new 3HSP planning and AGA application process this year. We look forward to successfully delivering each traffic safety project in the FFY24 AGA as part of our overall vision at ITD: "To enhance the quality of life through transportation."

Idaho is applying for the following in our FFY24 AGA:

<i>Section Funding Type</i>	<i>Yes/No</i>	<i>File Name</i>	<i>Location</i>
Section 402 Highway Safety Plan	Yes	ID_ FY24 AGA	Pages 1-58
Appendix A to Part 1300- Certifications & Assurances for Highway Safety Grants	Yes	ID_ FY24_ Appendix A 402	Appendix A
Appendix B to Part 1300- Certifications & Assurances for Section 405	Yes	ID_ FY24_ Appendix B 405	Appendix B
405 (b) Occupant Protection <i>Low Use Rate</i>	Yes	ID_ FY24_ 405b OP	Attachment 1
405 (c) State Data Systems Improvement	Yes	ID_ FY24_ 405c Data	Attachment 2
405 (d) Impaired Driving <i>Mid-Range</i>	Yes	ID_ FY24_ 405d Impaired	Attachment 3
405 (e) Distracted Driving	Yes	ID_ FY24 405e Distracted	Attachment 4
405 (f) Motorcycle Safety	Yes	ID_ FY24_ 405f Motorcycle	Attachment 5
405 (g) Nonmotorized	No	NA	NA
405 (h) Preventing Roadside Deaths (PRSD)	Yes	ID_ FY24 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 (3HSP) 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
- Traffic Enforcement Services
- Teen Traffic Safety
- Traffic Records

Planned Mobilizations

Mobilization Description	Dates	Project
Seat Belt - Thanksgiving	Nov 17-30, 2023	SOP24EA
Impaired Driving - Holidays	Dec 13, 2023-Jan 1, 2024	SID24EA
Impaired Driving - St. Patrick's Day	Mar 14-18, 2024	SID24ED
Aggressive Driving - Spring	Mar 19-30, 2024	SPT24EA
Distracted Driving – National Awareness Week	Apr 3 - 10, 2024	SDD24EA
Impaired Driving - Cinco de Mayo	May 4-6, 2024	SID24EE
Seat Belt - National Click it or Ticket	May 20 - June 2	SOP24EB
Impaired Driving - July 4th Holiday Weekend	Jul 3-10, 2024	SID24EB
Aggressive Driving - Summer	Jul 19-Aug 11, 2024	SPT24EB
Impaired Driving - Labor Day Weekend	Aug 16-Sep 2, 2024	SID23EC

Highway Safety Projects for FFY 2024 by Program Area

Community Traffic Safety

S0024CP	Community Traffic Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the community traffic projects.
Primary 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 Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	CP-2024-CP-00-00	Funding	\$ 70000
Eligible Use of Funds	CP-402 Community Traffic Safety Programs	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SCP2401	Community Education and Outreach
Project Activity Description	Conduct the annual Highway Safety Summit in 2024. By providing traffic safety training and networking opportunities for local law enforcement, 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 initiatives to actively participate in traffic safety initiatives help spread awareness about the traffic problems that affect their community. For additional information regarding the demographics refer to the 3HSP pg. 120 – 122.
Primary 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 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	CP-2024-01-00-00	Funding	\$ 150000
Eligible Use of Funds	CP-402 Community Traffic Safety Programs	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SCP2402	Law Enforcement Liaison Program
Project Activity Description	Support one Law Enforcement Liaison(LEL) for each of the 6 transportation districts in Idaho. LELs promote highway safety outreach, encourage law enforcement HVE participation, and offer assistance and expertise to communities. See the 3 HSP pg. 31, 120 and 122.
Primary Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Law Enforcement Outreach Liaison has been identified by NHTSA as an effective countermeasure under the Impaired Driving Program. LEL outreach is conducted to encourage effective participation in the high-visibility enforcement campaigns, participation on 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.
Subrecipient(s)	Law Enforcement Agencies: Boise & Cour d'Alene PD, Bingham & Bonneville CSO, ISP D2 &D4

Federal Aid Project #	CP-2024-02-00-00	Funding	\$ 75000
Eligible Use of Funds	CP-402 Community Traffic Safety Programs	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SCP2403	Public Participation and Engagement
Project Activity Description	Support one Law Enforcement Liaison(LEL) for each of the 6 transportation districts in Idaho. LELs promote highway safety outreach, encourage law enforcement HVE participation, and offer assistance and expertise to communities. The make-up of the participants in the LEL program will be two (2) city officers, two (2) sheriff's deputies, and two (2) state troopers. Contracts will be awarded to the following agencies for FY24: 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 3 HSP pg. 31, 120 and 122.
Primary 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	CP-2024-03-00-00	Funding	\$ 25000
Eligible Use of Funds	CP-402 Community Traffic Safety Programs	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SID24PM		Impaired Driving Paid Media	
Project Activity Description	Purchase paid media and develop a media plan to provide education, outreach, and support the high visibility impaired driving enforcement mobilization efforts. Mass media plans. 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. Please refer to pages 110 – 116 of the 3HSP for more detail.		
Primary 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. CH1 - 5.2***		
Strategy	Prevention, education, and outreach for impaired driving		
Subrecipient(s)	Media Firm		

Federal Aid Project #	M5PEM-2024-PM-00-00	Funding	\$ 300000
Eligible Use of Funds	M5PEM-405d Mid Media/ID Training/Enf Related exp.	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SMA2401		Motorcycle Awareness Paid Media	
Project Activity Description	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders. In 2021, almost half of all motorcycle crashes (47 percent) were single-vehicle crashes and 69 percent of fatal motorcycle crashes involved only a single motorcycle. *Analysis of motorcycle fatality crash data from 2017-2021 by the Idaho Coalition for Motorcycle Safety (ICMS) indicates that drivers violating motorcycle rider’s right-of-way is a contributing factor in 14 percent of fatal motorcycle crashes. Please see 3HSP pg. 110 – 116 for additional detail.		
Primary 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.		
Subrecipient(s)	Media Firm		

Federal Aid Project #	M11MA-2024-01-00-00	Funding	\$ 60000
Eligible Use of Funds	M11MA-405f Safety Motorcyclist Awareness	FAIN	69A3752430000405FID1
Funding Source	BIL 405f Motorcycle Programs	CFDA	20.616

SOP24PM	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. Please refer to pages 110-116 of the 3HSP for demographic detail.
Primary 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, CH 2 – 3.2 ****
Strategy	Support education and outreach for occupant protection
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	M2PE-2024-PM-00-00	Funding	\$ 200000
Eligible Use of Funds	M2PE-405b OP Public Educatin	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b OP Low	CFDA	20.616

Shift Idaho Statewide Media Campaigns

SPM2401		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 20-24 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. For additional information please refer to pages 110 – 116 of the 3HSP..		
Primary 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.		
Strategy	Support statewide education and outreach efforts.		
Subrecipient(s)	Media Firm		

Federal Aid Project #	PM-2024-01-00-00	Funding	\$ 1125000
Eligible Use of Funds	PM-402 Paid Advertising	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPM2402		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 3HSP 110 - 116		
Primary 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.		
Subrecipient(s)	Media Firm		

Federal Aid Project #	PM-2024-02-00-00	Funding	\$ 50000
Eligible Use of Funds	PM-402 Paid Advertising	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

Distracted Driving

S0024DD	Distracted Driving Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the distracted driving projects.
Primary Performance Measure	Maintain the 5-year average number of distracted driving fatalities at 35 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 Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	DD-2024-DD-00-00	Funding	\$ 25000
Eligible Use of Funds	DD-402 Distracted Driving	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SDD2401	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 3 HSP.
Primary 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, Chapter 4, 2.1*
Strategy	Communications and Outreach on Distracted Driving
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	DD-2024-01-00-00	Funding	\$ 20000
Eligible Use of Funds	DD-402 Distracted Driving	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SDD2402	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 3HSP. Participating agencies are listed on pages 55-56 of the 2024 AGA.
Primary 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, Chapter 4, 1.3****
Strategy	High Visibility Cellphone/Text Messaging Enforcement
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	DD-2024-02-00-00	Funding	\$ 20000
Eligible Use of Funds	DD-402 Distracted Driving	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SDD24EA	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. For more information on targeted locations, see pages 129 to 137 of the Triennial Highway Safety Plan. Participating agencies are listed on pages 55-56 of the 2024 AGA.
Primary 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, Chapter 4, 1.3****
Strategy	High Visibility Cellphone/Text Messaging Enforcement
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	DD-2024-EA-00-00	Funding	\$ 140000
Eligible Use of Funds	DD-402 Distracted Driving	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SED2401	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 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 3HSP.
Primary 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, Chapter 4, 2.1*
Strategy	Communication and Outreach: Supporting Enforcement
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	M8PE-2024-01-00-00	Funding	\$ 100000
Eligible Use of Funds	M8PE-405e Public Education	FAIN	69A3752430000405EIDM
Funding Source	BIL NHTSA 405e Distracted Driving	CFDA	20.616

Emergency Medical Services

SEM2401	EMS/Post Crash Care
Project Activity Description	Funding will provide Emergency Medical Service Post-Crash awareness through education and outreach statewide. Idaho is considered a rural state. In 2021 EMS responded to 6,254 fatal and injury crashes. 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. Focus will be training rural EMS agencies in Butte County, Clearwater County, Boise County and Idaho County to begin.
Primary Performance Measure	Maintain the 5-year average number of fatalities at 238 or fewer.
Countermeasure	Per the Uniform Guidelines No. 11, III, A. Ensure of 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. Uniform Guidelines No. 11, 111 A.
Strategy	Support emergency medical services statewide.
Subrecipient(s)	Idaho EMS Bureau

Federal Aid Project #	EM-2024-01-00-00	Funding	\$ 25000
Eligible Use of Funds	EM-402 Emergency Medical Services	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

Impaired Driving

S0024AL	Impaired Driving Program Area Management (402)
Project Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Primary 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	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 Program No. 8, I
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	AL-2024-AL-00-00	Funding	\$ 30000
Eligible Use of Funds	AL-402 Impaired Driving	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SAL2401	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. Especially provide training opportunities for small and rural agencies which includes, Cassia, Lemhi, Jefferson, Boise and Idaho counties.
Primary 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 professional who provide those services is essential.
Strategy	Prevention, education, and outreach for impaired driving
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	AL-2024-01-00-00	Funding	\$ 75000
Eligible Use of Funds	AL-402 Impaired Driving	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SAL2402	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 but 40% of Ada County fatal crashes and 35% of Canyon County fatal crashes are impaired driver related. Ada and Canyon Counties have the largest population in Idaho. 25.7% of Canyon County is Hispanic and the median age is 34, and 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.
Primary 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" court monitoring programs produce higher conviction rates and stiffer sentences . CH1 - 3.3 ***
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Mothers Against Drunk Driving – Non-Profit agency

Federal Aid Project #	AL-2024-02-00-00	Funding	\$ 100000
Eligible Use of Funds	AL-402 Impaired Driving	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SID2401	Impaired Driving Statewide Services (405d)
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 their efforts. Data includes demographic information as well as crash data. Awards are made based proven need of the community. 3HSP pages 143 – 152, AGA pages 55-56 for a list of agencies.
Primary 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 CH 1-2.2 ****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-01-00-00	Funding	\$ 100000
Eligible Use of Funds	M5HVE-405d High Visibility Enforcement	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID2402	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 3HPS pg. 35 and 141.		
Primary 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.		
Subrecipient(s)	Idaho Prosecuting Attorneys Association – Non-Profit association		

Federal Aid Project #	M5CS-2024-02-00-00	Funding	\$ 328700
Eligible Use of Funds	M5CS-405d Mid Court Support	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID2403	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. Se 3HSP pg. 141.		
Primary 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	Drug Recognition Expert (DRE) Training. *Uniform Guidelines No. 15, III 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.		
Subrecipient(s)	Idaho State Police		

Federal Aid Project #	M5IDC-2024-03-00-00	Funding	\$ 300000
Eligible Use of Funds	M5IDC-405d Mid ID Coordinator	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID2404	Idaho State Police - DUI Task force District		
Project Activity Description	Funding will support the Idaho State Police DUI Task Force in D1 (Kootenai and Bonner counties) and D3 (Ada and Canyon 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. The team also works closely with MADD.		
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****		
Strategy	Impaired driving enforcement, prosecution and adjudication		
Subrecipient(s)	Idaho State Police		

Federal Aid Project #	M5HVE-2024-04-00-00	Funding	\$ 24000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID2405	HVE mini-grants and supporting Equip.
Project Activity Description	Funding for 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 their efforts. Data includes demographic information as well as crash data. Awards are made based proven need of the community. For demographic information refer to 3HSP pages 143 - 152. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-05-00-00	Funding	\$ 100000
Eligible Use of Funds	M5HVE-405d Impaired Driving Mid Uncommitted	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24CS	Match 405d Hearing Officers
Project Activity Description	405d Match - this activity tracks all 405d match for ITD hearing officers. Match for 405d projects is 25% percent.
Primary 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
Strategy	MATCH
Subrecipient(s)	

Federal Aid Project #	M5MATCH-2024-CS-00-00	Funding	\$ 0
Eligible Use of Funds	M5MATCH-405d Match	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Mid Match	CFDA	20.616

SID24EA	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. For additional information see the 3HSP pages 138-153. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-EA-00-00	Funding	\$ 200000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24EB	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. See the 3HSP pages 138-153. For additional information see the 3HSP pages 138-153. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-EB-00-00	Funding	\$ 150000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24EC	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. See the 3HSP pages 138-153. For additional information see the 3HSP pages 138-153. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-EC-00-00	Funding	\$ 150000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24ED	HVE - St Patrick's Day
Project Activity Description	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. For additional information see the 3HSP pages 138-153. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-ED-00-00	Funding	\$ 60000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24EE	HVE-Cinco De Mayo
Project Activity Description	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. For additional information see the 3HSP pages 138-153. Participating agencies are on pages 55-56 of the 2024 AGA.
Primary 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 saturation patrols are effective in curbing alcohol-impaired driving thus increasing the perceived risk of a ticket. CH1-2-2****
Strategy	Impaired driving enforcement, prosecution and adjudication
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M5HVE-2024-EE-00-00	Funding	\$ 60000
Eligible Use of Funds	M5HVE-405d Mid HVE	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Impaired Driving	CFDA	20.616

SID24MA	Match 405d
Project Activity Description	405d Match - this activity tracks all 405d match. Match for 405d projects is 25 percent.
Primary 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
Strategy	
Subrecipient(s)	

Federal Aid Project #	M5MATCH-2024-MA-00-00	Funding	\$ 0
Eligible Use of Funds	M5MATCH-405d Match	FAIN	69A3752430000405DIDM
Funding Source	BIL 405d Mid Match	CFDA	20.616

Motorcycle Safety

S0024MC	Motorcycle Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the motorcycle projects.
Primary Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 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 Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	MC-2024-MC-00-00	Funding	\$ 15000
Eligible Use of Funds	MC-402 Motorcycle Safety	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SMA2402	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. Please see pages 154-156 of the 3HSP Plan for more detail.
Primary 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,” Communications and Outreach: Motorist Awareness of Motorcyclists (CTW Ch. 5 & A5 - 4.2) can increase other drivers’ awareness of motorcyclists. Also, per the Uniform Guidelines for State Highway Safety Programs No. 3, 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	M11MA-2024-02-00-00	Funding	\$ 16000
Eligible Use of Funds	M11MA-405f Safety Motorcyclist Awareness	FAIN	69A3752430000405FID1
Funding Source	BIL 405f Motorcycle Programs	CFDA	20.616

SMC2401	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 3 HSP for more detail regarding affected communities.
Primary 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 Ch. 5 & A5 - 3.2) is widely used 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	MC-2024-01-00-00	Funding	\$ 2000
Eligible Use of Funds	MC-402 Motorcycle Safety	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SMA24MA	405f Match
Project Activity Description	405f Match - this activity tracks all 405f match.
Primary Performance Measure	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
Countermeasure	Match is required for all 405f activities.
Strategy	
Subrecipient(s)	

Federal Aid Project #	M11MATCH-2024-02-00-00	Funding	\$ 0
Eligible Use of Funds	M12MATCH-405h match	FAIN	
Funding Source	BIL 405f Match	CFDA	20.616

Non-Motorized (Bicycle and Pedestrian) Safety

S0024PS	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.
Primary 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 to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	PS-2024-PS-00-00	Funding	\$ 30000
Eligible Use of Funds	PS-402 Pedestrian/Bicycle Safety	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPS2401	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 3HSP for more information on targeted demographics and communities.
Primary 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, 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.
Strategy	Support bicycle and pedestrian safety education and outreach.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	PS-2024-01-00-00	Funding	\$ 50000
Eligible Use of Funds	PS-402 Pedestrian/Bicycle Safety	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

Occupant Protection

S0024OP	Occupant Protection Program Area management
Project Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Primary 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 to ensure program activities are implemented as intended and have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Programs.
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	OP-2024-OP-00-00	Funding	\$ 50000
Eligible Use of Funds	OP-402 Occupant Protection	FAIN	
Funding Source	BIL NHTSA 402	CFDA	20.600

SCR2403	Unattended Passenger Safety
Project Activity Description	Funding for information to the public regarding unattended passenger safety, especially child passengers.
Primary 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.
Strategy	Support education and outreach for child passenger safety.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	UNATTD-2024-03-00-00	Funding	\$ 45000
Eligible Use of Funds	UNATTD-402 Heatstroke/Unattended passenger education	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SCR2402	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 31 CPS permanent check sites. In addition to the smaller local events, one large CEU training event will be held in Twin Falls region, to ensure technicians in the area maintain their certifications.
Primary 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, " Countermeasures Targeting Children and Youth, Chapter 2, 6.1 & 6.2 *** the Comm & Outreach: Strategies for Child Restraint and Booster Seat Use, and strategies for older children are three star measures.
Strategy	Support education and outreach for child passenger safety.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	CR-2024-02-00-00	Funding	50000
Eligible Use of Funds	CR-402 Child Restraint	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SOP2401	Child Passenger Safety Coordination Program
Project Activity Description	Sustained coordination of a statewide child passenger safety program to include CPS technician and instructor certifications training, data tracking of CPS locations, maintain network of inspection stations, and provide community awareness efforts. Will also provide proper materials required for CPS check stations.
Primary 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, CH 2 - 7.1 ***, Uniform Guidelines No. 20, V Occupant Protection for Children Program
Strategy	Support education and outreach for child passenger safety.
Subrecipient(s)	Lemhi County Sheriff's Office

Federal Aid Project #	M2PE-2024-01-00-00	Funding	\$ 125000
Eligible Use of Funds	M2PE-405b OP Low Public Education	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b OP Low Public Education	CFDA	20.616

SOP2402	Training, Education, Engagement
Project Activity Description	Fund the distribution of child passenger seats at child passenger check locations on a needs basis for socially or economically disadvantaged families and assist with continued education and training for CPS. 31.3% of Idahoans live below 200% of the poverty level. Idaho has 74 active inspection stations across Idaho. 48 inspection stations serve rural locations. 26 inspection stations are considered to be in urban areas. All rural inspection sites serve at-risk Idahoans because rural Idaho is at risk due to economic disadvantage however, Bingham and Boise counties are of particular attention due to the large percentage of unrestrained passenger fatalities; Bingham 50% and Boise 88%. Refer to page 177 of the 3HSP for more information on targeted demographics and communities. All inspection stations are encouraged to participate in the National Seat Check Saturday event in September.
Primary 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, CH 2 - 7.1 ***, Uniform Guidelines No. 20, V Occupant Protection for Children Program
Strategy	Support education and outreach for child passenger safety.
Subrecipient(s)	Public

Federal Aid Project #	M2PE-2024-02-00-00	Funding	\$ 140000
Eligible Use of Funds	M2PE-405b OP Low Public Education	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b OP Low Public Education	CFDA	20.616

SOP2403	Child Passenger Safety Restraints
Project Activity Description	Fund the distribution of child passenger seats at child passenger check locations, on a need basis for socially or economically disadvantages families. Idaho is very rural with a large number of check sites located in rural regions. We will continue to support the rural check sites. Idaho has 74 active inspection stations across Idaho. 48 inspection stations serve rural locations. 26 inspection stations are considered to be in urban areas. All rural inspection sites serve at-risk Idahoans because rural Idaho is at risk due to economic disadvantage however, Bingham and Boise counties are of particular attention due to the large percentage of unrestrained passenger fatalities; Bingham 50% and Boise 88%. Refer to page 177 of the 3HSP for more information on targeted demographics and communities. All inspection stations are encouraged to participate in the National Seat Check Saturday event in September.
Primary 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 CH 2-7.1 ***
Strategy	Support education and outreach for child passenger safety.
Subrecipient(s)	Child Passenger Safety Technician Sites

Federal Aid Project #	B2CPS_US-2024-03-00-00	Funding	\$ 30000
Eligible Use of Funds	B2CPS_US-405b Low Underserved CPS Programs	FAIN	69A3752430000405BIDL
Funding Source	405b Low Underserved CPS Programs	CFDA	20.616

SOP24EA	HVE - Occupant Protection Nov. Thanksgiving (405b)
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 3HSP. Participating agencies are listed on pages 55-56 in the 2024 AGA.
Primary 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. CTW, Chapter 2, 2.1*****
Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M2HVE-2024-EA-00-00	Funding	\$ 100000
Eligible Use of Funds	M2HVE-405b Low HVE	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b OP Low HVE	CFDA	20.616

SOP24EB	HVE - Occupant Protection CIOT Mobilization (405b)
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 3HSP. Participating agencies are listed on pages 55-56 in the 2024 AGA.
Primary 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. CTW, Chapter 2, 2.1*****
Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	M2HVE-2024-EB-00-00	Funding	\$ 100000
Eligible Use of Funds	M2HVE-405b Low HVE	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b OP Low HVE	CFDA	20.616

SOP24MA	Occupant Protection 405b Match
Project Activity Description	405b Match - this activity tracks all 405b match.
Primary 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.
Strategy	
Subrecipient(s)	

Federal Aid Project #	M2MATCH-2024-MA-00-00	Funding	\$ 95000
Eligible Use of Funds	M2Match-405b Low Match	FAIN	69A3752430000405BIDL
Funding Source	BIL 405b Low Match	CFDA	20.616

SSB2401	Occupant Protection Statewide Services
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 males. Education and outreach will also occur in areas with the lowest use rates include districts 4, 5, and 6. For more information on targeted locations and demographics, see pages 167 to 182 of the 3HSP.
Primary 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. CTW, Chapter 3, 3.1 and 3.2****
Strategy	Communications and Outreach: Strategies for Low Belt Use Groups
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	OP-2024-03-00-00	Funding	\$ 20000
Eligible Use of Funds	OP-402 Occupant Protection	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SSB2402		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.		
Primary 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		
Subrecipient(s)	Office of Highway Safety		

Federal Aid Project #	OP-2024-04-00-00	Funding	\$ 30000
Eligible Use of Funds	OP-402 Occupant Protection	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SCR2401		Child Passenger Safety Statewide Liaisons	
Project Activity Description		<p>Support one Child Passenger Safety Liaison (CPSL) for each of the 7 Idaho Health Districts and Triba. CPSL's provide outreach, education and assistance to local communities with special emphasis on rural communities and organization to help social and economic disadvantaged families and children.</p> <p>District 1 – Liz Montgomery District 2 – Brian Rauscher District 3 – Karen Bell District 4 – Pam orr District 5 – Jen Westendorf District 6 – Jon Everson District 7 – Courtney Norman</p>	
Primary 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 CH 2-7.1***		
Strategy	Support education and outreach for child passenger safety		
Subrecipient(s)	8 Liaisons (1 for each of the 7 Idaho Health Districts and on Tribal)		

Federal Aid Project #	CR-2024-01-00-00	Funding	\$ 50000
Eligible Use of Funds	CR-402 Child Restraint	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

Roadside Death Prevention

SRD2401	Roadside Death Prevention Education
Project Activity Description	There is an average of 24 emergency responders that are killed each year nationally and 300 people die annually when a pedestrian is leaving, walking or returning to a stopped vehicle; 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 mpg. 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.
Primary Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Preventing roadside deaths will include a three prong countermeasure approach: 1) Communication and Outreach, CH 3 - 4.1***, 2) Speed Management, CH 3 - 2.2**, and 3) Law Enforcement, Uniform Guidelines No. 15 IV
Strategy	Roadside death prevention.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	M12BPE-2024-01-00-00	Funding	\$ 25000
Eligible Use of Funds	M12BPE-405h Public Education	FAIN	69A3752430000405HID
Funding Source	BIL 405h public education	CFDA	20.616

SRD24MA	Roadside Death Prevention MATCH
Project Activity Description	405h Match
Primary Performance Measure	
Countermeasure	
Strategy	
Subrecipient(s)	

Federal Aid Project #	M12MATCH-2024-MA-00-00	Funding	\$ 6250
Eligible Use of Funds	M12MATCH-405h match	FAIN	
Funding Source	BIL 405h Match	CFDA	20.616

Teen Traffic Safety

STS2401		Teen Traffic Safety Statewide Services	
Project Activity Description	In 2021, more than one out of every five crashes involved a youthful driver. The 34 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 34 killed in youthful driver crashes, 16 were the youthful drivers. Of the 14 youthful drivers of passenger motor vehicles, only 7 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 Shoshone, Gem, and Owyhee.		
Primary 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		
Subrecipient(s)	Office of Highway Safety		

Federal Aid Project #	TSP-2024-01-00-00	Funding	\$ 50000
Eligible Use of Funds	TSP-402 Teen Safety Program	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

STS2402		Students Against Destructive Decision (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 select 7 locations across the state in which to revive chapters based on teen statewide crash data showing areas of risk.		
Primary 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		
Subrecipient(s)	SADD - Students Against Destructive Decisions – Non-profit		

Federal Aid Project #	TSP-2024-02-00-00	Funding	\$ 185200
Eligible Use of Funds	TSP-402 Teen Safety Program	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

STS2403	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, Elmore, Jerome, Nez Perce, Idaho, Gooding, Blaine, Fremont, Valley, Cassia, Payette, Latah, Minidoka, Shoshone, Jefferson, Gem, Lemhi, and Owyhee 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.
Primary 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
Subrecipient(s)	Alliance Highway Safety – For Profit agency

Federal Aid Project #	TSP-2024-03-00-00	Funding	\$ 100000
Eligible Use of Funds	TSP-402 Teen Safety Program	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

Traffic Enforcement Services

S0024PT	Traffic Enforcement Services Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage the police traffic services projects.
Primary 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	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 Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	PA-2024-PT-00-00	Funding	\$ 90000
Eligible Use of Funds	PA-402 Planning and Administration	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2401	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. For more information on targeted locations and demographics, see pages 67-69 of the 3HSP. Participating agencies are listed on pages 55-56 in the 2024 AGA.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	PT-2024-01-00-00	Funding	\$ 200000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2402	Star Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis focused on SH44, SH20/26, SH16 where 50% of all fatal crashes are Impaired and 50% are Aggressive Driving. Also, 40% of all Suspected Serious Injury Crashes are Aggressive Driver Involved. These top problem areas will include a strong education and outreach component in and around the city of Star. Even though Star is still considered a rural community, they are under the jurisdiction of Ada County and annexation of that area is on the rise.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Star Police Department

Federal Aid Project #	PT-2024-23-00-00	Funding	\$ 75000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2403	Moscow Police Department - Enforcement
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. Outreach and education efforts will be focused on these specific areas.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Moscow Police Department

Federal Aid Project #	PT-2024-03-00-00	Funding	\$ 75000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2404		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 crashes. Education is conducted at each contact.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Boise Police Department		

Federal Aid Project #	PT-2024-04-00-00	Funding	\$ 350000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2405		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 \$240k+ population category, of which 31% of all fatal crashes were Impaired driver-related and 21% alcohol-related. In addition, 55% of all Suspected Serious Injuries Crashes were Aggressive related. Local public educational engagement events have proven successful. A commitment to continuing education for officers will support effective innovative enforcement measures.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Nampa Police Department		

Federal Aid Project #	PT-2024-05-00-00	Funding	\$ 130000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2406	Meridian Police Department - Enforcement
Project Activity Description	Funding will provide Integrated high visibility enforcement on a sustained basis in and around the city of Meridian. The 2020 Census identified Meridian as the fastest growing population in the nation. In 2022 it ranked the #2 "Boomtown" in America. and continues to grow in population. 52% of all their fatalities are Impaired Driver related and 51% of all Suspected Serious Injury Crashes are Aggressive Driving related. Officers conduct public outreach and education with every traffic stop. In addition, Officers are encouraged to attend training conferences to stay updated on the latest law enforcement best practices.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Meridian Police Department

Federal Aid Project #	PT-2024-06-00-00	Funding	\$ 55000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2407	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. 1-15 and Hwy 91 are main corridors that run through Shelley. The area is considered rural, however experiences an influx of residents during the summer months. 4 of 6 fatalities during the past 5 years were aggressive-related. 39% of all Suspected Serious Injury Crashes are also aggressive- related. Educational and outreach efforts will focus on reducing this trend.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Shelley Police Department

Federal Aid Project #	PT-2024-07-00-00	Funding	\$ 80000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2408	Jerome City Police Department
Project Activity Description	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. Jerome County saw a total of 541 crashes for the year 2021, 13 were fatalities which is nine more than 2020.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. *Uniform Guidelines No. 15 IV Traffic Law Enforcement: Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies.
Strategy	High Visibility Enforcement
Subrecipient(s)	Jerome City Police Department

Federal Aid Project #	PT-2024-08-00-00	Funding	\$ 40000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2409	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 result 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.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. CTW Ch3, 2.2 ** and *Uniform Guidelines No. 15 IV Traffic Law Enforcement: Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies.
Strategy	Support high visibility sustained enforcement
Subrecipient(s)	Idaho State Police

Federal Aid Project #	PT-2024-09-00-00	Funding	\$ 400000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2410	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. 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 FY24.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Lewiston Police Department

Federal Aid Project #	PT-2024-10-00-00	Funding	\$ 88300
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2411	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; 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.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Bingham County Sheriff's Office

Federal Aid Project #	PT-2024-11-00-00	Funding	\$ 98500
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2412	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. They ranked #1 for Distract-related Fatalities and Serious Injuries in the 5K - 14,999 population group. 39% serious injuries are Aggressive related and 33% of fatalities were Impaired-related. Saturated enforcement will patrol Hwy 39, 26, 91, 1-15. Blackfoot PD plans to collaborate with the community to increase awareness of local driving behaviors and how to reduce Distracted related fatalities.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Blackfoot Police Department

Federal Aid Project #	PT-2024-12-00-00	Funding	\$ 92200
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2413	Garden City Police Department - STEP
Project Activity Description	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in Garden City. Garden City is nestled inside the city of Boise which experiences mostly commuter traffic. Events year round are held at Expo Idaho. 67% of all Fatal Crashes are Alcohol Impaired related. Bicycle Fatalities and Injuries ranked #1 in the population category 5K-14,999. Several different media campaigns and social media platforms help educate the driving public.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Garden City Police Department

Federal Aid Project #	PT-2024-13-00-01	Funding	\$ 125000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2414		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. The first outreach will be an assembly at Valley High School, which is located in Hazelton, and will provide education to the students on the dangers of distracted driving. The second event will be Hazelton Days which is to held in June, 2024. The third event will be to attend the Jerome County Fair from August 5-10, 2024. They will distribute materials related to safe driving habits and speak to the public related to safe driving habits.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected		
Strategy	Sustained Enforcement		
Subrecipient(s)	Jerome County Sheriff's Office		

Federal Aid Project #	PT-2024-14-00-01	Funding	\$ 62000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2415		Bonneville County Sheriff's Office	
Project Activity Description	In Bonneville county 43% of all crashes were impaired driver related, 45% are aggressive driver related and 11% are distracted driver related. The % of impaired driving crashes is 5% above the statewide average.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. CTW Ch3, 2.2 ** and *Uniform Guidelines No. 15 IV Traffic Law Enforcement: Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies.		
Strategy	Support high visibility sustained enforcement		
Subrecipient(s)	Bonneville County Sheriff's Office		

Federal Aid Project #	PT-2024-15-00-01	Funding	\$ 30000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2416		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 heavily traveled due to a steady increase in population. 69% of all Fatal Crashes are Impaired driver-related. Drivers 20 years old and younger are overrepresented in this area. Much of the outreach and education is focused on targeting this group of drivers, mostly through popular social media platforms.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Kuna Police Department		

Federal Aid Project #	PT-2024-16-00-02	Funding	\$ 95500
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2417		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 ranked #1 for pedestrian fatalities and serious injuries in the 5K - 14,999 population group. 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).		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Sandpoint Police Department		

Federal Aid Project #	PT-2024-17-00-02	Funding	\$ 50000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2418		Caribou County Sheriff's Office	
Project Activity Description	Funding will provide Integrated high visibility enforcement on a sustained basis in Caribou County. The county has several mines where 400+ drivers commute to these jobs. A new mine will be opening soon with even more drivers. 43% of Serious Injuries are Aggressive related and 33% of fatalities are Impaired related. Seat belt use in the county is 53.3%. Education and outreach will let drivers know about dedicated patrols along the roadways to the mines and each stop contact is an opportunity to educate the drivers to always wear their seat belts the dangers of speeding and impaired driving.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Caribou County Sheriff's Office		

Federal Aid Project #	PT-2024-18-00-02	Funding	\$ 25000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2419		Gem County Sheriff's Reserves, Inc.	
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. They ranked #1 in Bicycle and Pedestrian Fatalities and Serious Injuries in the population category of 10k-19,999 - which is 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. Public outreach and education is core to combating these problem areas. Officers are encouraged to attend trainings and conferences to stay abreast of changes in the law enforcement industry.		
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III		
Strategy	Traffic Enforcement Services support High Visibility Enforcement.		
Subrecipient(s)	Gem County Sheriff's Office		

Federal Aid Project #	PT-2024-19-00-03	Funding	\$ 35000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2420	Rexburg Police Department
Project Activity Description	1,506 of Rexburg’s collisions involved aggressive driving; 363 involved distracted driving; 60 involved impaired driving; and 208 involved a seat belt restraint violation. 63% of all fatal collisions in Rexburg involve aggressive driving; 13% involve pedestrians. Because we have such a large population of young adults, it is not surprising that the majority of collisions involve drivers between the ages of 21-24. Almost all collisions involve drivers under 30 years of age.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected. CTW Ch3, 2.2 ** and *Uniform Guidelines No. 15 IV Traffic Law Enforcement: Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies.
Strategy	Support high visibility sustained enforcement
Subrecipient(s)	Rexburg Police Department

Federal Aid Project #	PT-2024-20-00-03	Funding	\$ 37000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2421	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 Police will have officers speak at Every 15 Minute 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.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Strategy	High Visibility Enforcement
Subrecipient(s)	Twin Falls Police Department

Federal Aid Project #	PT-2024-21-00-03	Funding	\$ 26000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2422	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 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.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce some safety-related benefits by convincing the public that speeding and aggressive driving actions are likely to be detected.
Strategy	High Visibility Enforcement
Subrecipient(s)	Twin Falls County Sheriff's Office

Federal Aid Project #	PT-2024-22-00-00	Funding	\$ 20000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT2423	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.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Shoshone County Sheriff's Office

Federal Aid Project #	PT-2024-22-00-00	Funding	\$ 80000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT24EA	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. Driver's 19 and younger were 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 represents 42% of the total economic costs of crashes. Participating agencies are listed on pages 55-56 in the 2024 AGA.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	PT-2024-EA-00-00	Funding	\$ 150000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

SPT24EB	HVE - Aggressive Driving Mobilization Winter
Project Activity Description	The HVE Aggressive Driving Mobilization during the Winter 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. Driver's 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 represents 42% of the total economic costs of crashes. Participating agencies are listed on pages 55-56 in the 2024 AGA.
Primary 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" high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 3-4.1***, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III
Strategy	Traffic Enforcement Services support High Visibility Enforcement.
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	PT-2024-EA-00-00	Funding	\$ 150000
Eligible Use of Funds	PT-402 Traffic Enforcement Services	FAIN	69A37524300004020IDO
Funding Source	BIL NHTSA 402	CFDA	20.600

Traffic Records

S0024TR	Traffic Records Program Area Management
Project Activity Description	Funding will provide development and support to implement and manage traffic records projects.
Primary Performance Measure	Maintain the 5-year average number of traffic crash 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 Program
Strategy	Highway Safety Office Program Management
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	TR-2024-TR-00-00	Funding	\$ 20000
Eligible Use of Funds	TR-402 Traffic Records	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SKD2401	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 3HSP Page 207, 208
Primary 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	B3T-2024-01-00-00	Funding	\$ 130000
Eligible Use of Funds	B3T-405c Technology	FAIN	69A3752430000405CID0
Funding Source	BIL 405c Data Program	CFDA	20.600

SKD2402	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 3HSP Page 207, 208. See AGA Attachment 2 ITRSSP Page 14-16 for Crash Data System Performance Measures.
Primary 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.
Subrecipient(s)	Law Enforcement Agencies

Federal Aid Project #	B3T-2024-01-00-00	Funding	\$ 500000
Eligible Use of Funds	B3T-405c Technology	FAIN	69A3752430000405CID0
Funding Source	BIL 405c Data Program	CFDA	20.600

SKD2403	EMS Records Assessment
Project Activity Description	Funding to conduct an assessment of EMS data records. The assessment will provide recommendations on ways to improve the injury surveillance records. This is specific to the EMS Bureau and does not have specific location or affected community.
Primary 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. F. Statewide Injury Surveillance System, 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.
Subrecipient(s)	Idaho Department of Health and Welfare, EMS Bureau

Federal Aid Project #	B3RSRCH-2024-01-00-00	Funding	\$ 50000
Eligible Use of Funds	B3RSRCH-405c Research on Process Improvement	FAIN	69A3752430000405CID0
Funding Source	BIL 405c Data Program	CFDA	20.600

SKD24MA	405c Match
Project Activity Description	405c Match - this activity tracks all 405c match.
Primary Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Match is required for all 405c activities.
Strategy	
Subrecipient(s)	

Federal Aid Project #	MEMATCH-2024-TR-00-00	Funding	\$ 0
Eligible Use of Funds	M3Match-405c Match	FAIN	69A3752430000405CID0
Funding Source	BIL 405c Data Program	CFDA	20.616

STR2401	Traffic Records Statewide Services
Project Activity Description	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 3HSP Page 207, 208. Statewide eTicketing Grants 2018-2023 - 66 agencies live including ISP (11 in 2023) - 3 agencies currently in testing - 4 agencies waiting training - 6 agencies on hold for various reasons - 2 waiting on equipment
Primary 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	TR-2024-01-00-00	Funding	\$ 540000
Eligible Use of Funds	TR-402 Traffic Records	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

STR2402	AASHTOWARE Safety Trend Analysis
Project Activity Description	Provide public facing dashboards with crash data to the public. The dashboards provide 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, teen drivers, wild animal crashes. This includes data throughout the state but can be filter down to city, county, district or even local highway district. See 3HSP Page 207, 208
Primary 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.
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	TR-2024-02-00-00	Funding	\$ 100000
Eligible Use of Funds	TR-402 Traffic Records	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

Planning and Administration

S0024PA	Planning and Administration
Project Activity Description	Support program management to implement and manage all highway safety programs as well as travel, training, planning, coordination, and tools to support program management
Primary Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Program Management to establish procedures, conduct planning and ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	PA-2024-PA-00-00	Funding	\$ 200000
Eligible Use of Funds	PA-402 Planning and Administration	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

SPA2401	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.
Primary Performance Measure	Maintain the 5-year average number of traffic crash 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 Program
Strategy	Administer highway safety programming
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	PA-2024-01-00-00	Funding	\$ 165000
Eligible Use of Funds	PA-402 Planning and Administration	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

402 Local Benefit and Match

SLB4024	2024 Local benefit
Project Activity Description	402 Local Benefit - This activity tracks all 402 local benefit
Primary 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
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #		Funding	\$ 3,854,160
Eligible Use of Funds	Local Benefit	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

S0024MA	402 match
Project Activity Description	402 Match - this activity tracks all 402 match
Primary Performance Measure	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
Countermeasure	Match is required for all 402 activities
Strategy	
Subrecipient(s)	Office of Highway Safety

Federal Aid Project #	MATCH-2024-MA-00-00	Funding	\$ 0
Eligible Use of Funds	402 Match	FAIN	69A37524300004020ID0
Funding Source	BIL NHTSA 402	CFDA	20.600

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 \geq 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 \geq 65 in Fatal Crashes	53	53	53	53
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injuries	116	116	116	116
		2017-2021 Benchmark	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
Youthful Driver					
C9	5-Year Ave ID Drivers \leq 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

PROGRAM AREA AS IDENTIFIED BY 3HSP	FUNDING SOURCE	BUDGET	402	405
2024				
Community Traffic Safety Program (PM)(CP)	402	\$1,400,000.00	\$1,400,000.00	
Distracted Driving (DD)	402, 405e	\$280,000.00	\$280,000.00	TBD
Impaired Driving (AL)	402, 405d	\$1,897,700.00	\$339,200.00	\$1,558,500.00
Motorcycle Safety (MC)	402, 405f	\$78,000.00	\$34,000.00	\$44,000.00
Non-motorized (Pedestrian and Bicyclist) (PS)	402	\$50,000.00	\$50,000.00	
Occupant Protection (OP)	402, 405b	\$865,000.00	\$437,500.00	\$427,500.00
Planning and Administration with Program Management (PA) 18%	402, 405b, 405d	\$795,000.00	\$615,000.00	\$180,000.00
Traffic Enforcement Services (PT)	402	\$2,569,500.00	\$2,569,500.00	
Traffic Records (TR)	402, 405c	\$1,340,000.00	\$494,000.00	\$846,000.00
Roadside Death Prevention (RS)	405h	\$25,000.00	\$25,000.00	TBD
Teen Traffic Safety (TSP)	402	\$335,200.00	\$335,200.00	
Emergency Medical Services (EM)	402	\$25,000.00	\$25,000.00	
2024 TOTAL BUDGET		\$9,660,400.00	\$6,604,400.00	\$3,056,000.00

3HSP 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
M8PE-405e Public Education	Distracted Driving
EM-402 Emergency Medical Services	Emergency Medical Services
AL-402 Impaired Driving	Impaired Driving
M5CS-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
M11MA-405f Safety Motorcyclist Awareness	Motorcycle Safety
M11MATCH-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
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	Shelley Police Dept
Idaho City Police Dept	Shoshone Police Dept
Idaho Falls Police Dept	Soda Springs Police Dept
Jerome Police Dept	Spirit Lake
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

3HSP 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.