

# **IDAHO OFFICE OF HIGHWAY SAFETY**

**Annual Grant Application  
FY 2026 Projects**



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

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# Introduction

The Idaho Office of Highway Safety (OHS) is pleased to present our FFY26 Annual Grant Application (AGA) to the National Highway Traffic Safety Administration (NHTSA). This plan, which includes project-level details, is strategically aligned with the Idaho 2024-2026 Triennial Highway Safety Plan (3HSP). The FY26 AGA is also aligned with the Strategic Highway Safety Plan (2020-2025) and contains details of several projects whose strategies will be funded by Highway Safety Improvement Project behavioral funds. The AGA is also in compliance with the Infrastructure Investment and Jobs Act (IIJA).

Building on the recommendations from our FY24 Annual Evaluation acceptance letter, which was received on April 7, 2025, the FY26 AGA considered the following enhancements of our programs:

- We added a Community Outreach action plan to the grant application to help increase traffic safety education and community outreach efforts to help meet C-6.
- We are working with the Idaho Coalition for Motorcycle Safety and the Idaho STAR Program to increase awareness and provide training opportunities to help meet C-7.
- We are working with Safe Routes to School Programs and several non-profits to expand active transportation partnerships, raise awareness, and teach pedestrian safety best practices to help meet C-10 and C-11.
- We are currently conducting a research project on the attributes of CMV crashes, including fatalities.

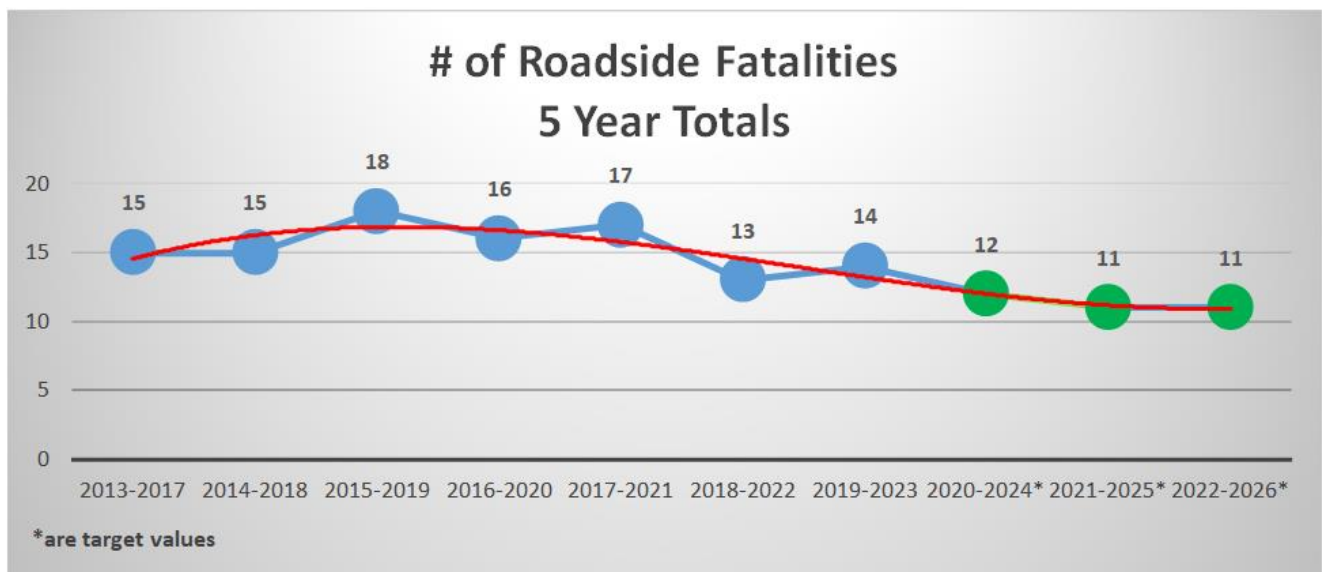
The FY26 AGA aims to inform, engage, and mobilize more community partners across the state. OHS strives to strengthen our youth-focused traffic safety efforts, allowing us to focus more on teen and adult occupant protection. We will continue to grow our outreach efforts with a focus on community engagement, youth, and rural roads, and we will conduct post-campaign surveys to measure their effectiveness.

In FY26, the OHS will develop the next FY2027-29 3HSP and the 2026-30 SHSP. We will continue to work to engage with nontraditional partners in underserved areas of the state to find ways to support community partners who work with at-risk populations in areas that are overrepresented in unrestrained fatal and injury traffic crashes.

Idaho OHS appreciates the partnership and guidance provided by NHTSA Region 10 in helping us implement the final year of the 2024-26 3HSP and AGA application process. We look forward to successfully delivering each traffic safety project in the FFY26 AGA as part of our vision at the Idaho Transportation Department: "To enhance the quality of life through transportation."

## Triennial Highway Safety Plan Updates

The current 3HSP is updated to include the addition of a specific roadside safety performance measure and target as part of 405(h) Preventing Roadside Deaths. The additional target, as reflected on page 30, is to reduce the 5-year average number of roadside fatalities from 14 to 11, which is consistent with the 3HSP Preventing Roadside Deaths Countermeasure Strategy (see Attachment 6, pages 2-3). No other updates to the current 3HSP were needed because we have not altered the countermeasure strategies under any other programs. At the same time, implementation is ongoing, and no new programs have been added to the FY26 AGA. We continue to identify and work with new partners to further our outreach and engagement across all focus areas in the 3HSP.



## Idaho is applying for the following in our FFY26 AGA:

<b>Section Funding Type</b>	<b>Yes/No</b>	<b>File Name</b>	<b>Location</b>
Section 402 Highway Safety Plan	Yes	ID_FY26 AGA	Pages 1-72
<b>Appendix A</b> to Part 1300- Certifications & Assurances for Highway Safety Grants	Yes	ID_FY26_Appendix A 402	Appendix A
<b>Appendix B</b> to Part 1300- Certifications & Assurances for Section 405	Yes	ID_FY26_Appendix B 405	Appendix B
405 (b) Occupant Protection <i>Low Use Rate</i>	Yes	ID_FY26_405b OP	Attachment 1
405 (c) State Data Systems Improvement	Yes	ID_FY26_405c Data	Attachment 2
405 (d) Impaired Driving <i>Mid-Range</i>	Yes	ID_FY26_405d Impaired	Attachment 3
405 (e) Distracted Driving	Yes	ID_FY26 405e Distracted	Attachment 4
405 (f) Motorcyclist Safety	Yes	ID_FY26_405f Motorcyclist	Attachment 5
405 (g) Nonmotorized	No	NA	NA
405 (h) Preventing Roadside Deaths (PRSD)	Yes	ID_FY26 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 - FFY 2024-2026

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

### Planned Mobilizations

Mobilization Description	Dates	Project
Impaired Driving – Holidays	Dec 10, 2025 – Jan 2, 2026	SID26EA
Distracted Driving – Awareness	Apr 6 – 13, 2026	SED26EA
Occupant Protection – Click It Don't Risk It	May 11 – 31, 2026	SOP26EA
Impaired Driving – July 4 Holiday	June 28 – July 5, 2026	SID26EB
Aggressive Driving – 100 Deadliest Days	July 6 – July 13, 2026	SSC26EB
Impaired Driving – Labor Day	Aug 19 – Sep 7, 2026	SID26EC

# Highway Safety Projects for FY 2026 by Program Area

## Community Traffic Safety

<b>S0026CP</b>	<b>Program Area Management - Community Traffic Safety</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the community traffic projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	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.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	CP-2026-CP-00-00
<b>Eligible Use of Funds</b>	CP-402 Community Traffic Safety Programs
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$56,250.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SCP2601</b>	<b>Community Education and Training Event</b>
<b>Project Activity Description</b>	In FY26, OHS will deliver regional safety trainings to partner agencies and sub-recipients in lieu of hosting a statewide Highway Safety Summit. These training sessions will focus on traffic safety initiatives to help spread awareness about the traffic problems that affect their communities. The training sessions are being planned to allow greater access to agencies serving in rural communities. Three training events are being planned in Pocatello, Twin Falls, and Lewiston. See 3HSP pg. 117 - 125.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	<p>These areas provide training to support activities for law enforcement and other grant recipients in Impaired Driving, Aggressive Driving, Youthful Drivers, and Distracted Driving.</p> <p>This project supports the following Countermeasures that Work:</p> <p>CTW, Chapter 1, 1-7 Impaired Driving, Integrated Enforcement***</p> <p>CTW, Chapter 1, 1-7 Impaired Driving, High-Visibility Saturation Patrols****</p> <p>CTW, Chapter 3, 3-8 Seat Belts and Child Restraints, Sustained Seat Belt Enforcement***</p> <p>CTW, Chapter 3, 3-8 Seat Belts and Child Restraints, Enforcement-based Communication Strategies for Low-Belt-Use Groups****</p> <p>CTW, Chapter 4, 4-9 Speeding and Speed Management, High-Visibility Enforcement***</p>
<b>Strategy</b>	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.

<b>Federal Aid Project #</b>	CP-2026-01-00-00
<b>Eligible Use of Funds</b>	CP-402 Community Traffic Safety Programs
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$37,500.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600



<b>SCP2602</b>	<b>Law Enforcement Liaison Program</b>
<b>Project Activity Description</b>	Support one contractor to coordinate the Law Enforcement Liaison (LEL) Program for Idaho. The LEL program promotes highway safety outreach, coordinates LE traffic training, encourages law enforcement HVE participation, and offers assistance and expertise related to community collaboration and engagement. For more information about the LEL program, see 3HSP pg. 31, 120 and 122.
<b>Subrecipient(s)</b>	KLG Leadership INC.
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	Law Enforcement Liaison outreach is recommended by GHSA to encourage effective participation in the NHTSA high-visibility enforcement campaigns, participation in year-long grants, and to raise awareness of community traffic safety problems. Training for partners provides up-to-date information regarding highway safety research, best practices, and awareness. (GHSA/resources/law-enforcement)
<b>Strategy</b>	Community Traffic Safety Programs serve as the cornerstone for community interaction and education.

<b>Federal Aid Project #</b>	CP-2026-02-00-00
<b>Eligible Use of Funds</b>	CP-402 Community Traffic Safety Programs
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$81,250.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

# Distracted Driving

<b>S0026DD</b>	<b>Program Area Management - Distracted Driving</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the distracted driving projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
<b>Countermeasure</b>	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.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	DD-2026-DD-00-00	<b>Funding Amount</b>	\$18,750.00
<b>Eligible Use of Funds</b>	DD-402 Distracted Driving	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SED2601</b>	<b>Distracted Driving Outreach and Education</b>
<b>Project Activity Description</b>	Funding will be used to provide support and resources for education and outreach that promote safe driving, free from distractions. Funding will be used statewide, with targeted approaches in specific communities based on crash data and community needs - this may include partnership opportunities with Municipal Planning Organizations and other key stakeholder groups identified in the 3HSP. Outreach will also include traffic signs that notify drivers about the hands-free distracted driving law of Idaho. Activities will be prioritized in alignment with high-risk groups and locations identified in 3HSP pages 129-133.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" there is strong public support for communications and outreach to reduce distracted driving, especially for teen drivers. CMTW, Chapter 5, 5-19*
<b>Strategy</b>	Communication and Outreach: Supporting Enforcement

<b>Federal Aid Project #</b>	B8APE-2026-02-00-00	<b>Funding Amount</b>	\$100,963.00
<b>Eligible Use of Funds</b>	B8APE-405e Awareness, Public Education B8ATS-405e Awareness, Traffic Signs	<b>Funding Source</b>	IIJA 405e Distracted Driving Awareness
<b>FAIN</b>	69A3752630000405EID0	<b>CFDA</b>	20.616

<b>SED26EA</b>	<b>HVE - Distracted Driving , National DD Awareness Month</b>
<b>Project Activity Description</b>	Statewide distracted driving high visibility enforcement mobilization to eliminate distracted driving related traffic fatalities, serious injuries and economic loss. In FY24, 46 agencies participated in the April distracted driving HVE mobilization. Efforts will be made to increase the number of agencies statewide with an emphasis on District 2, which had the highest rate of distracted driving fatalities for 2022. Enforcement will occur April 6-13, 2026. For more information on targeted locations, see pages 129 to 137 of the Triennial Highway Safety Plan.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	Maintain the 5-year average number of distracted driving fatalities at 35 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" high visibility cell phone and text messaging enforcement has proven effective in curbing use. CMTW 2023, Chapter 5, 5-14****
<b>Strategy</b>	High Visibility Cellphone/Text Messaging Enforcement

<b>Federal Aid Project #</b>	B8ADDLE-2026-EA-00-00	<b>Funding Amount</b>	\$187,500.00
<b>Eligible Use of Funds</b>	B8ADDLE-405e Awareness, Law Enforcement	<b>Funding Source</b>	IIJA 405e Distracted Driving Awareness
<b>FAIN</b>	69A3752630000405EID0	<b>CFDA</b>	20.616

<b>SED26MA</b>	<b>MATCH</b>
<b>Project Activity Description</b>	405e Match - this activity tracks all 405e match for Distracted Driving. Match for 405e projects is 25% percent.

<b>Federal Aid Project #</b>	SE-2026-MATCH-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	B8AMATCH-405e DD Law MATCH	<b>Funding Source</b>	IIJA 405e Distracted Driving Awareness
<b>FAIN</b>	69A3752630000405EID0	<b>CFDA</b>	20.616

# Emergency Medical Services

V-EMS	EMS/Post Crash Care
<b>Project Activity Description</b>	Funding will provide Emergency Medical Services Post-Crash awareness through education, outreach, training and EMS equipment needs in rural communities statewide. In 2023, fatal and injury crashes with EMS response was 6,034 (71%). 501 people were trapped and extricated. 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 (184 transported were by helicopter in 2023). Partner: EMS Advisory Committee (EMSAC)
<b>Subrecipient(s)</b>	Idaho EMS Bureau
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	Per the Uniform Guidelines No. 11, III, A. Ensure sufficient availability of adequately trained EMS personnel. NHTSA established this new program area that is intended to save lives on Idaho roadways through public education. Uniform Guidelines No. 11, 111 A.
<b>Strategy</b>	BP-1: Undertake statewide public information campaigns to educate every road user about the importance of mobility and respect for safe travel by all road users (for example: bicycle, pedestrian, driver, etc.). [High priority] A-5: Include enforcement and emergency response considerations when planning and implementing highway construction projects.

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYS0ID

<b>Funding Amount</b>	\$ 25,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

# Impaired Driving

<b>S0026AL</b>	<b>Program Area Management - Impaired Driving</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage impaired driving projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	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 Program No. 8, I
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	AL-2026-AL-00-00	<b>Funding Amount</b>	\$43,750.00
<b>Eligible Use of Funds</b>	AL-402 Impaired Driving	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SID2601</b>	<b>Impaired Driving Statewide Services (405d)</b>
<b>Project Activity Description</b>	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 on proven needs of the communities. Activities will be prioritized in alignment with locations and high-risk groups identified in 3HSP pages 138 - 153.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a citation. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication

<b>Federal Aid Project #</b>	M5HVE-2026-01-00-00	<b>Funding Amount</b>	\$50,000.00
<b>Eligible Use of Funds</b>	M5HVE-405d Mid HVE	<b>Funding Source</b>	IIJA 405d Impaired Driving
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

<b>SID2602</b>	<b>Traffic Safety Resource Prosecutor (TSRP)</b>
<b>Project Activity Description</b>	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 3HSP pg. 35 and 141.
<b>Subrecipient(s)</b>	Idaho Prosecuting Attorneys Association
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	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)
<b>Strategy</b>	Support impaired driving training and education for law enforcement.

<b>Federal Aid Project #</b>	B5CS-2026-02-00-00	<b>Funding Amount</b>	\$440,875.00
<b>Eligible Use of Funds</b>	B5CS-405d Mid Court Support	<b>Funding Source</b>	IIJA 405d Impaired Driving
<b>FAIN</b>	69A3752530000405DIDM	<b>CFDA</b>	20.616

<b>SID2603</b>	<b>State Impaired Driving Coordinator (SIDC)</b>
<b>Project Activity Description</b>	Provide training, disseminate information and resources, and manage the operation of the DRE, DEC, ARIDE, SFST, LEPP and Phlebotomy programs for Idaho. See 3HSP pg. 141.
<b>Subrecipient(s)</b>	Idaho State Police
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	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.
<b>Strategy</b>	Support impaired driving training and education for law enforcement.

<b>Federal Aid Project #</b>	M5IDC-2026-03-00-00	<b>Funding Amount</b>	\$437,500.00
<b>Eligible Use of Funds</b>	M5IDC-405d Mid ID Coordinator M5PEM-405d Mid Media/ID Training/Enf Related exp.	<b>Funding Source</b>	IIJA 405d Impaired Driving
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

<b>SID2604</b>	<b>Mothers Against Drunk Driving (MADD) Court Monitoring</b>
<b>Project Activity Description</b>	Support a court monitor program for impaired driving cases in Ada and Canyon Counties. In Idaho, 39% of all fatal crashes are impaired driver related. 40% of Ada County fatal crashes and 35% of Canyon County fatal crashes are impaired driver related. Ada and Canyon Counties have the largest populations in Idaho. 25.7% of Canyon County is Hispanic and the median age is 34. The median age for Ada County is 37.7. When compared with the crash reports, the largest demographic of impaired driving fatalities and DUI arrests is Idahoans 26-40 years old.
<b>Subrecipient(s)</b>	Mothers Against Drunk Driving
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" Alcohol-Impaired Driving, Other Strategies for Behavior Change, Court Monitoring CMTW 2023, Ch 1., 1-61**.
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication

<b>Federal Aid Project #</b>	M5OT-2026-03-00-00
<b>Eligible Use of Funds</b>	B5CS-405d Mid Court Support
<b>FAIN</b>	69A3752630000405DIDM

<b>Funding Amount</b>	\$93,750.00
<b>Funding Source</b>	IIJA NHTSA 405d
<b>CFDA</b>	20.616

<b>SID2605</b>	<b>Bonneville County Sheriff's Office Impaired Driving Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility impaired driving enforcement in Bonneville County. Bonneville County has a population of 130,000 and is located in southeast Idaho encompassing 8 cities. Bonneville County Sheriff's Office (BCSO) has responded to 72 fatality crashes since 2020. 37 of these fatality crashes (over half) involved an impaired driver. BCSO has also responded to 249 suspected serious injury crashes during the same timeframe, 16% of which impaired driving was a suspected factor. Bonneville County's impaired driving fatal and serious injury crashes are trending in the wrong direction. BCSO's goal is to remove more impaired drivers from the roadways, thus reducing fatality and serious injury crashes related to impaired driving within the county.
<b>Subrecipient(s)</b>	Bonneville County Sheriff's Office
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication.

<b>Federal Aid Project #</b>	M5HVE-2026-05-00-00	<b>Funding Amount</b>	\$50,000.00
<b>Eligible Use of Funds</b>	M5HVE-405d High Visibility Enforcement	<b>Funding Source</b>	IIJA NHTSA 405d
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616



<b>SID26EA</b>	<b>HVE - Impaired Driving Dec/Jan Mobilization</b>
<b>Project Activity Description</b>	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement will occur December 10, 2025 - January 2, 2026. See the 3HSP pages 138-153.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a citation. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication

<b>Federal Aid Project #</b>	M5HVE-2026-EA-00-00
<b>Eligible Use of Funds</b>	M5HVE-405d High Visibility Enforcement
<b>FAIN</b>	69A3752630000405DIDM

<b>Funding Amount</b>	\$187,500.00
<b>Funding Source</b>	IIJA 405d Mid Impaired Driving
<b>CFDA</b>	20.616

<b>SID26EB</b>	<b>HVE - Impaired Driving 4th of July Mobilization</b>
<b>Project Activity Description</b>	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement dates are June 28 - July 5, 2026. See the 3HSP pages 138-153.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a citation. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication

<b>Federal Aid Project #</b>	M5HVE-2026-EB-00-00
<b>Eligible Use of Funds</b>	M5HVE-405d Mid HVE
<b>FAIN</b>	69A3752630000405DIDM

<b>Funding Amount</b>	\$187,500.00
<b>Funding Source</b>	IIJA 405d Mid Impaired Driving
<b>CFDA</b>	20.616

<b>SID26EC</b>	<b>HVE - Impaired Driving Labor Day Mobilization</b>
<b>Project Activity Description</b>	Conduct statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss. Enforcement dates are August 19 - September 7, 2026. See the 3HSP pages 138-153.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	High visibility enforcement is effective in curbing alcohol-impaired driving thus increasing the perceived risk of a citation. High-Visibility Saturation Patrols CMTW 2023, Ch 1, 1-29****
<b>Strategy</b>	Impaired driving enforcement, prosecution and adjudication

<b>Federal Aid Project #</b>	M5HVE-2026-EC-00-00	<b>Funding Amount</b>	\$187,500.00
<b>Eligible Use of Funds</b>	M5HVE-405d Mid HVE	<b>Funding Source</b>	IIJA 405d Mid Impaired Driving
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

<b>SID26PM</b>	<b>Impaired Driving Paid Media</b>
<b>Project Activity Description</b>	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.
<b>Subrecipient(s)</b>	Media Firm
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	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. ***
<b>Strategy</b>	Prevention, education, and outreach for impaired driving

<b>Federal Aid Project #</b>	B5PEM-2026-PM-00-00	<b>Funding Amount</b>	\$250,000.00
<b>Eligible Use of Funds</b>	B5PEM-405d Mid Media/ID Training/ENF Related exp.	<b>Funding Source</b>	IIJA 405d Impaired Driving
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

<b>SID26CS</b>	<b>Match 405d Hearing Officers</b>
<b>Project Activity Description</b>	405d Match - this activity tracks all 405d match for ITD hearing officers. Match for 405d projects is 25 percent.
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	Match is required for all 405d projects
<b>Strategy</b>	MATCH

<b>Federal Aid Project #</b>	M5MATCH-2026-CS-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M5MATCH-405d Match	<b>Funding Source</b>	IIJA 405d Mid Match
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

<b>SID26MA</b>	<b>Match 405d</b>
<b>Project Activity Description</b>	405d Match - this activity tracks all 405d match. Match for 405d projects is 25 percent.
<b>Performance Measure</b>	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.
<b>Countermeasure</b>	Match is required for all 405d projects

<b>Federal Aid Project #</b>	M5MATCH-2026-MA-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M5MATCH-405d Match	<b>Funding Source</b>	IIJA 405d Mid Match
<b>FAIN</b>	69A3752630000405DIDM	<b>CFDA</b>	20.616

# Motorcycle Safety Program

<b>S0026MC</b>	<b>Program Area Management - Motorcycle</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the motorcycle projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
<b>Countermeasure</b>	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 Program No. 3, I
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	MC-2026-MC-00-00	<b>Funding Amount</b>	\$25,000.00
<b>Eligible Use of Funds</b>	MC-402 Motorcycle Safety	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SMC2601</b>	<b>Motorcycle Safety Statewide Services</b>
<b>Project Activity Description</b>	Work with motorcycle safety partners to provide education, outreach, and projects that support and promote motorcycle safety and awareness. The number of motorcycle crashes increased in 2023 by 11% and fatalities by 44%. Of all motorcyclists involved in crashes in 2023, 86% received some degree of injury. 82% of motorcyclists killed in 2023 were 30 years of age or older, and 51% were over the age of 50. In 2023, the economic cost of crashes involving motorcyclists was nearly \$717 million. This represents 12% of the total cost of Idaho crashes. Grant-funded activities will be prioritized in accordance with high crash locations identified in Attachment 5, pages 6-7.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs No. 3, IX, state motorcycle safety programs, communication campaigns, and state motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles.
<b>Strategy</b>	Support motorcycle awareness efforts.

<b>Federal Aid Project #</b>	MC-2026-01-00-00	<b>Funding Amount</b>	\$12,500.00
<b>Eligible Use of Funds</b>	MC-402 Motorcycle Safety	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SMF2601</b>	<b>Motorcycle Awareness Paid Media</b>
<b>Project Activity Description</b>	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders. The number of motorcycle crashes in Idaho increased in 2023 by 11% to 609, and the number of motorcycle fatalities increased 44% to 40. Of all motorcyclists involved in crashes in 2023, 86% received some degree of injury. More than half of all motorcycle crashes (55%) involved another vehicle. Of the motorcyclists killed in 2023, 82% were 30 years of age or older and 51% were over the age of 50. The motorcycle awareness outreach campaign focuses on increasing motorist awareness of motorcycles in counties with the highest number of motorcycle crashes involving another vehicle. Most crashes between vehicles and motorcycles involve turning left at an intersection. Please see the Triennial Highway Safety Plan pg. 110 – 118 for additional detail. Specific campaign details, demographics, and high crash location are detailed in Attachment 5 pages 6-9.
<b>Subrecipient(s)</b>	Media Firm
<b>Performance Measure</b>	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
<b>Countermeasure</b>	Motorcycle Rider Conspicuity and Motorist Awareness Programs. 405f limitation to require that the funds can only be used to send a message to vehicle drivers and not the riders. *Uniform Guidelines No. 3, IX
<b>Strategy</b>	Support motorcycle awareness efforts.

<b>Federal Aid Project #</b>	M11MA-2026-01-00-00 M9MA-2026-01-00-00	<b>Funding Amount</b>	\$50,000.00
<b>Eligible Use of Funds</b>	M11MA-405f Motorcyclist Awareness M9MA-405f Motorcycle Awareness (lowest 25%)	<b>Funding Source</b>	IIJA 405f Motorcycle Programs
<b>FAIN</b>	69A3752630000405FID1	<b>CFDA</b>	20.616

<b>SMF26MA</b>	<b>405f Match</b>
<b>Project Activity Description</b>	405f Match - this activity tracks all 405f match.
<b>Performance Measure</b>	Maintain the 5-year average number of motorcycle fatalities at 30 or fewer.
<b>Countermeasure</b>	Match is required for all 405f activities.

<b>Federal Aid Project #</b>	M9MATCH-2026-02-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M9MATCH--405f (lowest25%) Match	<b>Funding Source</b>	IIJA 405f Match
<b>FAIN</b>	69A3752530000405FID1	<b>CFDA</b>	20.616

## Non-Motorized (Pedestrian and Bicyclists)

<b>S0026PS</b>	<b>Program Area Management - Pedestrian and Bicycle Safety</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the bicycle and pedestrian projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs, No. 14, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	PS-2026-PS-00-00	<b>Funding Amount</b>	\$25,000.00
<b>Eligible Use of Funds</b>	PS-402 Pedestrian/Bicycle Safety	<b>Funding Source</b>	IJJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>V-Bike Ped</b>	<b>Bicycle and Pedestrian Statewide Services - Mini-Grants</b>
<b>Project Activity Description</b>	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.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of bicyclists fatalities at 3 or fewer and the pedestrian fatalities at 17 or fewer.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs No. 14, VI, each state should ensure that state and community pedestrian and bicycle programs contain a comprehensive communication component to support program efforts. The state should enlist the support of a variety of media to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. According to the "Countermeasures that work...for State Highway Safety Offices," elementary-age child pedestrian training and Safe Routes to School both have *** for effectiveness (CTW Ch. 9, 9-23/27 ***). Projects will support these efforts in 2025.
<b>Strategy</b>	BP-1, Undertake statewide public information campaigns to educate every road user about the importance of mobility and respect for safe travel by all road users (for example: bicycle, pedestrian, driver, etc.). [High priority]

<b>Federal Aid Project #</b>	FHWA	<b>Funding Amount</b>	\$ 60,000.00
<b>Eligible Use of Funds</b>	FHWA HSIP	<b>Funding Source</b>	FHWA - Flex Funds
<b>FAIN</b>	693JJ22530000DYS0ID	<b>CFDA</b>	20.205

# Occupant Protection

S0026OP	Program Area Management - Occupant Protection
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the occupant protection projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs, No. 20, I., Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	OP-2026-OP-00-00	<b>Funding Amount</b>	\$43,750.00
<b>Eligible Use of Funds</b>	OP-402 Occupant Protection	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

SCR2601	Child Passenger Safety Statewide Service
<b>Project Activity Description</b>	Funding for the purchase of child passenger safety seats on a needs basis especially for families of special needs children who cannot use a traditional seat. Also specialized training at conferences or a specific class for technicians who install the seats.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Per the "Countermeasures that Work...for State Highway Safety Offices," "Child Restraint Inspection Stations", with Highly trained and Certified Child Passenger Safety Technicians are required to inspect the seats at the stations were more likely to have children properly secured in car seats CMTW 2023, CH.3, 3-33.
<b>Strategy</b>	Support education and outreach for child passenger safety.

<b>Federal Aid Project #</b>	CR-2026-01-00-00	<b>Funding Amount</b>	\$12,500.00
<b>Eligible Use of Funds</b>	CR-402 Child Restraint	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SOP2601</b>	<b>Child Passenger Safety Coordination Program</b>
<b>Project Activity Description</b>	Sustained coordination of a statewide child passenger safety program to recruit and train nationally certified child passenger safety technicians serving, educate parents and caregivers and purchase and distribute child restraints in low-income and underserved populations. Track data of CPS locations, maintain network of inspection stations, and provide community awareness efforts. Will also provide proper materials required for CPS check stations. Planned CPS program activities and check station locations are listed in Attachment 1, Section 2, Pages 1-4.
<b>Subrecipient(s)</b>	Lemhi County Sheriff's Office
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed at inspection stations on a needs based system. Child Passenger Safety Inspection Stations***, Uniform Guidelines No. 20, V Occupant Protection for Children Program
<b>Strategy</b>	Support education and outreach for child passenger safety.

<b>Federal Aid Project #</b>	B2CPS_US-2026-01-00-00	<b>Funding Amount</b>	\$300,000.00
<b>Eligible Use of Funds</b>	B2CPS_US 405b Low Underserved CPS Programs	<b>Funding Source</b>	IIJA 405b OP Low Uncommitted
<b>FAIN</b>	69A3752630000405BIDL	<b>CFDA</b>	20.616

<b>SOP2602</b>	<b>Safe Start Child Passenger Safety</b>
<b>Project Activity Description</b>	Sustained operation of the Rural Education Outreach (REO) program to provide training and education to parents and caregivers, as well as purchase and distribute child restraints to underserved rural populations. Communities the REO program serves include Athol, Bonners Ferry, Cottonwood, Fernwood, Grangeville, Kellogg, Kooskia, Lapwai, Orofino, Osburn, Plummer, Kamiah, Potlatch, Sandpoint, Spirit Lake, and St. Maries.
<b>Subrecipient(s)</b>	Safe Start
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Using the CPS local liaisons, seats are distributed at inspection stations on a needs based system. Child Passenger Safety Inspection Stations***, Uniform Guidelines No. 20, V Occupant Protection for Children Program
<b>Strategy</b>	Support education and outreach for child passenger safety.

<b>Federal Aid Project #</b>	B2CPS_US-2026-02-00-00	<b>Funding Amount</b>	\$10,000.00
<b>Eligible Use of Funds</b>	B2CPS_US 405b Low Underserved CPS Programs	<b>Funding Source</b>	IIJA 405b OP Low Uncommitted



<b>FAIN</b>	69A3752630000405BIDL	<b>CFDA</b>	20.616
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SOP26EA	HVE-Occupant Protection CIOT Mobilization
<b>Project Activity Description</b>	Statewide seat belt high visibility enforcement mobilizations reduce seat belt non-use related traffic fatalities, serious injuries and economic loss. Funding will be used on 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. Enforcement dates are May 11 - May 31, 2026.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Per the "Countermeasures that Work...for State Highway Safety Offices," short-term, high visibility seat belt law enforcement has proven effective in increasing seat belt use and reducing non-use related fatalities and serious injuries.CMTW 2023, Ch 3. 3-15*****
<b>Strategy</b>	Short-term, High Visibility Seat Belt Law Enforcement

<b>Federal Aid Project #</b>	M2HVE-2026-EA-00-00	<b>Funding Amount</b>	\$156,250.00
<b>Eligible Use of Funds</b>	M2HVE-405b Low HVE	<b>Funding Source</b>	IJA 405b OP Low HVE
<b>FAIN</b>	69A3752630000405BIDL	<b>CFDA</b>	20.616

SOP26PM	Occupant Protection Paid Media
<b>Project Activity Description</b>	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 or fatally injured each year. See 3HSP pg. 110 - 116
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Per the "Countermeasures that work for State Highway Safety Offices" Communications and Outreach: Strategies for Low Belt Use Groups, CMTW 2023, CH 3 – 3-22 ****
<b>Strategy</b>	Support education and outreach for occupant protection

<b>Federal Aid Project #</b>	M2HVE-2026-PM-00-00	<b>Funding Amount</b>	\$125,000.00
<b>Eligible Use of Funds</b>	M2HVE-405b Low HVE	<b>Funding Source</b>	IJA 405b OP Low
<b>FAIN</b>	69A3752630000405BIDL	<b>CFDA</b>	20.616

SSB2601	Occupant Protection Observational Survey (NOPUS)
<b>Project Activity Description</b>	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.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Increase the 5-year average observed seat belt use rate to 85.9% by 2026.
<b>Countermeasure</b>	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."
<b>Strategy</b>	Communications and Outreach: Strategies for Low Belt Use Groups

<b>Federal Aid Project #</b>	OP-2026-04-00-00	<b>Funding Amount</b>	\$31,250.00
<b>Eligible Use of Funds</b>	OP-402 Occupant Protection	<b>Funding Source</b>	BIL NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

SOP26MA	Occupant Protection 405b Match
<b>Project Activity Description</b>	405b Match - this activity tracks all 405b match.
<b>Subrecipient(s)</b>	
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	Match is required for all 405b activities.
<b>Strategy</b>	AMS only

<b>Federal Aid Project #</b>	M2MATCH-2026-MA-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M2Match-405b Low Match	<b>Funding Source</b>	IIJA 405b Low Match
<b>FAIN</b>	69A3752530000405BIDL	<b>CFDA</b>	20.616

<b>V-Seat Belt</b>	<b>Child Passenger Safety Training, Statewide - Outreach, Engagement, and Education</b>
<b>Project Activity Description</b>	Funding for child passenger safety technician and instructor training, educational events, and engagement with the public. Idaho has 25 CPS Instructors, 295 CPS Technicians and 79CPS permanent check sites. In addition to the smaller local events, one large CEU training event will be held in the Boise region, to ensure technicians in the area maintain their certifications.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 89 or fewer by 2026.
<b>Countermeasure</b>	1300.21 (6) (F) (vi) Purchase and distribute child restraints to low-income families. Child Restraint Inspection Stations *** Highly trained and Certified Child Passenger Safety Technicians are required to inspect the seats at the stations. CMTW2023 , Ch. 3, 3-31**,3-33***
<b>Strategy</b>	OP-3, Use a variety of media sources with an emphasis on social media to target rural areas of the state.

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYS0ID

<b>Funding Amount</b>	\$ 36,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

# Paid Media

<b>S0026PM</b>	<b>Program Area Management - Paid Advertising</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the paid advertising projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	PM-2026-PM-00-00	<b>Funding Amount</b>	\$62,500.00
<b>Eligible Use of Funds</b>	PM-402 Paid Advertising	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>SPM2601</b>	<b>Paid Media</b>
<b>Project Activity Description</b>	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.
<b>Subrecipient(s)</b>	Media Firm
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	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 <a href="https://www.traffic-safety-marketing.org">TrafficSafetyMarketing.org</a> . In Countermeasures that Work, media campaigns have a wide variance of effectiveness ranging from a rating of ☆ to ☆☆☆☆☆ depending on the focus area, and the other countermeasure used in conjunction.
<b>Strategy</b>	Support statewide education and outreach efforts.

<b>Federal Aid Project #</b>	PM-2026-01-00-00	<b>Funding Amount</b>	\$500,000.00
<b>Eligible Use of Funds</b>	PM-402 Paid Advertising	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

V-Paid Media	Paid Media		
<b>Project Activity Description</b>	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.		
<b>Subrecipient(s)</b>	Media Firm		
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.		
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" communications and outreach are an essential part of successful traffic-enforcement activities. NHTSA supports the use of media and also provides resources through Trafficsafetymarketing.org. In Countermeasures that Work, media campaigns have a wide variance of effectiveness ranging from a rating of ☆ to ☆☆☆☆☆ depending on the focus area, and the other countermeasure used in conjunction.		
<b>Strategy</b>	<p>A-2, Undertake communication campaigns using media sources to educate the public about aggressive driving and the associated dangers.</p> <p>I-7, Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations and during high use events/holidays.</p> <p>OP-3, Use a variety of media sources with an emphasis on social media to target rural areas of the state.</p> <p>OP-4 Develop programs including education and scholarship programs as well a media campaigns, to specifically address and engage young drivers.</p>		
<b>Federal Aid Project #</b>	FHWA	<b>Funding Amount</b>	\$400,000.00
<b>Eligible Use of Funds</b>	FHWA – HSIP	<b>Funding Source</b>	FHWA – Flex Funds
<b>FAIN</b>	693JJ22530000DYS0ID	<b>CFDA</b>	20.205

# Planning and Administration

S0026PA AND SPA2601 are the only FY26 P&A projects and are identified as such; all others are not P&A.

S0026PA	Planning and Administration
<b>Project Activity Description</b>	Support program management to implement and manage all highway safety programs as well as travel, training, planning, coordination, and tools to support program management
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	PA-2026-PA-00-00	<b>Funding Amount</b>	\$406,250.00
<b>Eligible Use of Funds</b>	PA-402 Planning and Administration	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

SPA2601	Electronic Grant Management System
<b>Project Activity Description</b>	Electronic Grant Management System, software and support to aid in the management and monitoring of highway safety grants.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	Program Area Management to establish procedures to ensure program activities are implemented as intended have been identified by NHTSA as necessary as per the Uniform Guidelines for State Highway Safety Programs.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	PA-2026-01-00-00	<b>Funding Amount</b>	\$22,500.00
<b>Eligible Use of Funds</b>	PA-402 Planning and Administration	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

# Roadside Death Prevention Program

SRD2601	Roadside Death Prevention Education
<b>Project Activity Description</b>	There is an average of 25 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 that has a higher speed limit of 80mph. 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.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
<b>Countermeasure</b>	Preventing roadside deaths will include a three prong countermeasure approach: 1) Communication and Outreach, CMTW 2020 CH 3 - 4.1***, 2) Speed Management HVE, CMTW 2023 CH 4 - 4-31****, and 3) Law Enforcement, Uniform Guidelines No. 15 IV
<b>Strategy</b>	Roadside death prevention.

<b>Federal Aid Project #</b>	M12BPE-2026-01-00-00	<b>Funding Amount</b>	\$25,000.00
<b>Eligible Use of Funds</b>	M12BPE-405h Public Education M12BDAT-405h Digital Alert Technology	<b>Funding Source</b>	IIJA 405h public education
<b>FAIN</b>	69A3752630000405HID0	<b>CFDA</b>	20.616

SRD26MA	Roadside Death Prevention MATCH		
<b>Project Activity Description</b>	405h Match		
<b>Federal Aid Project #</b>	M12MATCH-2026-MA-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M12MATCH-405h match	<b>Funding Source</b>	IIJA 405h Match
<b>FAIN</b>	69A3752630000405HID0	<b>CFDA</b>	20.616



# Teen Traffic Safety

<b>S0026TS</b>	<b>Program Area Management -Teen Traffic Safety</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the teen traffic safety program.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities at 238 or fewer.
<b>Countermeasure</b>	Per the Uniform Guidelines for State Highway Safety Programs, Program Area Management is necessary for establishing procedures to ensure that program activities are implemented as intended.
<b>Strategy</b>	Highway Safety Office Program Management

<b>Federal Aid Project #</b>	TSP-2026-TS-00-00	<b>Funding Amount</b>	\$43,750.00
<b>Eligible Use of Funds</b>	TSP-402 Teen Safety Program	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>V-Youthful Driver</b>	<b>Teen Traffic Safety Statewide Services</b>
<b>Project Activity Description</b>	In 2023, more than one out of every five crashes involved a youthful driver. The 40 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 40 killed in youthful driver crashes, 12 were the youthful drivers. Of the 11 youthful drivers of passenger motor vehicles, only 6 (55%) 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 areas for young drivers, including the counties of Jerome, Bannock, and Minidoka.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities involving drivers age 20 or younger at 35 or fewer by 2026.
<b>Countermeasure</b>	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.
<b>Strategy</b>	Y-1, Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior. (High priority)

<b>Federal Aid Project #</b>	FHWA	<b>Funding Amount</b>	\$ 10,000.00
<b>Eligible Use of Funds</b>	FHWA HSIP	<b>Funding Source</b>	FHWA - Flex Funds
<b>FAIN</b>	693JJ22530000DYS0ID	<b>CFDA</b>	20.205

V-Youthful Driver	Students Against Destructive Decision (SADD)
<b>Project Activity Description</b>	Funding will be used for SADD chapter growth and sustainability, chapter support, chapter resources, and community engagement and partnerships. SADD will employ a Statewide Coordinator to meet these goals, to specifically target impairment prevention, reduce aggressive driving and speed, and increase safety restraint use among teen drivers. The Statewide Coordinator will facilitate, train on, and/or support peer-to-peer programming in at least 15 schools/chapters across Idaho by September 30, 2026.
<b>Subrecipient(s)</b>	SADD - Students Against Destructive Decisions (National Non-Profit)
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities involving driver age 20 or younger at 35 or fewer by 2026
<b>Countermeasure</b>	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.
<b>Strategy</b>	Y-1, Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior. (High priority)

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYSOID

<b>Funding Amount</b>	\$ 150,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

V-Youthful Driver	Alliance Highway Safety
<b>Project Activity Description</b>	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 Canyon, Ada, Bonneville, Bannock, Bingham, Cassia, Minidoka, Twin Falls, Jerome, Boise, Elmore, Gem, Gooding, Idaho, Jefferson, Kootenai, and Nez Perce 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.
<b>Subrecipient(s)</b>	Alliance Highway Safety, LLC
<b>Performance Measure</b>	Maintain the 5-year average number of fatalities involving drivers age 20 or younger at 35 or fewer by 2026.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" there is strong public support for communications and outreach to reduce distracted driving, especially for teen drivers. CMTW, Chapter 5, 5-19.
<b>Strategy</b>	Y-1, Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior. (High priority)

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYS0ID

<b>Funding Amount</b>	\$ 100,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

# Traffic Enforcement Services

<b>S0026PT</b>	<b>Program Area Management - Traffic Enforcement Services</b>
<b>Project Activity Description</b>	Funding will provide development and support to implement and manage the police traffic services projects.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	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 Program No 15, I.
<b>Strategy</b>	Administer highway safety programming

<b>Federal Aid Project #</b>	PT-2026-PT-00-00	<b>Funding Amount</b>	\$125,000.00
<b>Eligible Use of Funds</b>	PT-402 Planning and Administration	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600

<b>V-Aggressive</b>	<b>HVE - Aggressive Driving Mobilization Summer</b>
<b>Project Activity Description</b>	The HVE Aggressive Driving Mobilization during the summer funds statewide aggressive driving high visibility enforcement to reduce speed-related traffic fatalities, serious injuries and economic loss statewide. Aggressive driving is a factor in 49% of all crashes and 35% of all fatalities. Drivers age 19 and younger are 4.2 times more likely to be involved in an aggressive driving collision. These types of crashes cost Idahoans nearly \$2.3B in 2021 and represent 42% of the total economic costs of crashes. Enforcement period is July 6 -13, 2026.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	A-1, Support statewide high visibility enforcement campaigns and mini-grants for aggressive driving using enforcement and crash data to focus on areas for enhancement.

<b>Federal Aid Project #</b>	FHWA	<b>Funding Amount</b>	\$ 100,000.00
<b>Eligible Use of Funds</b>	FHWA HSIP	<b>Funding Source</b>	FHWA - Flex Funds
<b>FAIN</b>	693JJ22530000DYS0ID	<b>CFDA</b>	20.205

<b>SPT2602</b>	<b>Star Police Department - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) – Integrated high visibility enforcement on a sustained basis in and around the city of Star. Star was the second fastest growing city in Idaho. They experienced a 45% population increase between 2020 and 2023. Two major thoroughfares run through Star: SH44 & SH16. Both continue to expand to accommodate the growing population. In 2023, there were 94 total crashes. Fatal and serious injury rate is 1.75, group is 2.71. Seat Belt rate is 92.3%. From 2019-2023, 50% were impaired driver related. 40% of all serious injury crashes were aggressive driver involved. Crashes by driver age: 20 and under.
<b>Subrecipient(s)</b>	Star Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-02-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$33,750.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2603</b>	<b>Boise County Sheriff – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement in Boise County, which is a rural mountain community with a population of 7,610 and 1907 sq. miles. Horseshoe Bend is the largest city and Idaho City is the county seat. In 2023 there was a total of 199 crashes, 7 fatalities and 84 serious injuries. Boise County's crash rate was 3.08, the state average was 1.51. They ranked first in their population group (5k-9999) in Impaired, Aggressive, Distracted and Motorcycle FS&I. Seat belt use was only 51.4%.
<b>Subrecipient(s)</b>	Boise County Sheriff
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-03-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020IDO

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2604</b>	<b>Boise Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	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 (population: 235,400). Interstate 84 runs through Boise. In 2023 Boise had a total of 3,411 crashes, 15 fatal and 988 injured. Boise ranked #1 in Bicycle FS&I for population group 40k+. Crash rate= 4.40, state avg = 4.82 Top contributing circumstance was Alcohol Impaired (41%). For serious injuries was Aggressive Driving (50%). Seat belt rate is 74.9%. All social media platforms are utilized. Community involvement includes the Boise Hawks, 100 Deadliest Days displays, and the Alive @ 25 Program.
<b>Subrecipient(s)</b>	Boise Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-04-00-00	<b>Funding Amount</b>	\$250,000.00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020IDO	<b>CFDA</b>	20.600

<b>SPT2605</b>	<b>Coeur d'Alene Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in and around Coeur d'Alene, the county seat of Kootenai County and most populous city in northern Idaho with a population of 56,894. In 2023, there were 779 total crashes including 2 fatal and 210 injury. Coeur d'Alene's fatal and serious injury rate was 3.75 in 2023, lower than the population group rate of 4.82. The #1 contributing factor of crashes from 2019-2023 was Alcohol Impairment. Serious Injury crashes were Aggressive Driver-related at 49%. The Coeur d'Alene Police Department plans to deploy a static "crash car" at local high schools to create conversations with the students about safe driving behaviors. Partnering with the North Idaho DUI Task Force will also be a main focus. This is a new year-long grant, however, Coeur d'Alene PD has participated in HVE mobilizations over the years.
<b>Subrecipient(s)</b>	Coeur d'Alene Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-05-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$56,250.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600



<b>SPT2606</b>	<b>Eagle Police Department - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in the city of Eagle. The City of Eagle resides within the jurisdiction of Ada County. State Street is considered the "gateway" through the city of 32,300 and sees a lot of commuter traffic where they focus on high risk areas. In 2023 there were a 112 crashes, 1 fatal (persons killed: 1) and 41 serious injuries (persons injured: 51). The Fatal injury Crash Rate per 1,000 is 3.1; mean crash rate for state is 2.6. EPD is # in their population category for Impaired. 75% of all fatal crashes are impaired-related. With serious injuries, aggressive driving is the highest at 55%. Community outreach and public education efforts will be provided via social media posts ("Traffic Tip Tuesdays"), group forum discussions, attendance at the ACTSAC meetings and partner with the Students Against Destructive Decisions (SADD). Enforcement patrol officers will use each vehicle stop as an opportunity to educate drivers on unsafe driving behaviors.
<b>Subrecipient(s)</b>	Eagle Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-06-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$56,250.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2607</b>	<b>Shelley Police Department - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in and around the City of Shelley. I-15 and Hwy 91 are main corridors that run through Shelley. The area is considered rural, but experiences an influx of residents in summer months. Four out of six fatalities in the past five years were aggressive-related. 39% of all suspected serious injury crashes are aggressive related. Education and outreach will focus on reducing this trend.
<b>Subrecipient(s)</b>	Shelley Police Department-STEP
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-07-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$45,000.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2608</b>	<b>Fruitland Police Department - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) – Integrated high visibility enforcement on a sustained basis in and around the city of Fruitland that has a population of 6,900. Fruitland is a small agricultural community located in Payette County which is situated along US Route 95, the Snake and Payette rivers, respectively. The #1 Contributing Factor in crashes was Impaired Driving due to the close proximity to the Oregon border where there are 13 marijuana dispensaries. In 2023, they had 82 crashes of which 2 were fatal and 18 were serious injuries for population group: 5,000 - 14,999. The fatal and injury crash rate per 1,000 population was 2.9, mean crash rate for the state = 3.0. Fruitland PD will hold Alive @ 25 classes to young drivers. FPD plans to purchase equipment this fiscal year to support the activity.
<b>Subrecipient(s)</b>	Fruitland Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-08-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$84,375.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2610</b>	<b>Lewiston Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	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 state (city population = 34,800). Total crashes have decreased over the past 3 years: 2021 = 521, 2021=489, 2023 =468. This is due in part to the effort of LPD and funding they received through previous NHTSA grants. 60% of all Fatal Crashes are Aggressive Driver-related and 47% of all Suspected Serious Injuries crashes are Aggressive Driver-involved. Seat belt use (58.6%) ranked lower than the population category average (76.0%). Lewiston PD will focus their outreach and education efforts toward aggressive driving in FY26. LPD partners with the City to hold a Citizen's Academy and facilitates a segment on Safe Driving Awareness in addition to holding "Cool Down With A Cop" during the summer months. They continue to seek new methods of communication with citizens and visitors to increase public safety on their roadways.
<b>Subrecipient(s)</b>	Lewiston Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-10-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020IDO

<b>Funding Amount</b>	\$56,250.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2611</b>	<b>Garden City Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in and around Garden City. Garden City is uniquely nestled within the City of Boise, which experiences mostly commuter traffic and has a population of 12,800. In 2023 they had 246 total crashes of which there were no fatalities, however 81 were serious injuries. The fatal and injury rate per 1,000 was 6.3, the highest in the population group of 5,000 - 14,999. Their fatal and injury rate was 6.18, the state average 2.85. GCPD ranked #1 in their population group for: Fatal and Serious Injuries, Aggressive, Impaired, Distracted, Motorcycles, Pedestrians and Bicycles categories. They plan to use a 3-prong approach to mitigate these factors: Education, Enforcement and Engineering. A "ghost car" program is used for strategic locations. Garden City is proactive with social media, outreach and educational activities in addition to the Alive @ 25 program (4 instructors).
<b>Subrecipient(s)</b>	Garden City Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-11-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$62,500.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2613</b>	<b>Nampa Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in and around the City of Nampa. Nampa is the most populous city in Canyon County located 20miles west of Boise (population: 114,268). I-84 runs east-west through the city. In 2023, Nampa had a total of 2090 crashes, 8 were fatalities up from 4 the previous year. #1 contributing factor is Impaired Driving. Nampa ranked #2 in their population group for Aggressive and Motorcycle. Crash rate is 6.02, the average for the group rate, 40k+ is 4.82. Seat belt use was 81.2, with the state average being 76.1. Community education and outreach efforts include increasing law enforcement presence, creating public awareness campaigns using social media. Participate in all scheduled mobilizations.
<b>Subrecipient(s)</b>	Nampa Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-13-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$81,250.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2614</b>	<b>Spirit Lake Police Department - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) funding will provide integrated high visibility enforcement on a sustained basis in and around the city of Spirit Lake. Nestled in the heart of the state's panhandle in Kootenai County, Spirit Lake has a population of 2,500. In 2023, Spirit Lake had a total of 13 crashes of which there were no fatalities, but 3 serious injury crashes. Spirit Lake's crash rate per 1,000 was 1.2 in 2023 and the mean crash rate for the state was 1.6. The number 1 contributing factor for crashes was impairment with drivers 20 years and under. SLPD will partner with local schools for Mock DUI trials and hold community events such as Child Safety Seat Checks and Coffee with a Cop.
<b>Subrecipient(s)</b>	Spirit Lake Police Department-STEP
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-14-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$50,625.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2615</b>	<b>Gem County Sheriff's Reserves, Inc. – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement in and around Gem County (Emmett) on a sustained basis. Gem County Sheriff's Reserves, Inc. is a non-profit and is classified as a 'single organizational support' to the Gem County Sheriff's Office. In 2023 it had a population of 21,100 and considered a seasonal recreational destination via Hwy 16 and Hwy 52. Total crashes in 2023 were 192; 2 fatal and 72 serious injuries. 32% of all fatal crashes were Impaired Driver-related. The fatal and injury crash rate per 1,000 was 3.5 and the mean rate was 1.5 for the population category of 20,000 - 49,999. Public outreach and education is core to combating these problem areas. Gem County Reserves hold Alive @ 25 classes and partner with the SROs at local high schools. Facebook and posting articles in the local newspaper is part of their social media campaign. Officers attend trainings and conferences to stay abreast of changes in the law enforcement industry.
<b>Subrecipient(s)</b>	Gem County Sheriff's Reserve's Inc.
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-15-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020IDO

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600



<b>SPT2616</b>	<b>Rexburg Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide high visibility enforcement focusing on impaired, distracted and aggressive driving. Rexburg has a population of 40,000 and is the county seat of Madison County. From 2021-2024, 1,409 of Rexburg's 2,361 collisions were aggressive driving related. 43% of the fatal crashes can be partially attributed to aggressive driving, as can 12% of injury collisions. 381 of Rexburg's 2,361 collisions were distracted driving related. None of the fatal collisions could be attributed to distracted driving, but 19% of injury collisions could be. Officers have also reported seeing a major increase in driver's use of electronic devices while driving in the past couple of years. 54 of Rexburg's 2,361 collisions were impaired driving related. 14% of fatal crashes can be partially or completely attributed to impaired drivers, as can 14% of injury collisions. Rexburg made 157 arrests for Driving Under the Influence during this time. Rexburg plans on participating in all scheduled mobilizations.
<b>Subrecipient(s)</b>	Rexburg Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-16-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020IDO

<b>Funding Amount</b>	\$33,750.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2617</b>	<b>Twin Falls Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. The Twin Falls Police Department will encourage officers to work the grant in and around the holidays to focus on impaired or distracted drivers. Twin Falls PD will continue to push out social media notifications on all social media platforms. Twin Falls PD will have officers speak at Twin Falls High Schools and they will continue to participate in interviews with local reporters regarding traffic safety trends.
<b>Subrecipient(s)</b>	Twin Falls Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	High Visibility Enforcement

<b>Federal Aid Project #</b>	PT-2026-17-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2618</b>	<b>Twin Falls County Sheriff's Office – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide high visibility enforcement during impaired, aggressive, seat belt, and distracted driving statewide traffic enforcement mobilizations. Twin Falls County is largely rural with over 50% of the population living outside of the only urban town of Twin Falls. Twin Falls County continually ranks the highest for fatal, serious and injury crashes among counties of similar population. Twin Falls County Sheriff's Office will take a zero tolerance enforcement stance toward seat belt violations, using each stop as an opportunity to educate the public by addressing safety restraint and child restraint use and distribute educational materials at stops.
<b>Subrecipient(s)</b>	Twin Falls County Sheriff's Office
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	High Visibility Enforcement

<b>Federal Aid Project #</b>	PT-2026-18-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2619</b>	<b>Shoshone County Sheriff's Office - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) funding will integrate high visibility enforcement on a sustained basis in Shoshone County. The number 1 contributing factor of crashes in this North Idaho county is alcohol impairment. Shoshone County has the lowest seatbelt use for its population group at 43.9% while the group rate is 61.5%. The Shoshone County Sheriff's Office participates in many community events throughout the year and works with the North Idaho DUI Task Force.
<b>Subrecipient(s)</b>	Shoshone County Sheriff's Office
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-19-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$22,500.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2620</b>	<b>Emmett Police Department – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in the city of Emmett. Emmett is located in Gem County and has a population of 8,500 residents (2023). This number increases substantially during their annual Cherry Festival that draws crowds from all over the Treasure Valley. Emmett prides themselves on being a walkable community and Deputies patrol school zones to ensure the safety of children who walk. Emmett has participated in mobilizations in previous years and plans to continue to utilize its resources to coincide with the FY26 mobilization schedule. Emmett had a total of 13 crashes in 2023 of which there were no fatalities but had 13 serious injuries. 41% of all suspected injury crashes were aggressive involved. EPD partners with the Lion's Club to give away free bike helmets and talk about bike safety to kids. Community outreach and education include using the city's website and Messenger Index.
<b>Subrecipient(s)</b>	Emmett Police Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-20-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2621</b>	<b>Idaho County Sheriff's Office – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in Idaho County. Idaho County is the largest county by area (8,503 sq mi) in the state. Grangeville is the county seat. In 2023 Idaho County had a total of 271 crashes of which 5 were fatalities and 86 were serious injuries. The fatal and injury crash rate per 1,000 population = 5.1. The mean crash rate for the population group 10,000-19,999 was 3.6. They ranked #1 in total Fatal and Serious Injuries, #1 Impaired, #1 Distracted and #1 in Motorcycles. Idaho County plans to participate in all scheduled mobilizations for FY26. They will partner with the local high school's SRO for Driver's Education and will use social media as a way to educate its citizens.
<b>Subrecipient(s)</b>	Idaho County Sheriff's Department
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-21-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$56,250.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2622</b>	<b>Latah County Sheriff's Office – Traffic Enforcement</b>
<b>Project Activity Description</b>	Funding will provide integrated high visibility enforcement on a sustained basis in Latah County. Latah County is located in the north central region of the state; the county seat is Moscow - home of the University of Idaho. Population 41,300. They ranked #1 in Bicycles for their population group. Total crashes in 2023 were 412, which was a decrease since 2021. Fatal and injury crash rate per 1,000 population was 2.6. The mean crash rate for population group 20,000-49,000 was 1.5. Young drivers are over-represented so Latah County main focus is reaching out to middle, and high school students through drivers education and outreach fairs. Officer training is encouraged.
<b>Subrecipient(s)</b>	Latah County Sheriff's Office
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-22-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$28,125.00
<b>Funding Source</b>	IJA NHTSA 402
<b>CFDA</b>	20.600

<b>SPT2623</b>	<b>Nez Perce County Sheriff's Office - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in Nez Perce County. The county seat is Lewiston. Deputies patrol more than 700 miles of roadway, which includes diverse rural and urban communities. Hwys 95 & 12 run through the county. Total crashes have decreased over the past 3 years: 2021-784, 2022 - 731. 2023 - 692. The fatal and injury crash rate per 1,000 per population was 4.8. The mean crash rate for population group: 20,000-49,999 was 1.5. The seat belt rate (47.2%) is much lower than the group rate of 61.8. Aggressive driving and improving seat belt use will be a primary focuses of Nez Perce County. They plan to decrease this number through education and outreach opportunities with various social media postings (Facebook),and media releases. Nez Perce is part of Northern Idaho's DUI Task Force.
<b>Subrecipient(s)</b>	Nez Perce County Sheriff's Office-STEP
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-23-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$50,625.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600



<b>SPT2624</b>	<b>Teton County Sheriff - STEP</b>
<b>Project Activity Description</b>	Strategic Traffic Enforcement Program (STEP) - Integrated high visibility enforcement on a sustained basis in Teton County. Highway 33 runs through Teton County, which borders the State of Wyoming. Teton County has a total of 12 fatalities from 2019 - 2023, with 33% of those fatal crashes involving an impaired driver and 37% of those crashes involving aggressive driving. In 2024, Teton County saw 258 crashes, including one fatal crash, 49 hit and run crashes, and 112 slide-offs, for a total of 420 crashes (or 1.15 crashes per day). Funding will provide additional enforcement to reduce the number of crashes in Teton County.
<b>Subrecipient(s)</b>	Teton County Sheriff
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	Traffic Enforcement Services support High Visibility Enforcement.

<b>Federal Aid Project #</b>	PT-2026-24-00-00
<b>Eligible Use of Funds</b>	PT-402 Traffic Enforcement Services
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$67,500.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

V-Aggressive	Traffic Enforcement Services Statewide Services - Mini Grants
<b>Project Activity Description</b>	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.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	A-1, Support statewide high visibility enforcement campaigns and mini-grants for aggressive driving using enforcement and crash data to focus on areas for enhancement.

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYS0ID

<b>Funding Amount</b>	\$ 85,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

V-Aggressive	Idaho State Police - Traffic Enforcement
<b>Project Activity Description</b>	Project funding to reduce the number of impaired driving and aggressive driving crashes, as well as fatalities on Idaho roadways by fairly and aggressively enforcing impaired driving, aggressive driving, seat belt, and distracted driving laws. This ties into ISP's current patrol strategic goal of protecting the lives, rights, and property of the people in Idaho by providing innovative and effective traffic enforcement strategies on interstate highways and state and federal highways, including identifying and updating high crash locations primarily outside city limits within each district to ensure effective resource allocation that results in a reduction of crashes and by collaborating and partnering with allied law enforcement agencies and other highway safety partners in high crash locations to help reduce overall crashes. This project will also provide equipment to support the enforcement activity.
<b>Subrecipient(s)</b>	Idaho State Police
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer and the number of speed fatalities to 42 or fewer.
<b>Countermeasure</b>	Per the "Countermeasures that work...for State Highway Safety Offices" (11th Edition) high-visibility enforcement campaigns for speeding and aggressive driving produce safety-related benefits. Effective countermeasures include: Outreach and Education, CH 4, 4-31****, Officer Training and Traffic Law Enforcement: Uniform Guidelines No. 15, III & IV.
<b>Strategy</b>	A-1, Support statewide high visibility enforcement campaigns and mini-grants for aggressive driving using enforcement and crash data to focus on areas for enhancement.

<b>Federal Aid Project #</b>	FHWA
<b>Eligible Use of Funds</b>	FHWA HSIP
<b>FAIN</b>	693JJ22530000DYS0ID

<b>Funding Amount</b>	\$ 300,000.00
<b>Funding Source</b>	FHWA - Flex Funds
<b>CFDA</b>	20.205

# Traffic Records

<b>SKD2601</b>	<b>TRCC Data Improvement</b>
<b>Project Activity Description</b>	Funding to provide development and support to implement, manage, coordinate and improve one or more of the traffic safety records systems. This is performed throughout the whole state. We would like to increase our data collection with the tribal agencies. See the Triennial Highway Safety Plan pages 207 and 208 for more information.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
<b>Countermeasure</b>	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.
<b>Strategy</b>	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities. Provide support to local agencies so they can improve their data.

<b>Federal Aid Project #</b>	B3-2026-01-00-00
<b>Eligible Use of Funds</b>	M3DA 405c Data Program
<b>FAIN</b>	69A3752530000405CID0

<b>Funding Amount</b>	\$187,500.00
<b>Funding Source</b>	IIJA 405c Data Program
<b>CFDA</b>	20.616

SKD2602	E-Citation (Statewide)
<b>Project Activity Description</b>	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. This also includes continual improvements to the software and support to local agencies. A portion of this will be used to fund updates and continual support of the software. Location and affected communities will be dependent on those agencies who apply. See the Triennial Highway Safety Plan pages 207 and 208 for more information, as well as AGA Attachment 2 ITRSSP pages 14-16 for Crash Data System Performance Measures.
<b>Subrecipient(s)</b>	Law Enforcement Agencies
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
<b>Countermeasure</b>	Per Highway Safety Program Guideline No. 10, I, Traffic Records System Information components, A. and E. NHTSA supports and recommends a traffic records system.
<b>Strategy</b>	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

<b>Federal Aid Project #</b>	B3T-2026-01-00-00
<b>Eligible Use of Funds</b>	B3T-405c Technology
<b>FAIN</b>	69A3752530000405CID0

<b>Funding Amount</b>	\$500,000.00
<b>Funding Source</b>	IJA 405c Data Program
<b>CFDA</b>	20.616

<b>STR2601</b>	<b>Traffic Records Statewide Services</b>
<b>Project Activity Description</b>	<p>Implement projects within the traffic records system to address deficiencies. Implement changes and show improvement to traffic safety data within the system. Projects can be submitted throughout the year and can include any of the six data systems. These are usually not location specific however, we plan efforts to increase our data collection in tribal areas. See the Triennial Highway Safety Plan pages 207 and 208.</p> <p>Statewide ticketing Grants 2018-2024</p> <ul style="list-style-type: none"> <li>- 74 agencies live including ISP</li> <li>- 0 agencies currently in testing</li> <li>- 8 agencies waiting training</li> <li>- 2 agencies on hold for various reasons</li> </ul>
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities to 238 or fewer
<b>Countermeasure</b>	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.
<b>Strategy</b>	Develop and implement effective programs that improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data to identify traffic safety priorities.

<b>Federal Aid Project #</b>	TR-2026-01-00-00
<b>Eligible Use of Funds</b>	TR-402 Traffic Records
<b>FAIN</b>	69A37526300004020ID0

<b>Funding Amount</b>	\$6,250.00
<b>Funding Source</b>	IIJA NHTSA 402
<b>CFDA</b>	20.600

V-Data	AASHTOWARE Safety Trend Analysis/AASHTOWare Intersection Tool
<b>Project Activity Description</b>	Provide public facing dashboards with crash data to the public. The dashboards provided using this software target the focus areas as well as other areas of special interests. Currently that includes impaired driving, aggressive driving, motorcycles, bicycles, pedestrians, mature drivers, safe routes to school, child passenger safety, teen drivers, and wild animal crashes. This includes data throughout the state but can be filtered down to city, county, district or even local highway district. See Triennial Highway Safety Plan pages 207 and 208. Implement the intersection crash analysis tool of AASHTOWare Safety to enhance highway safety analysis for intersections.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities to 238 or fewer.
<b>Countermeasure</b>	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.
<b>Strategy</b>	D-6: Improve the crash and citation data collection and reporting process at all levels.

<b>Federal Aid Project #</b>	FHWA	<b>Funding Amount</b>	\$ 290,000.00
<b>Eligible Use of Funds</b>	FHWA HSIP	<b>Funding Source</b>	FHWA - Flex Funds
<b>FAIN</b>	693JJ22530000DYS0ID	<b>CFDA</b>	20.205

SKD26MA	405c Match
<b>Project Activity Description</b>	405c Match - this activity tracks all 405c match.
<b>Performance Measure</b>	Maintain the 5-year average number of traffic crash fatalities at 238 or fewer
<b>Countermeasure</b>	Match is required for all 405c activities.

<b>Federal Aid Project #</b>	M3MATCH-2026-TR-00-00	<b>Funding Amount</b>	25%
<b>Eligible Use of Funds</b>	M3Match-405c Match	<b>Funding Source</b>	IJA 405c Data Program
<b>FAIN</b>	69A3752530000405CID0	<b>CFDA</b>	20.616

# Unattended Passenger Safety

<b>SUP2601</b>	<b>Unattended Passenger Safety</b>
<b>Project Activity Description</b>	Funding for information to the public regarding unattended passenger safety, especially child passengers.
<b>Subrecipient(s)</b>	Office of Highway Safety
<b>Performance Measure</b>	Maintain the 5-year average number of pediatric heatstroke deaths at 3 or fewer.
<b>Countermeasure</b>	There were 8 pediatric heatstroke deaths in Idaho from 1998 to 2022, thus requiring education and outreach to citizens about the dangers of leaving children in hot cars. 1300.13 (d) Special funding conditions for Section 402 Grants.
<b>Strategy</b>	Support education and outreach for child passenger safety.

<b>Federal Aid Project #</b>	UNATTD-2026-01-00-00	<b>Funding Amount</b>	\$25,000.00
<b>Eligible Use of Funds</b>	UNATTD-402 Heatstroke/Unattended passenger education	<b>Funding Source</b>	IIJA NHTSA 402
<b>FAIN</b>	69A37526300004020ID0	<b>CFDA</b>	20.600



# Reference Materials

## Performance Measures and Targets

		2017-2021 Benchmark	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
<b>Primary Target</b>					
C1	5-Year Ave Fatalities	238	238	238	238
<b>Secondary Targets</b>					
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
<b>Aggressive Driving</b>					
C6	5-Year Ave ID Speeding Fatalities	42	42	42	42
<b>Distracted Driving</b>					
I1	5-Year Ave ID Distracted Fatalities	35	35	35	35
<b>Safety Restraint Use in Passenger Motor Vehicles (PMV)</b>					
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%
<b>Impaired Driving</b>					
C5	5-Year Ave ID Driver BAC>=0.08 Fatalities	37	37	37	37
<b>Vulnerable Users (Bike, Pedestrian, Mature)</b>					
C11	5-Year Ave ID Bicyclist Fatalities	3	3	3	3
C10	5-Year Ave ID Pedestrian Fatalities	17	17	17	17
I2	5-Year Ave ID Drivers >=65 in Fatal Crashes	53	53	53	53
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injuries	116	116	116	116
		2017-2021 Benchmark	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
<b>Youthful Driver</b>					
C9	5-Year Ave ID Drivers <=20 in Fatal Crashes	35	35	35	35
<b>Motorcycle (MC)</b>					
C7	5-Year Ave ID Motorcycle Fatalities	30	30	30	30
C8	5-Year Ave ID Unhelmeted MC Fatalities	17	17	17	17
<b>Commercial Motor Vehicle (CMV)</b>					
I3	5-Year Ave ID CMV Fatalities	44	44	44	44
<b>Lane Departure</b>					
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
<b>Intersections</b>					
I6	5-Year Ave ID Intersection-Related Fatalities	48	48	48	48

## Triennial Highway Safety Plan Strategies

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

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

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

# Triennial Highway Safety Plan Countermeasures

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

Program	Triennial HSP Countermeasure Strategies	CTW 2020	OTHER
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
Roadside Death Prevention	Communications and Outreach Supporting Enforcement	CH 3 – 4.1***	
Roadside Death Prevention	Speed and Speed Management: High Visibility Enforcement	CH 4 – 4.31****	
Roadside Death Prevention	Law Enforcement		*Uniform Guidelines No. 15, IV
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.

# FY26 Project Funding Summary

Funding Source	Unique Identifier	Program Area as Identified by 3HSP	Project Name	Grant Budget
<b>Community Traffic Safety</b>				
402	<b>S0026CP</b>	Community Traffic Safety	PAM - Community Traffic Safety	\$ 56,250.00
402	<b>SCP2601</b>	Community Traffic Safety	Community Education and Training Event	\$ 37,500.00
402	<b>SCP2602</b>	Community Traffic Safety	Law Enforcement Liaison Program	\$ 81,250.00
<b>Distracted Driving</b>				
402	<b>S0026DD</b>	Distracted Driving	PAM - Distracted Driving	\$ 18,750.00
405e	<b>SED2601</b>	Distracted Driving	Distracted Driving Outreach and Education	\$ 100,963.00
405e	<b>SED26EA</b>	Distracted Driving	HVE - National DD Awareness Month	\$ 187,500.00
405e	<b>SED26MA</b>	Distracted Driving	MATCH	\$ -
<b>Emergency Medical Services</b>				
HSIP	<b>V-EMS</b>	Emergency Medical Services	EMS/Post Crash Care	\$ 25,000.00
<b>Impaired Driving</b>				
402	<b>S0026AL</b>	Impaired Driving	PAM - Impaired Driving	\$ 43,750.00
405d	<b>SID2601</b>	Impaired Driving	Impaired Driving Statewide Services (405d)	\$ 50,000.00
405d	<b>SID2602</b>	Impaired Driving	Traffic Safety Resource Prosecutor (TSRP)	\$ 440,875.00
405d	<b>SID2603</b>	Impaired Driving	State Impaired Driving Coordinator (SIDC)	\$ 437,500.00
405d	<b>SID2604</b>	Impaired Driving	MADD Court Monitoring	\$ 93,750.00
405d	<b>SID2605</b>	Impaired Driving	Bonneville County Sheriff's Office	\$ 50,000.00
405d	<b>SID26EA</b>	Impaired Driving	HVE - Impaired Driving Dec/Jan Mobilization	\$ 187,500.00
405d	<b>SID26EB</b>	Impaired Driving	HVE - Impaired Driving 4th of July Mobilization	\$ 187,500.00
405d	<b>SID26EC</b>	Impaired Driving	HVE - Impaired Driving Labor Day Mobilization	\$ 187,500.00
405d	<b>SID26PM</b>	Impaired Driving	Impaired Driving Paid Media	\$ 250,000.00
405d	<b>SID26CS</b>	Impaired Driving	Match 405d Hearing Officers	\$ -
405d	<b>SID26MA</b>	Impaired Driving	Match 405d	\$ -
<b>Motorcycle Safety</b>				
402	<b>S0026MC</b>	Motorcycle Safety	PAM - Motorcycle	\$ 25,000.00
402	<b>SMC2601</b>	Motorcycle Safety	Motorcycle Safety Statewide Services	\$ 12,500.00
405f	<b>SMF2601</b>	Motorcycle Safety	Motorcycle Awareness Paid Media	\$ 50,000.00
405f	<b>SMF26MA</b>	Motorcycle Safety	405f Match	\$ -
<b>Non-Motorized (Pedestrian and Bicyclists)</b>				
402	<b>S0026PS</b>	Non-Motorized (Ped/Bike)	PAM - Pedestrian and Bicycle Safety	\$ 25,000.00
HSIP	<b>V-Bike Ped</b>	Non-Motorized (Ped/Bike)	Bicycle and Pedestrian - Mini-Grants	\$ 60,000.00
<b>Occupant Protection</b>				
402	<b>S0026OP</b>	Occupant Protection	PAM - Occupant Protection	\$ 43,750.00
402	<b>SCR2601</b>	Occupant Protection	Child Passenger Safety Statewide Service	\$ 12,500.00
405b	<b>SOP2601</b>	Occupant Protection	Child Passenger Safety Coordination Program	\$ 300,000.00

405b	<b>SOP2602</b>	Occupant Protection	Safe Start Child Passenger Safety	\$ 10,000.00
405b	<b>SOP26EA</b>	Occupant Protection	HVE-Occupant Protection CIOT Mobilization	\$ 156,250.00
405b	<b>SOP26PM</b>	Occupant Protection	Occupant Protection Paid Media	\$ 125,000.00
402	<b>SSB2601</b>	Occupant Protection	Occupant Protection Observational Survey	\$ 31,250.00
HSIP	<b>V-Seat Belt</b>	Occupant Protection	Child Passenger Safety Training	\$ 36,000.00
405b	<b>SOP26MA</b>	Occupant Protection	Occupant Protection 405b Match	\$ -
<b>Paid Advertising/Media</b>				
402	<b>S0026PM</b>	Paid Advertising	PAM - Paid Advertising	\$ 62,500.00
402	<b>SPM2601</b>	Paid Media	Paid Media	\$ 500,000.00
HSIP	<b>V-Paid Media</b>	Paid Media	Paid Media	\$ 400,000.00
<b>Planning and Administration</b>				
402	<b>S0026PA</b>	Planning and Administration	Planning and Administration	\$ 406,250.00
402	<b>SPA2601</b>	Planning and Administration	Electronic Grant Management System	\$ 22,500.00
<b>Roadside Death Prevention</b>				
405h	<b>SRD2601</b>	Roadside Deaths Prevention	Roadside Death Prevention Education	\$ 25,000.00
405h	<b>SRD26MA</b>	Roadside Deaths Prevention	Roadside Death Prevention 405h Match	\$ -
<b>Teen Traffic Safety</b>				
402	<b>S0026TS</b>	Teen Traffic Safety	PAM -Teen Traffic Safety	\$ 43,750.00
HSIP	<b>V-Youth</b>	Teen Traffic Safety	Teen Traffic Safety Statewide Services	\$ 10,000.00
HSIP	<b>V-Youth</b>	Teen Traffic Safety	Students Against Destructive Decision (SADD)	\$ 150,000.00
HSIP	<b>V-Youth</b>	Teen Traffic Safety	Alliance Highway Safety	\$ 100,000.00
<b>Traffic Enforcement Services</b>				
402	<b>S0026PT</b>	Traffic Enforcement Services	PAM - Traffic Enforcement Services	\$ 125,000.00
HSIP	<b>V-Aggressive</b>	Speed Management	HVE - Aggressive Driving Mobilization Summer	\$ 100,000.00
402	<b>SPT2602</b>	Traffic Enforcement Services	Star Police Department - STEP	\$ 33,750.00
402	<b>SPT2603</b>	Traffic Enforcement Services	Boise County Sheriff – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2604</b>	Traffic Enforcement Services	Boise Police Department – Traffic Enforcement	\$ 250,000.00
402	<b>SPT2605</b>	Traffic Enforcement Services	Coeur d'Alene PD – Traffic Enforcement	\$ 56,250.00
402	<b>SPT2606</b>	Traffic Enforcement Services	Eagle Police Department - STEP	\$ 56,250.00
402	<b>SPT2607</b>	Traffic Enforcement Services	Shelley Police Department - STEP	\$ 45,000.00
402	<b>SPT2608</b>	Traffic Enforcement Services	Fruitland Police Department - STEP	\$ 84,375.00
402	<b>SPT2610</b>	Traffic Enforcement Services	Lewiston PD – Traffic Enforcement	\$ 56,250.00
402	<b>SPT2611</b>	Traffic Enforcement Services	Garden City PD – Traffic Enforcement	\$ 62,500.00
402	<b>SPT2613</b>	Traffic Enforcement Services	Nampa Police Department - Enforcement	\$ 81,250.00
402	<b>SPT2614</b>	Traffic Enforcement Services	Spirit Lake Police Department - STEP	\$ 50,625.00
402	<b>SPT2615</b>	Traffic Enforcement Services	Gem County Sheriff's Reserves, Inc. – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2616</b>	Traffic Enforcement Services	Rexburg PD – Traffic Enforcement	\$ 33,750.00
402	<b>SPT2617</b>	Traffic Enforcement Services	Twin Falls PD – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2618</b>	Traffic Enforcement Services	Twin Falls CSO – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2619</b>	Traffic Enforcement Services	Shoshone County Sheriff's Office - STEP	\$ 45,000.00
402	<b>SPT2620</b>	Traffic Enforcement Services	Emmett PD – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2621</b>	Traffic Enforcement Services	Idaho CSO – Traffic Enforcement	\$ 56,250.00



402	<b>SPT2622</b>	Traffic Enforcement Services	Latah CSO – Traffic Enforcement	\$ 28,125.00
402	<b>SPT2623</b>	Traffic Enforcement Services	Nez Perce County Sheriff's Office - STEP	\$ 50,625.00
402	<b>SPT2624</b>	Traffic Enforcement Services	Teton County Sheriff - STEP	\$ 67,500.00
HSIP	<b>V-Aggressive</b>	Traffic Enforcement Services	Traffic Enforcement Services - Mini Grants	\$ 85,000.00
HSIP	<b>V-Aggressive</b>	Traffic Enforcement Services	Idaho State Police - Traffic Enforcement	\$ 300,000.00
<b>Traffic Records</b>				
405c	<b>SKD2601</b>	Traffic Records	TRCC Data Improvement	\$ 187,500.00
405c	<b>SKD2602</b>	Traffic Records	E-Citation (Statewide)	\$ 500,000.00
402	<b>STR2601</b>	Traffic Records	Traffic Records Statewide Services	\$ 6,250.00
HSIP	<b>V-Data</b>	Traffic Records	AASHTOware Safety Trend Analysis/Intersection Tool	\$ 290,000.00
405c	<b>SKD26MA</b>	Traffic Records	Traffic Records 405c Match	\$ -
<b>Unattended Passenger Safety</b>				
402	<b>SUP2601</b>	Unattended Passenger	Unattended Passenger Safety	\$ 25,000.00
<b>TOTAL</b>				<b>\$ 7,890,963.00</b>

<b>Program</b>	<b>402 Funds</b>	<b>405 Funds</b>	<b>HSIP Funds</b>
Community Traffic Safety	\$ 175,000.00		
Distracted Driving	\$ 18,750.00	\$ 288,463.00	
EMS			\$ 25,000.00
Impaired Driving	\$ 43,750.00	\$ 1,884,625.00	
Motorcycle	\$ 37,500.00	\$ 50,000.00	
Non-Motorized	\$ 25,000.00		\$ 60,000.00
Occupant Protection	\$ 87,500.00	\$ 591,250.00	\$ 36,000.00
Paid Advertising	\$ 562,500.00		\$ 400,000.00
Planning and Admin	\$ 428,750.00		
Roadside Deaths		\$ 25,000.00	
Teen Traffic Safety	\$ 43,750.00		\$ 260,000.00
Traffic Enforcement	\$ 1,323,125.00		\$ 485,000.00
Traffic Records	\$ 6,250.00	\$ 687,500.00	\$ 290,000.00
Unattended Passenger	\$ 25,000.00		
<b>TOTALS</b>	<b>\$ 2,754,375.00</b>	<b>\$ 3,526,838.00</b>	<b>\$ 1,556,000.00</b>