

NH

**OFFICE OF
HIGHWAY
SAFETY**

**ANNUAL
REPORT**

2021







I am pleased to present the *Annual Report of the NH Office of Highway Safety for Federal Fiscal Year*

In 2021, New Hampshire experienced an uptick in fatalities of 12% from the prior year. Nationally, fatalities rose to 38,680 deaths last year shocking many experts as these deaths continue to rise in 2021. Executive Director of the Governors Highway Safety Association Jonathan Atkins said it best when he suggested that people's disregard for themselves and others on the road is part of a national decline in civility that has accelerated during this ongoing pandemic. This speaks true to some of the highway safety issues being witnessed by law enforcement on New Hampshire roads. One example of this is a 125% increase in speeding of over 100 MPH+ by motorist (from 2018 to 2020). However, even during these challenging times New Hampshire's highway safety partners continue to commit and dedicate themselves to the mission to save lives by continuing to try to change behaviors through enforcement, education, outreach, and messaging. The Office of Highway Safety would like to thank all of our highway safety partners for their efforts and is proud to work with all of you to help save lives.

This report outlines the performance targets set for Federal Fiscal Year (FFY) 2021, as well as reports on the progress obtained in meeting those targets. Additionally, it includes descriptions of activities conducted by our highway safety partners, program area summaries, and the financial accounting of expenditures. There were a number of projects scheduled in the FFY 2021 Highway Safety Plan (HSP) that were affected due to the on-going COVID-19 pandemic.

During the year, the staff in Highway Safety continuously reviewed the crash statistics and adjusted projects as needed to better address the identified challenges. When preparing the FFY 2022 HSP, programs not implemented in FFY 2021 were reviewed and not implemented if the need did not exist. This report is compiled through a collaborative effort amongst dedicated highway safety professionals, project directors and Highway Safety staff.

The NH Office of Highway Safety (OHS) would like to thank the National Highway Traffic Safety Administration (NHTSA) for offering the following waivers in support of the COVID-19 Pandemic. Waivers provided by NHTSA (Issued April 29, 2021) to the states were as follows:

- **Maintenance of Effort:** NHTSA waives the Maintenance of effort requirements for FFY 2021 and the effect of associated certifications provided by States in their grant applications for FY 2021
- **Local Benefit/Share to Local:** NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2021 that States expend 40 percent of section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State

It is with great pleasure that the State of New Hampshire collaborates with NHTSA and all of our partners (please refer to Traffic Safety Partners List below) in our attempt to reduce traffic-related crashes and the resulting deaths, injuries and property damage that are associated with these traffic-related events. Together, we can create better drivers and safer roads.

Respectfully submitted,

Captain Christopher W. Vetter

Commander, NH Office of Highway Safety

Traffic Safety Partners

- ❖ The National Highway Traffic Safety Administration (NHTSA)
- ❖ NH Department of Transportation
- ❖ NH Department of Safety (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- ❖ NH Department of Justice
- ❖ Administrative Office of the Courts
- ❖ NH Liquor Commission
- ❖ NH Traffic Safety Commission
- ❖ NH Police Standards & Training Council
- ❖ NH Traffic Records Coordinating Committee
- ❖ NH Department of Health and Human Services
- ❖ NH Department of Education
- ❖ NH Insurance Department
- ❖ NH Association of Chiefs of Police
- ❖ NH Sheriffs' Association
- ❖ NH Police Officers' Association
- ❖ NH Association of Counties
- ❖ NH Municipal Association
- ❖ NH Driver Education Teachers Association
- ❖ Granite State Wheelman
- ❖ Associated General Contractors of NH Inc.
- ❖ Federal Highway Administration
- ❖ New Hampshire's U.S. Congressional Representatives and Senators
- ❖ Governors' Highway Safety Association
- ❖ National Safety Council of Northern New England
- ❖ The University of New Hampshire
- ❖ Community Alliance for Teen Safety (CATS)
- ❖ NH Mothers Against Drunk Driving
- ❖ The Injury Prevention Center at Children's Hospital at Dartmouth
- ❖ AAA Northern New England
- ❖ Local Police & Sheriff Departments
- ❖ Brain Injury Association of New Hampshire
- ❖ NH Auto Dealers Association
- ❖ Dartmouth College
- ❖ Plymouth State College
- ❖ Keene State College
- ❖ SNHU
- ❖ Victim's Inc.
- ❖ AT&T
- ❖ New Hampshire Fisher Cats Baseball
- ❖ iHeart Media
- ❖ Destination Media DBA Gas Station Television (GSTV)
- ❖ WMUR TV
- ❖ Bike Walk Alliance of NH
- ❖ Federal Motor Carrier Safety Administration
- ❖ Ross Express

- ❖ NH School Transportation Association
- ❖ NH WIC Centers
- ❖ Granite YMCA
- ❖ Boys & Girls Club of NH
- ❖ NH Head Start
- ❖ NH Youth Council
- ❖ Business Alliance for People of Color (Dwight Davis/Former NBA Player)
- ❖ Senior Helpers (Dwight & Gale Davis)
- ❖ Big Brothers Big Sisters of New Hampshire
- ❖ Legacy Recovery Retreat
- ❖ Black Heritage Trail (Dwight Davis/ Former NBA Player)
- ❖ The Way Home
- ❖ Volunteer NH
- ❖ New Generations
- ❖ NH Humanities
- ❖ The Junior/Senior Friends Program
- ❖ NH PS&T Police Cadet Training Academy (for ages 14 to 20 years old)
- ❖ New Heights (Dwight Davis/program helping teens transition to adulthood)

CONTENTS

MISSION	8
PROGRAM MANAGEMENT	8
TARGET	8
ACCOMPLISHMENTS	8
C-1 TRAFFIC FATALITIES (FARS)	10
C-2 *SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)	11
C-3 MILEAGE DEATH RATE (FARS)	12
C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)	12
C-5 ALCOHOL IMPAIRED DRIVING FATALITIES (FARS @ .08 AND ABOVE)	13
C-6 SPEEDING RELATED FATALITIES (FARS)	14
C-7 MOTORCYCLIST FATALITIES (FARS).....	15
C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS).....	16
C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	16
C-10 PEDESTRIAN FATALITIES (FARS).....	17
C-11 BICYCLIST FATALITIES (FARS).....	18
B-1 SEAT BELT USE	19
DISTRACTED DRIVING:.....	23

Distracted Driving Signage, New Hampshire DOT	Error! Bookmark not defined.
NATIONAL DRUNK & DRUGGED DRIVING AWARENESS MONTH	27
Drug Recognition Expert (DRE) Program, Liquor Enforcement	28
UNH Wildcats	Error! Bookmark not defined.
TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE	31
NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS	33
Interlock Ignition Program	36
New Hampshire Motorcycle Rider Training (MRT) Media	39
MOTORCYCLE PAID MEDIA	39
20-05-03	40
OCCUPANT PROTECTION	43
ACCOMPLISHMENTS	44
CHILD PASSENGER SAFETY PROGRAM – Injury Prevention Center, CHaD	45
Buckle Up New Hampshire Program (BUNH) – Injury Prevention Center, CHaD	47
NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER	51
Attitude Survey	52
OCCUPANT PROTECTION PAID MEDIA	53
EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)	55
Crash Analysis	55
Deployment of Resources	56
Effectiveness Monitoring	56
POLICE TRAFFIC SERVICES	57
2020 Sustained Traffic Enforcement Patrols (STEP)	59
2020 Operation Safe Commute (OSC)	61
2020 Join the New Hampshire Clique	61
2020 Drive Sober or Get Pulled Over Mobilization	64
2020 DWI Enforcement Patrols	66
2020 Distracted Driving	68
2020 U Drive. U Text. U Pay. Enforcement Mobilization	69
2020 Bicycle/Pedestrian	41
2020 E-Crash – Printer/Scanner/GPS	72
2020 E-Crash – Mobile Data Terminals	74
NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION	75
TEEN DRIVER PROGRAMS	76
COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)	76
Youth Operator Program	78
TRAFFIC RECORDS CONSULTANT	84
LEXIS NEXIS	84
EMS RECORDS USER MANAGEMENT FUNDS	85
CRASH DATA	86
Vehicle crash data Update	86
NEW HAMPSHIRE STATE POLICE	86

J-One VPN Installation Assistance Funds	86
Collision Analysis & Reconstruction (CAR) Training	87
Fatality Analysis Reporting System (FARS), NH DMV	88
Data Analysis	89
DRIVER EDUCATION ASSESSMENT	90
Planning and Administration	90
PROGRAM MANAGEMENT & ADMINISTRATION	91
Performance Targets.....	91
Amendments	89

VISION

The vision of the State of New Hampshire Office of Highway Safety (OHS) is to create safe roadways throughout New Hampshire by minimizing, to the greatest degree possible, the potential for crashes that result in death, injury, and property damage. Our office endeavors to accomplish this by fostering Highway Safety partnerships with law enforcement entities, industry, educational institutions, and various community programs. These partnerships provide the necessary resources needed to implement robust countermeasures built within the Highway Safety Plan, which include programs related to media messaging, educational initiatives, and enforcement.

MISSION

The mission of the State of New Hampshire Office of Highway Safety (OHS), under the direction of the Governor and Commissioner of Safety, is to save lives and reduce injuries on New Hampshire roadways through effective leadership, innovation, and program facilitation and support, in partnership with public and private sector organizations.

PROGRAM MANAGEMENT

TARGET

The OHS will support traffic safety activities at the state, county and local levels and maintain a close working relationship with state and national organizations.

The Office will continue to provide public information to develop and foster support to allow effective implementation of the various programs outlined in the Highway Safety Plan. The countermeasures outlined in the Highway Safety Plan will seek to reduce the number of traffic crashes and the resulting loss of life, personal injuries, and property damage.

The OHS staff will continue to work with local, county, nonprofit and state agencies to provide information on federal highway safety programs, Office of Highway Safety procedures, and to assist in applying for grant funds.

ACCOMPLISHMENTS

The OHS continues to provide equipment to local law enforcement agencies to purchase eCrash equipment (i.e. mobile data terminals, printers, scanners, and receivers). At the conclusion of 2021, there is now 125 agencies with direct VPN access to the state and 35 agencies access to the state's VPN via another agency bringing the overall total to 160. Currently, there are 103 law enforcement agencies that are submitting electronically (i.e., citations and /or crash reports) to the NH DMV and 86 agencies that are not. While the OHS is proud of this achievement and the milestone of having the most participation of law enforcement agencies to ever be connected to submit electronically to the state, there is still work to be done in the future. Currently, important data that needs to be sent electronically using the MMUCC V compliant crash report is being lost due to law enforcement's use of older manually submitted crash reports, which contain fewer elements and attributes. To improve upon this issue in the future, it is crucial that it be required, that all law enforcement agencies submit the electronic MMUCC V complaint crash reports to the DVM VISION system, in order to retain all data captured.

On August 16-25, 2021, the OHS had a NHTSA Management review conducted remotely for fiscal years 2019, 2020, and 2021. During this review the OHS received a commendation by NHTSA for our seat belt initiatives conducted during these 3 years of review. With the use of 405B funds that New Hampshire received for the first time in 2020, the OHS has been able to focus on improving seat belt use to include the following:

- Improved media, especially social media
- Enhanced child passenger safety programming
- Increased seat belt enforcement

Since these new OP initiatives have been implemented, NH has seen our seat belt usage rate increase 4.8% from 2019 to 2021, to 75.5%

The OHS continues to store and utilize the majority of information electronically (documents, files, etc.) helping to make the OHS more efficient. This also proved incredibly valuable to the safety of OHS staff and partners while working remotely during Covid-19 and currently working in the office of highway safety, as files were and are electronically accessed with no interruption in service provided to our partners in anyway. In New Hampshire, COVID-19 cases increased rapidly through the summer to the highest number of cases of any state in the country by December 2, 2021. The OHS continues to be successful in working with all of our highway safety partners even during these challenging times. The processing of applications, grant agreements, reimbursements, project monitoring, grant training, media messaging, and meetings (staff, traffic safety commission, traffic records coordinating committee, allocations meeting, conferences, etc.) have all continued to be done electronically and/or virtually the majority of the time.

Dealing with COVID-19, as well as the current climate of heightened sensitivity and scrutiny has been challenging for law enforcement nationwide. However, in New Hampshire, even during these challenging times, our law enforcement partners have maintained a commitment to enforcing all vehicle and traffic laws, which has surely helped to minimize the increase in fatalities on New Hampshire roads in 2021.

Our new Public Information Officer (PIO, Emily McNair) and the OHS continues to make strides in getting highway safety messaging (i.e. speed, impairment, distraction, pedestrian/bicycle, motorcycle, and occupant protection, etc.) out to the public. This important highway safety messaging, in conjunction with the requisite amount of enforcement efforts during NHTSA mobilizations and campaigns, supports our efforts to create positive driving behaviors among motorists.

Our mission continues to involve and strengthen our highway safety partnership when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures, but also involves analyzing data and information to identify highway safety problems, in order to help better align and implement state and local projects that will address these issues in FFY 2022.

The OHS continues to work with and local law enforcement agencies to utilize the most effective techniques to modify driver behavior related to speed and distraction. Surveys conducted by independent agencies indicate that the societal norm for speed here in NH is 10 - 15 miles per hour (MPH) over the posted speed limit. With the use of media messaging, the OHS will proactively begin an educational and informational campaign to change driver behavior. We want to move the drivers in the State of New Hampshire toward the knowledge that this is not the acceptable norm and that this belief is a primary cause of the increase in fatalities in our state.

You can follow the Office of Highway Safety on social media and find us on the web!



[HTTPS://WWW.NH.GOV/HSAFETY/](https://www.nh.gov/hsafety/)



[HTTPS://WWW.FACEBOOK.COM/NHHIGHWAYSAFETY](https://www.facebook.com/NHHIGHWAYSAFETY)



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Update on Performance Targets for FFY 2021

The 2021 FARS data report **105 Fatal Crashes** resulting in **117 Fatalities**. There are approximately over 40, 2021 fatal crash cases pending toxicology and/or final investigation reports. All performance targets are updated with the most current FARS data available.

Note: Targets for 2021 are based on an average of 5-years data (2017-2021). Because not all 2021 data is available, preliminary data is given using the average of 2017-2021 data that is available as of 3/10/22. Specific data used is described in each segment listed below.

Note: 2021 fatal crashes that are open/active investigations (approximately 40) pending toxicology and crash causation are the result of the NH State Police laboratory backlog of cases due to the gas chromatograph being down for repairs. It is imperative that the lab increase their toxicology capabilities to increase efficiency and timeliness of this data being submitted to FARS

C-1 TRAFFIC FATALITIES (FARS)

Maintain fatalities from 2015-2019 average baselines of 120 to the 2017-2021 projection target of 120. A **2021 TARGET OF 120.0 FATALITIES** (I.E., MAINTAINING THE 2019 FIVE-YEAR AVERAGE) IS RECOMMENDED (BY THE DOT AND NHOHS). THE RISING TREND COMPUTED BY THE DATA IS NOT ACCEPTABLE AS A TARGET AS IT WOULD BE CONTRARY TO THE CORE OBJECTIVE OF THE STATE'S DRIVING TOWARD ZERO INITIATIVE. To assess progress towards our 2017-2021 goals, we anticipate a decrease in the average number of fatalities.

The 2021 final data from FARS reported 117 Traffic Fatalities.

In 2021, New Hampshire met the traffic fatality target and realized a decrease in the 2017-2021 fatality target of 120 to 2017-2021 target of 114.4 (a decrease of 4.7% from the target).

The 5-Year Predicted Projected Average calculated in November for 2017-2021 was 113.4

This predicted projection was calculated by adding the current number of fatalities, as of November 29, 2021 (106), to the historical December fatality data 2016-2020 (7.2), then including this number in the 2021 fatality number (113.2) for an average predicted projection of fatalities 2017-2021 of 113.4.

Final 2021 fatality data (117 fatalities) was made available in February 2022 to provide for an accurate baseline average (2017- 2021) fatality number of 114.4. This number was close to the November fatality prediction with an increase of only .88%.

The Office of Highway Safety will make a countermeasure adjustment in 2022 to reduce fatalities. NHSP Captain Christopher Vetter will lead a coordinated impaired driving enforcement taskforce effort that will involve NH State Police working in conjunction with local police departments to conduct impaired driving saturation patrols in those areas where impaired driving typically occurs (i.e. Manchester, Portsmouth, Hampton, Concord, Nashua, etc.). This important initiative will also involve impactful impaired driving messaging (i.e. press conferences, psa's, social media posts, etc.) to the public to convey the message to not drive impaired. This initiative may also involve working with other partners (i.e. bars, restaurants, uber, lift, etc.) to reach out to patrons or customers to help prevent impaired driving.

In FFY 2022 and during the development of the FFY 2023 HSP, the OHS has implemented countermeasures to decrease traffic fatalities by funding enforcement and media efforts within those areas of New Hampshire where crashes and fatalities are occurring. The OHS Public Information Officer shall ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We are also planning to implement in our FFY 2023 HSP community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing overall traffic fatalities.

2020 FARS Documented Fatalities: 104

2020 Performance Target Value: 118.8 (projected 2016-2020 average)

2021 FARS Documented Fatalities: 117

2021 Performance Target Value: 120 (projected 2017-2021 average)

2021 State Data (Projected 2017-2021 Average): 114.4 (2021 Target Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-2 *SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)

Maintain Serious Injuries from the 5-year average 2015-2019 baseline of 456.4 to the 2017-2021 projection target 456.4 To assess our 2017-2021 goal, we anticipate an annual increase, December 31, 2020 (504.0) to September 9/30/21 (343) most current data available as of September .

The 2021 final data from the NH DMV reported 482 serious injury crashes.

Final serious injury (2017-2021 baseline average) was 466.4. This illustrates that countermeasures may need to be adjusted to help decrease these SBI crashes.

- **5-year Projected Average for (2017-2021) is 461.12* SBI crashes.**

In 2021, New Hampshire did not meet the projected target of 456.4 average serious injuries (2017-2021). With the 2020, 504 and 2021, estimated 457 serious injury crashes calculated into the 2017-2021 projected average, we predicted 461.12 serious injuries (1.1% lower than the final serious injury 2017-2021 baseline average number of 466.4).

The Office of Highway Safety will make a countermeasure adjustment in FFY 2023 to reduce fatalities. NHSP Captain Christopher Vetter will lead a coordinated impaired driving enforcement taskforce effort that will involve NH State Police working in conjunction with local police departments to conduct impaired driving saturation patrols in those areas where impaired driving typically occurs (i.e. Manchester, Portsmouth, Hampton, Concord, Nashua, etc.). This important initiative will also involve impactful impaired driving messaging (i.e. press conferences, victims advocates, psa's, social media posts, etc.) to the public to convey the message to not drive impaired. This initiative may also involve working with other partners (i.e. bars, restaurants, uber, lift, etc.) to help reach out to patrons or customers to help prevent impaired driving.

New Hampshire will continue to proactively educate, message, and apply the requisite enforcement sanctions needed related to the safe operation of motor vehicles. The FFY 2023 plan will be adjusted to implement the most effective countermeasures available (i.e. enforcement efforts, media messaging, education, etc.). Additionally, as we begin

preparing the FFY2023 HSP, we will expand on our successes and evaluate countermeasures from other states that have proven effective in reducing SBI crashes. We are also planning to implement in our FFY 2023 HSP community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing SBI Crashes.

2020 Serious Injuries: 504

2020 Performance Target Value: 448.0 (projected 2016-2020 baseline average)

2021 Serious Injuries: 482

2021 Performance Target Value: 456.4 (projected 2017-2021 baseline average)

2021 State Data (2017-2021 baseline Average): 466.4 (2021 Target Not Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-3 FATALITIES/VMT MILEAGE DEATH RATE (FARS)

Maintain Fatalities/VMT from 0.884 (2015-2019 average) to 0.884 for the (2017-2021 average). To assess progress towards our 2017-2021 goal, we anticipate a 0.68 percent annual increase, December 31, 2019 (0.723), December 31, 2020 (0.869), and December 31, 2021 (data not yet available) as travel has increased tremendously in 2021.

- **The data necessary to calculate the end of year result is not available from NH Department of Transportation (DOT) until May 2022.**

2020 Fatality Rate: .869

2020 Performance Target Value: .885 (projected 2016-2020 baseline average)

2021 Fatality Rate: Not available yet

2021 Fatality Rate Target Value: .884 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 2021 data not available

Travel has increased tremendously in 2021, as well as fatalities, which is troublesome. Once the OHS receives the 2021 VMT information from NH DOT, our office will re-evaluate the performance target. If the goal is not met, our office will work with the Region 1 office to craft appropriate adjustments for our FY23 HSP.

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

Reduce unrestrained fatalities by 10 percent from 53.0 (2016-2020 average) to 47.7 (2017-2021 average).

The 2021 final data from FARS reported 48 Unrestrained Occupant Fatalities.

Final unrestrained occupant fatalities (2017-2021 baseline average) is 49.4 (an increase of 3.6 % from the 47.7 target).

- **The projected 5-year average (2017-2021) is 49.6 for Unrestrained Occupant Fatalities**

In 2021, New Hampshire did not meet the unrestrained passenger vehicle occupant fatalities target of 47.7. We predicted 49.6 unrestrained passenger vehicle Occupant Fatalities in FFY 2021 (.4% lower than the final unrestrained occupant fatality 2017-2021 baseline average number of 49.4). This number was derived by calculating the 2021 current unrestrained fatalities as of November 29th (46) and adding to that number the average number of unrestrained fatalities historically (2016-2020) that occurred in December (3.6).

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2023 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The OHS PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). The Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.) and the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high-risk populations with special emphasis in both these areas. We are also planning to implement in our FFY 2023 HSP, community outreach and betterment (COB) grants, to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities to help reduce unrestrained occupant fatalities.

2020 Unrestrained Fatalities: 40

2020 Performance Target Value: 50.4 (projected 2016-2020 baseline average)

2021 Unrestrained Fatalities: 48

2021 Performance Target Value: 47.7 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 49.4 (2021 Target Not Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-5 ALCOHOL IMPAIRED DRIVING FATALITIES (FARS @ .08 AND ABOVE)

Reduce alcohol impaired fatalities by 5 percent from 27.93 (2016-2020 average) to 25.65 (2017-2021 average).

As of March 10, 2022 FARS reported 30 alcohol impaired driving fatalities. This is not a final number at this time as there is still 40 fatal crash cases in 2021 still pending toxicology and/or final investigation reports.

As of March 10, 2022, the alcohol impaired driving fatalities (2017-2021 baseline average) is 27.4 (an increase of 6.8 % from the 25.65 target).

- **The projected 5-year average (2017-2021) is 31 Alcohol Impaired Driving Fatalities (see below for how 2021 data was calculated)**

As of March 10, 2022, New Hampshire did not meet the alcohol impaired driving target of 25.65 (this number may increase). Alcohol impaired driving fatalities were predicted in November from available 2021 data that confirmed 21 Impaired Victims of Fatal Crash as of 08/29/21. To predict the number of alcohol impaired driving fatalities for 2021, we calculated the 5-year average (2016-2020) of impaired driving fatalities for the months of September through December which averaged 10 Alcohol Impaired Driving Fatalities. By adding the 2021, current, 21 impaired driving fatalities to the average 10 historical Alcohol Impaired Driving Fatalities, we predicted 31 alcohol impaired driving fatalities in 2021 (our prediction was 11.6% higher than the final alcohol impaired driving fatalities 2017-2021 baseline average number of 27.4).

The Office of Highway Safety will adjust the impaired driving countermeasures in FFY 2023 to reduce fatalities. NHSP Captain Christopher Vetter will lead a coordinated impaired driving enforcement taskforce effort that will involve NH State Police working in conjunction with local police departments to conduct impaired driving saturation patrols in those areas where impaired driving typically occurs (i.e. Manchester, Portsmouth, Hampton, Concord, Nashua, etc.). This important initiative will also involve impactful impaired driving messaging (i.e. press conferences, victim's advocates, psa's, social media posts, etc.) to the public to convey the message to not drive impaired. This initiative may also involve working with other partners (i.e. bars, restaurants, uber, lift, etc.) to help reach out to patrons or customers to help prevent impaired driving.

The Office of Highway Safety will continue to adjust and implement countermeasures in FFY 2023 to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE Patrols, sobriety checkpoints, and mobilizations). Other factors influencing the performance target selection for FFY 2022 and in FFY 2023 to decrease impaired driving fatalities will be to focus on high population areas, high priority corridors, and fatal and serious injury crashes to help identify communities that will be given the highest priority of funding to conduct enforcement efforts. A Traffic Safety Resource Prosecutor (TSRP) and prosecutors to help educate law enforcement and prosecute DUI cases to remove the impaired driver from NH roads will also be countermeasures to address impaired driving in FFY 2022 and FFY 2023. Other FFY 2022 and 2023 countermeasure programs such as the interlock prosecutor program and the DRE program, as well, as educational programs presented for high schools will enhance this effort. Media efforts will continue to be a countermeasure (via radio, social media, etc.) and will run in conjunction with enforcement efforts to provide the greatest impact on reducing impaired driving. The OHS PIO is will also be reaching out to local law enforcement agencies around the state that are in high population areas to work with their public information officers to get important impaired driving and other highway safety messaging out to the public. In preparing for FFY 2022 and the FFY 2023 HSP, the NHOHS will be creating an impaired driving taskforce and will be meeting regularly. This taskforce will be charged with developing an impaired driving strategic plan. Also planned in our FFY 2023 HSP is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing alcohol impaired driving crashes and the resulting fatalities.

2020 Alcohol Impaired Driving Fatalities: 31
2020 Performance Target Value: 27.93 (projected 2016-2020 baseline average)
2021 Alcohol Impaired Driving Fatalities: 30 (data not complete)
2021 Performance Target Value: 25.65 (projected 2017-2021 baseline average)
2021 State Data (Projected 2017-2021 Average): 27.4 (data not complete)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-6 SPEEDING RELATED FATALITIES (FARS)

Reduce-speed related fatalities by 6 percent from 55 (2016-2020 average) to 51.70 (2017-2021 average).

The 2021 final data from FARS reported 50 speeding related fatalities.

Final speed related fatalities (2017-2021 baseline average) is 50 (a decrease of 3.2 % from the 51.70 target).

- The projected 5-year average (2017-2021) will be 39.8 Speed Related Fatalities.

In 2021, New Hampshire met our speed related target of 51.70. The speed related fatalities predicted for 2021 was made using the confirmed 29 speed related fatalities as of 11/29/21. To predict the number of speed related fatalities for 2021 we calculated the 5-year average (2016-2020) of speed related fatalities for the months September through December

which averaged 10.8 Speed Related Fatalities. Based upon this historical data, we predicted 39.8 speed related fatalities in 2021 (our prediction was 20.4% lower than the final speed related fatalities 2017-2021 baseline average number of 50).

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will implement countermeasures to decrease Speed Related Fatalities by funding enforcement efforts (Speed enforcement patrols, Border to Border, Operation Safe Commute, etc.) and educational efforts (i.e. Youth Operator program). The OHS PIO will also ensure the motoring public is messaged on the hazards of speeding. Also planned in our FFY 2023 HSP is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing speed related crashes and the resulting fatalities.

2020 Speed Related Fatalities: 43

2020 Performance Target Value: 53.6 (projected 2016-2020 baseline average)

2021 Speed Related Fatalities: 50

2021 Performance Target Value: 51.70 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 50 (2021 Target Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-7 MOTORCYCLIST FATALITIES (FARS)

Reduce motorcycle fatalities by 10 percent from 23 (2016-2020 average) to 20.70 (2017-2021 average).

The 2021 final data from FARS reported 25 motorcycle fatalities.

Final motorcycle fatalities (2017-2021 baseline average) is 24.6 (an increase of 19% from the 20.70 target).

- **With current & estimated data, the 5-year average (2017-2021*) is 24.6 Motorcycle Fatalities.**

In 2021, New Hampshire did not meet the Motorcycle Fatalities target of 20.70. In 2021, there were 25 motorcycle fatalities resulting in (2017-2021 average) 24.6 motorcycle fatalities (an increase of 19% from the 20.70 target). Fewer motorcyclists are taking the Motorcycle Rider Training program and helmet use continues to be neglected (as NH does not have a helmet law) by motorcyclists.

The Office of Highway Safety will adjust our FFY 2023 motorcycle countermeasures to increase motorcycle safety messaging and work with the DMV to increase motorcycle training and create an online motorcycle training component. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities (i.e. events, messaging, outreach, and involvement of our motorcycle community, etc.)

During the development of the FFY 2023 HSP, the Office of Highway Safety will continue to enhance media messaging efforts to emphasize to the public the importance of safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. The OHS PIO will also ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and/or fatalities. In FFY 2023, the NHOHS will continue working with the DMV to move as much of the in person classroom training on line.

2020 Motorcycle Fatalities: 25
2020 Performance Target Value: 19.0 (projected 2016-2020 baseline average)
2021 Motorcycle Fatalities: 25
2021 Performance Target Value: 20.7 (projected 2017-2021 baseline average)
2021 State Data (Projected 2017-2021 Average): 24.6 (2021 Target Not Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

Reduce un-helmeted motorcycle fatalities by 10 percent from 13 (2016-2020 average) to 11.70 (2017-2021 average).

The 2021 final data from FARS reported 19 un-helmeted motorcycle Fatalities.

Final un-helmeted motorcycle fatalities (2017-2021 baseline average) is 16 (an increase of 37 % from the 11.70 target).

- **With current and estimated un-helmeted motorcycle data, the 5-year average (2017-2021) we are predicting 16 Un-helmeted Fatalities.**

In 2021, New Hampshire did not meet the Unhelmeted Motorcyclist Fatalities target of 11.70 (as of 11/29/21 there have been 18 Unhelmeted Motorcyclist Fatalities). In FFY 2021, we predicted 16 un-helmeted motorcycle fatalities using historical data.

The Office of Highway Safety will adjust our FFY 2023 motorcycle countermeasures to increase motorcycle safety messaging (recommending the importance of helmet use) and work with the DMV to promote increased motorcycle training and create an online motorcycle training component that addresses the importance of helmet use. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities and to increase helmet use (i.e. events, messaging, outreach, and involvement of our motorcycle community, etc.)

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will enhance media messaging on the importance of wearing a helmet to the public to decrease un-helmeted motorcycle fatalities. Additionally, the importance of wearing a helmet is mentioned to all riders during the Motorcycle Rider Training (MRT) course. The OHS PIO will also ensure the motoring public is messaged on all aspects of motorcycle safety to help prevent motorcycle crashes and the resulting injuries and or un-helmeted fatalities. In FFY 2023, the NHOHS will continue working with the DMV to move as much of the in person classroom training on line.

2020 Unhelmeted Motorcycle Fatalities: 18
2020 Performance Target Value: 11.16 (projected 2016-2020 baseline average)
2021 Unhelmeted Motorcycle Fatalities: 19
2021 Performance Target Value: 11.70 (projected 2017-2021 baseline average)
2021 State Data (Projected 2017-2021 Average): 16 (2021 Target Not Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Reduce young driver involved fatalities by 10 percent from 11 (2016-2020 average) to 9.9 (2017-2021 average).

Final 2021 data from FARS for drivers age 20 or younger involved in fatal crashes is 5.

Drivers age 20 or younger involved in fatal crashes (2017-2021 baseline average) is 8.6.

- **With current and estimated data, the 5-year average (2017-2021*) is 4.8 for drivers age 20 & under.**

In 2021, New Hampshire met the target of 9.9 fatalities of drivers age 20 or younger. The projected prediction was made on 11/29/21 when there was a reported 4 fatalities of drivers age 20 or younger involved in fatal crashes. In FFY 2022, and during the development of the FFY 2023 HSP, the Office of Highway Safety will adjust and implement countermeasures to decrease Drivers Age 20 or younger involved in fatal crashes by funding educational efforts. The Dartmouth Hitchcock Memorial Hospital - Injury Prevention Center (Youth Operator program) and the Derry Community Alliance for Teen Safety (CATS program) work with young drivers to positively change driving behavior and potentially reduce crashes and the resulting injuries and or deaths. The OHS PIO will also ensure the motoring public is messaged on this topic. Also planned in our FFY 2023 HSP is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing drivers age 20 or younger involved in crashes resulting in fatalities.

2020 Drivers Age 20 or Younger Fatalities: 5

2020 Performance Target Value: 11.0 (projected 2016-2020 baseline average)

2021 Drivers Age 20 or Younger Fatalities: 5

2021 Performance Target Value: 9.9 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 8.6 (2021 Target Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-10 PEDESTRIAN FATALITIES (FARS)

Maintain involved pedestrian fatalities by from 12 (2016-2020 average) to 12 (2017-2021 average).

Final 2021 data from FARS for pedestrian fatalities is 9.

Pedestrian Fatalities (2017-2021 baseline average) is 11.6.

- **5-year projected average (2017-2021*) is 11.8 for pedestrian fatalities.**

This 2021 prediction was made using historical pedestrian fatality data average 2016-2020 for the month of December showing an average of 2 pedestrian fatalities occurring during these years. This average of 2 fatalities 2016-2020 in December has been added to the current 8 pedestrian fatalities as of 11/29/21 for a total of 10 that is used in the 2017-2021 pedestrian fatality average for 2021, deriving at the 11.8 predicted pedestrian fatality number (prediction was 1.7% lower than the final pedestrian fatalities 2017-2021 baseline average number of 11.6).

In 2021, New Hampshire met the pedestrian fatalities target of 12 (2017-2021 average). There were 9 adult pedestrian fatalities in 2021 resulting in pedestrian fatalities (2017-2021 average) of 11.6 (a 3.3 percent decrease from the 2021 pedestrian fatality target).

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety has implemented countermeasures to decrease Pedestrian Fatalities through pedestrian/bicycle enforcement efforts. Additionally, for FFY 2023, adjustments will be made by the OHS to proactively identify problem areas and actively work with partners to assist in reducing pedestrian fatalities, as well as, work closely with MPO's throughout the state. The NHOHS has worked with New Hampshire Police Standards and Training who is administering a mandatory online course for law enforcement to re-familiarize them with the states laws and rules related to pedestrians and motor vehicles. The OHS PIO will also ensure the motoring public is messaged on this topic.

2020 Pedestrian Fatalities: 16

2020 Performance Target Value: 12.0 (projected 2016-2020 baseline average)

2021 Pedestrian Fatalities: 9 (adult pedestrians)

2021 Performance Target Value: 12 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 11.6 (2021 Target Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-11 BICYCLIST FATALITIES (FARS)

Maintain bicyclist fatalities at 3.10 (2016-2020) average for a 5-year (2017-2021) average of 3.10.

Final 2021 data from FARS for bicyclist fatalities is 2.

Bicyclist Fatalities (2017-2021 baseline average) is 1.6.

- **5-year projected average (2017-2021) is 1.6 bicyclist fatalities.**

In 2021, New Hampshire met the bicyclist fatalities target of 3.10. In 2021, there was a total of 2 bicycle fatalities) resulting in a 2017-2021 average of 1.6 bicycle fatalities (a decrease of 48.4% from the 2021 bicycle fatality target).

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will adjust and implement countermeasures to decrease Bicyclist Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. The OHS has taken an aggressive approach to recruiting Law Enforcement partners to conduct enforcement patrols and has been working with New Hampshire police Standards and training and the New Hampshire Bike/Walk alliance to provide training to our state, local and county law enforcement personnel. Additionally, the OHS worked collaboratively with the New Hampshire Police Standards and Training council to develop and implement an online required refresher course for LE related to the operation on bicycles on our roadways. This course is mandatory to be eligible for reimbursement of funding. The OHS PIO will also ensure the motoring public is messaged on this topic.

In summary, all these performance targets are addressed in the FFY2022 OHS Highway Safety Plan and will be adjusted in the FFY 2022 and FFY 2023 plan as needed. The NH Office of Highway Safety will continue to closely monitor crash, serious injury, and fatality data on a daily and weekly basis. We will determine based on readily available data if these countermeasures are producing results or if they may need to be adjusted. The OHS continues to improve in the areas of traffic records accuracy and timeliness and anticipate that the OHS will be able to react more effectively to changes in crashes that are occurring on our highways.

2020 Bicyclist Fatalities: 2

2020 Performance Target Value: 3.10 (projected 2016-2020 baseline average)

2021 FARS Documented Fatalities: 2 (two adult)
2021 Performance Target Value: 3.10 (projected 2017-2021 baseline average)
2021 State Data (Projected 2017-2021 Average): 1.6 (2021 Target Met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

OTHER CORE BEHAVIOR MEASURES

B-1/C-12 SEAT BELT USE

Increase statewide seat belt use compliance 2 percent from 71.46 (2016-2020 average) to 73.44 (2017-2021 average). In 2021, this target was not met. The seat belt use rate was 75.5 in 2021, resulting in a (2017-2021 average) 72.52 seat belt use rate (1.3 % below the 73.44 % 2021 target). However, the seat belt usage rate for 2021 was 75.5% an increase of 4.3% from the 2020 seat belt usage rate of 72.4%.

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2023 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts and to use seat belt messaging during these initiatives. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The OHS PIO will continue to provide messaging to all partners and the public to promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will adjust countermeasures to increase seat belt use among NH drivers by funding additional law enforcement agencies to conduct seat belt enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). Also, the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.), and the OHS PIO who will ensure the motoring public is messaged on the importance of wearing a seat belt.

Percent of Operator and Front Seat Outboard Passengers Buckled											
2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

Distracted Driving Fatalities

2016	2017	2018	2019	2020	2021
2	7	5	6	6	4

To Maintain distracted driving fatalities from 6 (2016-2020 average) to 6 (2017-2021 average).

Final 2021 data from FARS for Distracted Driving Fatalities is 4.

Final Distracted Driving Fatalities (2017-2021 baseline average) is 5.6.

- **5-year projected average (2017-2021) is 5.2 distracted driving fatalities.**

In 2021, New Hampshire met the Distracted Driving Fatalities target of 6. On 11/29/21 we predicted 5.2 distracted driving fatalities as there was 3 distracted driving fatalities reported at that time. In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety has implemented countermeasures to decrease distracted driving fatalities through distracted driving enforcement efforts and UText, UDrive, UPay mobilizations, media efforts, and educational outreach. Additionally, an effort is underway in FFY 2021 and FFY 2022 to reduce distracted fatalities through the installation of Distracted Driving Signs purchased by the NH Department of Transportation. These signs will inform the motoring public that hand held electronic devices are prohibited by law while driving in New Hampshire and of the importance to not drive while distracted.

2020 Distracted Driving Fatalities: 7

2020 Performance Target Value: 6 (projected 2016-2020 baseline average)

2021 FARS Documented Fatalities: 4

2021 Performance Target Value: 6 (projected 2017-2021 baseline average)

2021 State Data (Projected 2017-2021 Average): 5.6 (2021 target met)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

FFY 2021 Traffic Records Performance Measures

Trauma Registry Timeliness

To improve the timeliness of the Trauma Registry system as measured in terms of a decrease of the average number of days from the admission date to the date the record is entered into the trauma registry database.

The state has not met measurable progress using the following method:

The average number of days from the admission date to the date the report is entered into the trauma registry database using a baseline period of April 1, 2019 to March 31, 2020 (18.54) days to a current period of April 1, 2020 to March 31, 2021 target of 17.54 days

The target of 17.54 days was **not achieved** for the current period April 1, 2020 to March 31, 2021 as it took 23.06 days to enter reports into the trauma registry. Timeliness was decreased by 4.27 from the April 1, 2019 to March 31, 2020 (18.79 days) period to the April 1, 2020 to March 31, 2021 period (23.06 days).

2020 Trauma Registry timeliness: Decreased to 18.79 days
2020 Trauma Registry Value: Enter Reports within days
2021 Trauma Registry timeliness: Increase to 23.06 days
2021 Trauma Registry Value: Entered reports within 17.54 days

CRASH TIMELINESS – STATEWIDE CRASH DATA (AVERAGE DAYS TO ENTER AT DMV)

New Hampshire will improve the timeliness of the Crash system as measured in terms of:

The average number of days from the crash date to the date the crash report is entered at the **DMV**. Compare the current period to the baseline period.

All numbers in this performance measure are statewide performance metrics that apply to all New Hampshire reporting agencies

The state will show measurable progress using the following method:

The average number of days from the crash date to the date the crash report to enter at the **DMV** from the baseline period of April 1, 2019 to March 31, 2020 (average of 13 days to enter 31,926 reports) to a current period of April 1, 2020 to March 31, 2021 (average of 4 days to enter 24,724 reports)

Although, there were no targets set for the two periods, timeliness did increase by an average of 9 days from the April 1, 2019 to March 31, 2020 period to the April 1, 2020 to March 31, 2021.

Timeliness to receive statewide crash data has plateaued and future improvements in timeliness using current business practices are being discussed. Future improvements are being obtained through regular meetings with the DMV that has started as of November 2022. In the FFY 2023 planning, the Office of Highway Safety will work with DMV in identifying areas to improve the speed of crash reports being entered at the DMV.

2020 Trauma Registry timeliness: 13 days (increase in timeliness)
2020 Trauma Registry Value: Not set
2021 Trauma Registry timeliness: 4 days (increase in timeliness)
2021 Trauma Registry Value: Not set (increase in timeliness)

CRASH TIMELINESS – STATEWIDE CRASH DATA (AVERAGE DAYS TO ENTER IN VISION)

New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database.

All numbers in this performance measure are statewide performance metrics that apply to all New Hampshire reporting agencies.

The state will show measurable progress using the following method:

The average number of days from the crash date to the date the crash report is entered into the **VISION** crash database using a baseline period of April 1, 2019 to March 31, 2020 (average of 31 days to enter reports into the VISION crash database) to a current period of April 1, 2020 to March 31, 2021 target of 30 days.

The target of 30 days was **achieved** for the current period April 1, 2020 to March 31, 2021 as it took an average of 20 days to enter 24,724 crash reports into the VISION database from the date of the crash. This resulted in an increase in timeliness of 10 days from the April, 2019 to March 31, 2020 period (31 days) to the April 1, 2020 to March 31, 2021 period (20 days).

2020 Crash timeliness: 31 days (increase in timeliness from 259)

2020 Crash Timeliness Value: No target available this year

2021 Crash timeliness: 20 days (increase in timeliness)

2021 Crash Timeliness Value: Entered reports within 30 days

2021 Core Outcome Measures		2016	2017	2018	2019	2020	*YTD 2021
Fatal Motor Vehicle Crashes		130	98	134	90	98	105
Operator Fatalities		76	74	83	47	58	63
Traffic Fatalities	Total (C-1)	136	102	147	101	104	117
Fatalities Per 100 Million VMT	Total (C-3)	1.01	0.75	1.07	0.73	0.87	0
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)		70	50	72	37	36	48
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)		32	21	35	20	37	30
Alcohol-Related Fatalities		42	27	49	37	36.6*	18
% of Alcohol-Related Fatalities		32	26.5	33.3	38.6	33.68*	16.5%
OHRV Operator Fatalities		1	1	0	0	0	2
Total Crashes Reported		29,862	37,885	34,174	33,592	23,516*	**19,131
NH Licensed Drivers		1,089,898	1,169,195	1,068,229	1,174,551	1,172,132	1,177,615
NH Registered Motorcycles		83,641	55,373	78,770	81,087	79,037	187,644
Population		1,334,641	1,342,795	1,341,390	1,363,852	1,359,711	1,377,529
Speeding-Related Fatalities (C-6)		77	58	71	35	37	50
Motorcyclist Fatalities	Total (C-7)	19	15	28	30	25	25
	Unhelmeted (C-8)	8	8	21	14	16	19
Drivers Involved in Fatal Crashes aged Under 21 (C-9)		20	15	13	8	10	5
Pedestrian Fatalities (C-10)		17	11	9	10	16	9
Bicyclist and Other Cyclist Fatalities**** (C-11)		2	2	2	0	2	2
Observed Seat Belt Use*** (B-1)		70	68	76	71	72.4	75.5
Grant Funded Seat Belt Citations		139	154	104	98	52	52
Grant Funded Impaired Driving Arrests		469	467	333	470	239	180
Grant Funded Speed Citations		8,046	8,349	5,245	8,757	7,599	8,185

Statewide Law Enforcement Activity 2021 (as of 12/07/21)	
Seat Belt Summons	195
Impaired Driving Arrests	3,795
Speed Summons	32,760

DISTRACTED DRIVING:

It is estimated that in 2021, distracted driving continues to account for as much as 15% of all crashes throughout New Hampshire. Included in the definition of distracted driving is the use of portable electronic mobile devices, which accounts for an average of 11% of the estimated 15% of distraction related crashes. Trying to account for all crashes with a primary causation of distraction can be elusive. Many times distraction is not recognized as a contributing factor and/or is listed secondary to crashes with a primary causation of speed or impairment.

In helping to achieve the NHOHS goal to reduce distracted driving fatalities in FFY 2021, the NH DOT has been installing the remaining distracted driving signs on some of the major corridors in New Hampshire (OHS monitoring will confirm locations) to inform the motoring public not to drive distracted. The NH DOT will continue to install these important reminders to the public through FFY 2021 and possible FFY 2022.



The NHOHS continued in FFY 2021, to diligently provide messaging to the public during Covid-19 on distracted driving and provided funding for distracted driving enforcement efforts that were conducted (i.e. OHS distracted driving patrols and mobilizations, etc.) by state, local, and county enforcement agencies. In 2021, the OHS recognized that the motoring public began to travel more than in 2020. Even as the Covid-19 pandemic rages on and has effected some of our law enforcement ability to conduct patrols, many of our law enforcement partners continued to stop vehicles and issue thousands of warnings and citations, many, for distracted driving. With that said, all the above-mentioned distracted driving initiatives that were conducted may have potentially helped in keeping distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

It is important to note that NH does not qualify for 405 funding due to the verbiage in their current RSA 265:79c. Additionally, state local and county law enforcement do not utilize RSA 265:79b as effectively as they could to address distraction because in many cases it is difficult to prove probable cause with mobile device usage because motorists will not admit to being negligent. However, over 3,584 distracted driving citations were issued in the state in 2021 (616 distracted driving citations were issued during the NHOHS grant funded distracted driving/mobilization enforcement patrols).

Although, it appears that New Hampshire has met the target of 6 distracted driving fatalities in FFY 2021, there still looms fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all of its goals surrounding the reduction of distracted driving on our roadways. We believe the continued use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2022 and 2023 HSP.

**Distracted Driving Fatalities
2021 Goal: 6**

2016	2017	2018	2019	2020	2021
2	7	3	5	6	4

NH in on track to meet the target of 6 distraction driving related fatalities in FFY 2021

The Office of Highway Safety selected the following projects below to fund in FFY 2021 to reduce fatalities and serious injuries due to distracted driving in NH.

DISTRACTED DRIVING PAID MEDIA

Planned Activity Description

New Hampshire’s hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI . We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns that encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year’s holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing on the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2021, to help achieve our goal of reducing distracted driving fatalities, the NHOHS continued to proactively message and use media sources to message the public on the dangers of utilizing a hand held device and driving distracted while operating a motor vehicle. This messaging proved to be extremely important and useful as travel increased on New Hampshire roads (possibly because people felt comfortable traveling after being vaccinated to protect against COVID-19), helping to keep distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these messaging efforts.

In FFY 2021, the NHOHS supported funding contracts with IHEART, Derry CATS, the NH Fisher Cats, and the Injury Prevention Center Youth Operator Program that provided public information and educational outreach on the dangers of distracted driving (to include handheld use, conversation, consumption of food and beverage, grooming, etc). Also,

the NHOHS and other media sources used funding to provide messaging during those times when distracted driving may be problematic (i.e. during NHTSA's U TEXT, U DRIVE, U PAY mobilizations, holidays, etc.)

The outcome of these comprehensive paid media efforts were best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

I-Heart Media + Entertainment

21-04-03

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns that encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing on the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2021, I-Heart Media + Entertainment ran a traffic and weather sponsorship through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get distracted driving messages (created by NHTSA and AAA Northern New England) out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting the dangers of driving distracted and/or promoting the U Drive. U Text. U Pay. National Enforcement Mobilizations. This contract also included the following elements related to distracted driving:

- 1) Added Value PSA schedule with social-norming messages regarding distracted driving in all forms to include text messaging
- 2) Static and animated banner ads on I-Heart Media station pages and social media platforms

Funding Source: 402

Funds Obligated: \$25,000.00

Funds Expended: \$25,000.00

New Hampshire Fisher Cats

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns that encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, etc.) to provide public information and education campaigns focusing on the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2021, the NHOHS contracted with the New Hampshire Fisher Cats to execute a distracted driving campaign. The contract included radio spots that would promote the dangers of distracted driving with both social norming and enforcement messaging that aired on the Fisher Cats Radio Network throughout the season. Additionally, the Fisher Cats ran a Distracted Driving message on social media and a printed message within their 2021 pocket schedule to help spread awareness to their fans. The NHOHS plans to make adjustments to this campaign with the Fisher Cats in 2022 to strengthen Distracted Driving messaging.

Funding Source: 402

Funds Obligated: \$25,000.00

Funds Expended: \$25,000.00

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2021 that continued to focus heavily on fatal and serious injury crashes to identify communities with the highest priority, helped the NHOHS to determine award amounts and strategically target areas for maximum impact on the overall impairment fatality and injury data. In this focused approach, we hoped to continue a downward trend in our mission to drive toward zero. Unfortunately, in FFY 2021, the Covid-19 pandemic surges on as impaired driving continues to be a major concern with some of our enforcement efforts still being impacted by COVID-19, as some enforcement agencies did not conduct patrols. A decrease in impaired driving patrols resulted in a decrease in activity, which may have increased the potential for impairment related crashes and the resulting injuries and/or fatalities. In addition, the DRE Administration grant was not fully executed as trainings

decreased due to COVID-19 and because the DRE Coordinator retired. It is important to know that these trainings are essential in increasing the certification of law enforcement to be able to decrease and combat the problem of impaired driving on our roads.

New Hampshire will not meet our 2021 alcohol impaired driving fatality average (2017-2021) target of 25.65 knowing, as of 3/10/22, there were 30 confirmed alcohol impaired traffic fatalities with many other potential impaired driving fatality cases still pending toxicology and investigation.. The increase in the number of impaired driving fatalities may also be impacted by the fact that as the COVID-19 pandemic continues, alcohol sales in New Hampshire continues to soar and the drug epidemic continue to set new records of drug overdoses.

However, even during these challenging times the NHOHS is proud of the efforts that our highway safety partners put forth while at times even risking their own lives to help save lives on our New Hampshire roads. They are truly heroes to us all.

Even amid the on-going Covid-19 pandemic, DWI patrols and mobilizations conducted by NH state police resulted in 100 impaired driving arrests and local police resulted in 63 impaired driving arrest, not to mention thousands of vehicle stops resulting in thousands of warnings and summonses issued for other motor vehicle violations. This visibility and activity provided by our law enforcement partners was paramount in keeping the impaired driving fatality numbers from being completely out of the norm during this pandemic.

Providing the public with important impaired driving media messaging was very useful during Covid-19. When other projects were affected, the majority of media projects were not (with the exception of the NH Fisher Cats who could not conduct their project because of Covid-19). Impaired driving messaging continued to run through all avenues (i.e. print, audio, video, social media, etc.) to address impaired driving throughout the year, including during those times when impaired driving has been historically problematic (Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations, etc.). The outcome of these comprehensive paid media efforts in conjunction with enforcement efforts were so very important during COVID-19 in keeping motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving from being even higher than they could have been without these efforts. Although NH did not meet all of its goals surrounding the reduction of impaired drivers on our roadways, we believe the continued use and enhancement of our media efforts and coordinated impaired driving enforcement efforts (saturations) will remain very important and a part of our countermeasures and planned activities in both the FFY 2022 and 2023 HSP's.

During these challenging times, some of our highway safety partners continued to make adjustments during Covid-19 by using virtual technology to conduct projects (i.e. trainings, outreach, hearings etc.). The NHOHS will continue to work with all of our highway safety partners to help make adjustments to projects and think of innovative ways to implement projects to help address impaired driving issues during Covid-19.

The Office of Highway Safety selected the following FFY 2021 projects below to fund to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

NATIONAL DRUNK & DRUGGED DRIVING AWARENESS MONTH

21-07-06

Planned Activity Description

This planned activity will provide funding for the Governor's Highway Safety Conference conducted by the NHOHS. This conference will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great

distances from other parts of the country to attend the luncheon) to educate attendees on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.)

In FFY 2021, on December 2, 9, 16, and 30, 2020, the NHOHS hosted the New Hampshire 2020 Virtual Safety Series (conference) conducted through a collaboration with AAA Northern New England and the Injury Prevention Center covering the latest trends involving Teen Drivers, Speeding, Impaired Driving, and Vehicle Technology. Several presenters offered their personal insight as it pertained to these topics making this virtual conference an informative one.

Funding Source: 405d Funds Obligated: \$250.00 Funds Expended: \$225.00

Drug Recognition Expert (DRE) Program, Liquor Enforcement

21-07-07

Planned Activity Description

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the country. Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Both alcohol and drug impairment have a debilitating affect on a person's ability to operate a motor vehicle safely. Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in the identification of alcohol impairment, the identification of drug impairment is an entirely more complex challenge. Since controlled and uncontrolled (illegal) drugs come in varying classifications and can have profoundly different effects, it is imperative that New Hampshire officers are trained in the detection and classification of that impairment in order to best identify driver offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education is important for law enforcement officers to have a better understand of impairment issues and how to address them. As of 2021, New Hampshire has 60 certified DRE experts including 12 certified instructors, representing law enforcement agencies throughout the state. This planned activity will allow New Hampshire Liquor Commission's Division of Enforcement to coordinate/administer the state's Drug Recognition Expert (DRE) program and provide law enforcement with the following training:

- Drug Recognition Expert (DRE), Advanced Roadside
- Impaired Driver Enforcement (ARIDE), Standard Field Sobriety Testing (SFST), Drug Evaluation and Classification (DEC), and Drug Impairment Training for Educational Professionals (DITEP). This contract will support the following number of classes:
 - DRE (out of state) 2 Classes of 9 Students
 - DRE (In State) 1 Class 10 Students
 - ARIDE 5 Classes of 30 students
 - DITEP 1 Class of 50 Students

This planned activity will also allow for overtime funds to be used by DRE's called out to support local law enforcement agencies who do not have a DRE to use during an impairment related stop. Funding for this planned activity will cover necessary funding to support activities associated with the administration of the DRE Program, current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts Posters-Reprint, ARIDE course manuals, and DITEP course manuals), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to Phoenix, Arizona, Los Angeles California, Miami Florida, or other

available out of state venue for DRE field evaluations/certification training, and travel to the annual conference on drugs and impaired driving), and indirect cost. It is important for law enforcement officers to travel and attend training and conferences in order to better understand impairment issues and how to address them through education, enforcement efforts and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3. It is anticipated that this funding will provide five ARIDE classes and two DRE classes to approximately 50 students.

In FFY 2021, the DRE Administration countermeasure was greatly impacted by the Covid-19 pandemic and not all goals were met. All trainings were cancelled to protect from Covid-19 exposure with the exception of four (4) SFST trainings that trained 197 students. This activity is an important countermeasure to help address impaired driving issues that New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorist driving on New Hampshire roads. The devastating effects of the drug epidemic in New Hampshire as well as the recent legalization of cannabis in all of our surrounding states, has increased the frequency of drug impaired driving on our roadways. In 2020, there were 417 drug overdose deaths involving opioids in New Hampshire. An example of how concerning this is, in 2020, the City of Manchester, NH alone had 78 overdose deaths. In 2021, Manchester and Nashua showed a 38% increase in opioid overdoses from 2020.

In 2022, the DECP program within the Office of highway safety has adjusted this countermeasure by conducting a training in February with additional trainings planned in March and in May to increase the certification of DRE's in New Hampshire. This is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from NH roads by using trained law enforcement who are experts in the field of drug recognition.

The following are 2021 DRE project goals and results:

Goal

- 1) To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2021 from prior year FFY 2020.

Performance Measure Result required under this project not met. (2019 = 86; 2020 = 84; 2021 = 60).

- 2) To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2021 from prior FFY 2020.

Performance Measure Result required under this project was met. (2019 = 171; 2020 = 0; 2021 = 57).

- 3) To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2021 from prior FFY 2020.

Performance Measure Result required under this project was met. (2019 = 300, 2020 = 78, 2021 = 84)

- 4) To increase the timeliness and accuracy of DRE evaluation data that is entered into the DRE National Database by 20% in FFY 2021 from prior FFY 2020.

Performance Measure Result required under this project was met.

**New Hampshire
DRE Year End Summary Report 2021
Current DREs:**

Number of certified DREs in your state:	60
Number of State Police DREs:	18
Number of Local Police Department DREs:	41
Number of County Sheriff's DREs:	1
Number of DRE instructors in your state:	12

Number of Agencies with Current DRE's 26

Evaluations:

Number of enforcement evaluations : 71

Number of training evaluations: 13

Total number of evaluations: 84

1. Drug Category (*DRE's Opinion*)

Depressants: 18

Stimulants: 20

Hallucinogens: 1

Dissociative Anesthetics: 1

Narcotic Analgesics: 28

Inhalants: 21

Cannabis: 5

2. Poly Drug Use

Total Number: 22

3. Other

Alcohol Only: 3

Medical Impairment: 2

No Impairment: 17

Tox Results: Pending: 0

Tox Found: No Drugs: 4

Toxicology Refused: 8

DRE Training

Number of DRE Schools: 0

Number of students: 0

Number of DREs certified: 0

Number of DRE Instructor Schools: 0

Number of students: 0

Number of DRE Instructors certified: 0

Number of 8-Hour Recertification Classes: 0

Number of students: 0

ARIDE Training

Number of ARIDE Schools: 3

Number of students: 57

DITEP Training

Number of classes: 0

Number of school nurses: 0

Number of SROs: 0

Other students: 0

Total Number of students: 0

Phlebotomy Training

- Number of classes: 0
- Number of students: 0

SFST Training

- Number of SFST classes: 4
- Number of students trained: 197
- Number of SFST Instructor classes: 0
- Number of students: 0

Other Training:

NH had anticipated launching a much anticipated regional DITEP (Drug Impairment Training for Educational Professionals) training given the demand and frequent requests for this valuable training. Despite our best intentions, this did not come to fruition due to the continuation of the COVID-19 pandemic in 2021.

Funding Source: 405d Funds Obligated: \$95,000.00 Funds Expended: \$9,369.60

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE

21-07-05

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Justice (DOJ) to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits) at \$128,144.40, current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, and DIOT transfers, etc.) at \$9,029.00, and travel expenses (to include in-State/out-of-State travel, etc.) at \$7,300.00. This planned activity will provide training and resources to support New Hampshire's State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2021 to remove impaired drivers from New Hampshire roads.

In FFY 2021, Funds were provided to the NH Department of Justice to support a Traffic Safety Resource Prosecutor that provided training, resources and guidance to law enforcement agencies. Training for law enforcement include the following:

- Felony blood draw training, throughout the State of New Hampshire
- Sobriety Checkpoint Training, throughout the State of New Hampshire
- Medical Records/Blood evidence for prosecution, throughout the State of New Hampshire
- Effective legal research and motion/objection writing for police prosecutors.
- DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.
- Serve as a resource for police officers and prosecutors on the numerous issues that DUI cases involve. This role includes assisting with trial preparation and serving as co-counsel on DUI cases in the district court level.
- Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.
- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted statewide.

New Hampshire's TSRP has made great progress and many Highway Safety Partners have utilized this valuable asset (i.e. the NHOHS, Law Enforcement Agencies, Hearings, Ignition Interlock, NH State Police Lab, NH Traffic Safety Commission, etc.). Listed below are the goals for this position and an update on the progress for each of the goals.

Goals:

- 1) **Law Enforcement Training: The TSRP will conduct regional trainings throughout the state on such topics as updates in traffic safety laws; gathering evidence in DWI, and other traffic safety cases; and case reviews. Training is provided at times and locations that would maximize the ability of officers from small police departments to participate in trainings. The budget accompanying this application includes funding for a speaker fee and travel costs, in the event that a national expert is invited to present at one regional or state-wide training.**

This goal was met. Multiple trainings were conducted around the State in the area of DUI detection and investigation. Several other trainings were conducted in the area of felony crash investigations. The trainings took place centrally at the NH Police Standards & Training Center in Concord, NH. Trainings were also conducted at the New Hampshire Police Standards and training facility for cadets on the topic of felony crash investigations.

- 2) **Prosecutorial Training: The TSRP will conduct regular training programs for prosecutors on such topics as updates in traffic safety laws, emerging trends in DWI prosecution, standardized field sobriety tests, implied consent, horizontal gaze nystagmus, breath/blood alcohol testing, charging decisions, anticipating and responding to defense counsel's trial objections, court rules and procedures, and general trial advocacy. Training is provided at times and locations that would maximize the ability of prosecutors to participate without interfering with their prosecutorial duties.**

This goal was met. Multiple trainings were held on the topic of updates in traffic law and law enforcement. Due to COVID-19 concerns, these trainings were web-based and covered topics in the area of legislative changes and additional services offered by the State Toxicology lab pertaining to toxicology reports as they pertain to DUI and other traffic related offenses.

The web-based format had the additional benefit of making the trainings available to each region of the State simultaneously. Live trainings were held in Rockingham and Hillsborough counties pertaining to the admissibility of blood evidence in felony DUI cases

- 3) Technical Assistance: The TSRP maintains, updates, and makes available to law enforcement and prosecutors a bank of legal memoranda and legal pleadings addressing commonly raised issues in traffic safety prosecutions; responds to verbal and written inquiries from law enforcement officers and prosecutors on matters relating to the investigation and prosecution of traffic safety violations; serves as second chair on complex impaired driving cases, including Daubert hearings, suppression hearings, and cases involving expert witnesses.**

This goal was met; it accounts for a great deal of time. Each week multiple inquiries are fielded by the TSRP pertaining primarily to matters involving the NH Motor Vehicle Code, implied consent laws, and associated rules, hearings, and decisions. Traffic related Supreme Court decisions and trial court orders are stored in an easily accessible computer file. Upon inquiry, these documents are available to requesting prosecutors or law enforcement. Further assistance has been provided in litigation matters in the form of appearing with co-counsel in crash death cases, assisting in DUI related appeals to the Supreme Court, preparing and sitting with prosecutors at suppression hearings, pleadings review, and assisting new prosecutors with preparing their first DUI trials.

Several changes in the impaired driving law have raised statutory interpretations issues. In FFY 2021, the TSRP coordinated efforts with prosecutors state wide to present arguments to put the State in a better position for a favorable interpretation at the Supreme Court. In one such instance, these efforts were successful, and the Supreme Court issued an order resulting in favorable prosecutorial positions for future cases.

Similar efforts are under way regarding changes in the requirements for admissibility of breath alcohol test results and the use of new programing made available at the State forensic lab for the prosecution of drug impaired driving.

Funding Source: 405d Funds Obligated: \$144,473.00 Funds Expended: \$123,550.76

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

21-07-08

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Safety Bureau of Hearings/Prosecution to continue to provide necessary assistance to the troops and to adequately and successfully prosecute DUI/DWI offenders. The prosecutors and paralegals will provide the following support to State Police:

- A) Prosecutorial Training: The additional prosecutors will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution trainings throughout the year in all troops.
- B) Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI cases including answering legal questions by phone and email, reviewing search warrant applications on DWI cases, reviewing and providing guidance on report writing, court testimony, and other technical assistance.

In addition, prosecutors supported by this grant will be able to prosecute the highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.

This planned activity will also allow for prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. In addition, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety, because this planned activity will provide prosecution, training, and resources to support New Hampshire's State Police who will be conducting enforcement efforts in FFY 2021 to remove impaired drivers from New Hampshire roads.

Funds under this planned activity will support activities directly associated with DUI/DWI prosecution, current expenses, and in state/out of state travel.

In FFY 2021, funds enabled the NH Department of Safety Bureau of Hearings/Prosecution to continue to provide necessary assistance to the troops to adequately and successfully prosecute DUI/DWI offenders. This planned activity also provided assistance in the prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources enabled State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it allowed the state to achieve a higher success rate with case prosecution, thereby fewer drug and alcohol impaired drivers were able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases has increased efficiency and provided more patrol hours for State Police, which also provided the necessary enforcement needs during the pandemic.

During the time period 10/1/20 to 9/30/21, the provided funds to the DOS Bureau of Hearings have been utilized to support hours provided by prosecutors and a paralegal to augment the regular State Police sworn prosecutorial staff due to the significant increase in the number of motions filed, as well as DUI arrests. The goals and subsequent performance are listed below.

Goals:

1) Prosecution of all State Police DWI Alcohol/Drug cases.

The additional DOS prosecutors will handle DWI cases for State Troopers in the 17 courts that are largely uncovered by prosecutors. By having additional coverage, all State Police DWI trials will be prosecuted by an attorney prosecutor. Moreover, with the large number of sobriety checkpoint cases being generated, DWI specialist prosecutors will be able to focus on these cases throughout the state and provide prosecutorial support for those cases, as well as conduct checkpoint focused training, and prosecution of sobriety checkpoint cases. In addition, the DWI grant prosecutors will be able to prosecute the highly technical DWI Drug trials that often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.

This goal was met. The additional prosecution support provided by the grant enabled the Prosecution Unit to prosecute Department of Safety DWI cases in courts that were previously without attorney prosecutors.

2) Prosecutorial Training: The additional prosecutors will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution trainings throughout the year in all troops.

The support provided by the grant enabled the Prosecution Unit attorneys to devote more time to working with individual troopers with regard to Administrative License Suspension (ALS) hearing and trial preparation. Larger group training sessions were in the planning stages, but later canceled due to COVID-19 concerns. With continued grant support, trainings related to DWI report writing, ALS hearing preparation and testimony and trial preparation should be provided on a regular basis to both new and experienced troopers.

- 3) Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI cases including answering legal questions by phone and email, reviewing search warrant applications on DWI cases, reviewing and providing guidance on report writing, court testimony and other technical assistance.**

The additional support provided by the grant in this grant period enabled the Prosecution Unit to prosecute a significant number of cases from State Police Troop A, Troop B and Troop F that otherwise would have been handled by the arresting trooper. The troopers would have been responsible for case preparation and prosecution without the support of the Prosecution Unit and they would have been unavailable to staff their regular patrols. Prosecutors and paralegals conducted comprehensive reviews of all police reports, driving records, and prepared fair and appropriate offers for negotiated pleas and resolved cases by securing DWI/DWI related convictions, which enhanced public safety. In addition, Prosecutors were available to meet with Troopers one on one to review pending cases and prepare for upcoming hearings.

The prosecutors have handled hundreds of court cases during this time, appearing in court each week for hearings and trials. Appearances are predominantly telephone conference case status hearings. The paralegals and attorneys are managing to keep up with the Court's frenetic scheduling, with sometimes as many as 6 hearings scheduled within an hour. Moreover, the preparation of cases well in advance of scheduled court trials has resulted in increased efficiency, which in turn, provides additional trooper patrol hours because many cases were resolved without a trial or administrative hearing. In many cases, DWI convictions were secured without requiring troopers to appear on their days off, or while on a regular duty shift. The additional administrative paralegal support provided by the grant has enabled the Prosecution Unit to operate in a more efficient manner. The paralegals are able to provide support for their own troopers review and set up case files for the DWI/DWI related cases from courts that do not have a full time prosecutor. The assistance provided by the paralegals allows the troopers to concentrate on their patrol duties instead of worrying about missed discovery deadlines, issuing subpoenas to witnesses or responding to suppression motions.

Funding Source: 405d Funds Obligated: \$382,181.00 Funds Expended: \$196,882.03

NH STATE LAB (TOXICOLOGY)

21-07-09

Planned Activity Description

This task was to provide funds to support the NH State Lab to work on an overtime basis to complete toxicology reporting in an efficient and timely manner to provide causation data to NH FARS. Without this important information provided in a timely manner, it is difficult to understand what highway safety related problems are trending and where these trends are occurring to be able to deploy the necessary countermeasures to address these concerns. This information is also used to help the Office of Highway Safety develop the highway safety plan (HSP), the annual report, and other important documents that are used in the grant process (i.e. applications, allocations, etc.).

In 2021, these funds were not obligated or expended by the NH State Lab. However, during this time, the NH State Lab had three separate instances of the sole TOF LC/MS instrument in the forensic laboratory being down while the lab awaited repairs and scheduling with vendors for service. Each instance lasted several weeks, with the longest lasting more than 8 weeks. As the TOF LC/MS is the sole instrument, which is used to confirm the presence of drugs in biological samples, none of that work could be performed during this time (i.e. OHS funded overtime in 2021). In 2022, this has resulted in the backlog of samples climbing from somewhere between 30-50 samples which are typically in line for analysis up to 350 samples. Even with a substantial amount of overtime, the lab is still working out of the backlog more than 3 months later, although they are close to getting through it. The second instrument would have allowed work to continue during those times (i.e. OHS funded overtime in 2021) and would have prevented the backlog from rising. Having two instruments in use would also lessen the wear and tear our single instrument is experiencing, which would allow for longer instrument life.

In FFY 2022 and FFY 2023, the office of highway safety will continue to work with our federal partner to secure funds to help the NH State lab purchase the necessary equipment and or overtime (if needed) to provide important toxicology causation data in a timely manner to FARS.

Funding Source: 405d Funds Obligated: \$0 Funds Expended: \$0

INTERLOCK IGNITION PROGRAM

21-07-10

Planned Activity Description

This task will provide funds to support personnel services salary and benefits at \$41,789.00 (to include annual pay event and overtime at \$10,007), current expenses (i.e. telephone, postage, office supplies, toner, paper, photocopying, etc.) at \$1,000.00, indirect costs at \$5,696.00 and travel at \$7,000.00 (i.e. in and out of state conferences, lodging, meals, mileage, etc.). These funds shall allow the NH DOS to continue the services using one part-time coordinator to manage and coordinate the Interlock Ignition Program within the Division of Motor Vehicle/Bureau of Financial Responsibility. This employee will:

- Deploy a training program on ignition interlock for law enforcement
- Contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks
- Establish contact with substance abuse evaluation and treatment providers
- Obtain information and investigate reports of attempts to circumvent interlocks, etc.

These efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2021 shall continue the services of the part-time coordinator to assist in managing and coordinating the Interlock Ignition Program. Funds under this planned activity will support personnel services (to include benefits), travel (to include in/out of state travel, conferences, lodging, meals, mileage, etc.), current expenses (to include office supplies, toner, paper, etc.), and indirect costs. The Interlock Ignition program position is funded by NH OHS and is not considered a violation of the General Cost of Government provisions.

In FFY 2021, funds were provided to support this Ignition Interlock countermeasure in supporting law enforcements efforts to remove impaired drivers and reduce impairment related crashes and the resulting injuries and/or deaths on New Hampshire roads. With the implementation of this ignition interlock countermeasure, the potential for repeat DWI offenders was minimized through monitoring, investigation, evaluation, and training of law enforcement. Also, information of attempts of a DWI offender to circumvent an ignition interlock were automatically reported to New Hampshire State Police to investigate any suspected tampering. Criminal penalties were established for DWI offenders who fail to install an interlock when required or circumvent an interlock. An interlock device can only be removed if the Interlock Coordinator issues a certificate of removal.

Goals:

- 1) Increase the number of interlock devices installed, and the numbers of violations referred for administrative and judicial sanctions by 3%.**

Goal Met

In 2021, 828 interlock devices were installed.

The on-going COVID 19 pandemic presented training challenges by restricting collaborative efforts. In December of 2020, the Ignition Interlock Coordinator resigned and the Ignition Interlock Coordinator position remained vacant until mid-March 2021. Given the amount of time the position was vacant, the Coordinator worked diligently to address the workload and build a foundation of knowledge.

This goal has not been met. Additionally, there were only 489 hearings request to be scheduled for violations on the interlock administrative rules. In 2022, this program will be funded through the DMV state budget. We anticipate that this program will continue efforts to improve and increase the use of ignition interlocks in New Hampshire and reduce the number of repeat DWI offenders.

- 2) Work with the State Police Recruitment and Training Unit, the Department of Corrections, the Administrative Office of the Courts, local and county Prosecutors, and the Department of Safety's Public Affairs Coordinator, to increase awareness and support of the program among law enforcement, corrections, and judicial institutions of government and among the general. Increase the number of educational trainings with law enforcement, prosecutors and judiciary partners in FY21 by 3%**

Mr. Letourneau retired in December 2020 from his position as the Ignition Interlock Coordinator taking with him extensive knowledge of the program. A new Coordinator was hired in March 2021 at the commencement of the COVID-19 and has been working to gain knowledge of the program.

As a result of COVID-19 and social distancing measures, the goal of collaboration and training with various agencies was partially not met.

Funding Source: 405d Funds Obligated: \$55,485.00 Funds Expended: \$17,855.17

JUDICIAL OUTREACH

21-07-12

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2021. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funds shall support travel for NH judges to attend this education and training.

In FFY 2021, The NH Office of Highway Safety did not fund this project due to the Covid-19 pandemic (i.e. conferences and training cancelled due to potential exposure, etc.) and the increase in cases that have placed a strain on NH Courts. If this project was funded it would have provided important insight to NH judges on how to minimize recidivism of impaired driving on NH roads to help reduce impaired driving crashes and the resulting injuries and/or deaths.

In FFY 2022, a Regional Judicial Outreach Liaison (JOL) was appointed to Region 1. However, the regional JOL resigned shortly after taking the appointment. New Hampshire is looking forward to working with a newly appointed Regional JOL to provide the necessary trainings for our NH Judges to help reduce impaired driving recidivism and impaired driving crashes and the resulting fatalities and injuries.

Funding Source: 405d Funds Obligated: \$0 Funds Expended: \$0

IMPAIRED DRIVING PAID MEDIA

I-Heart Media + Entertainment

21-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving. This task is supported by CTW Chapter 2, Section 3.1 and 3.2

In FFY 2021, funds were provided to I-Heart Media + Entertainment to conduct impaired driving highway safety media campaigns through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get impaired driving messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting the dangers of impaired driving and/or promoting the Drive Sober or Get Pulled over National Enforcement Mobilization. The following demonstrates how important impaired driving messages were released using various media platforms by I-Heart during FFY 2021:

- 1) Added Value PSA schedule with social-norming messages to include both “If You Feel Different, You Drive Different” and “Buzzed Driving is Drunk Driving.”
- 2) Block Party Weekend Sponsorship during Fourth of July Weekend
- 3) Static and animated banner ads on I-Heart Media station pages and social media platforms

Funding Source: 405d

Funds Obligated: \$30,000.00

Funds Expended: \$30,000.00

Motorcycle Safety

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets. In 2021, there were 25 motorcycle fatalities with 19 (76%) of these motorcycle fatalities un-helmeted. Final un-helmeted motorcycle fatalities (2017-2021 baseline average) was 16 (an increase of 37 % from the 11.70 target).

NH Motorcycle driver licenses has been steadily on the increase. In 2019, there were 172,167 motorcycle licenses. In June 2020, there were 71,210 registered motorcycles in New Hampshire. Hillsborough and Rockingham Counties accounted for 50% of the registered motorcycles.

Covid-19 continued to impact the 2021 motorcycle trainings conducted by NH Division of Motor Vehicles as trainings were not able to be conducted at important locations (i.e. Coos, Rockingham, and Strafford). Also, there has been a shortage of instructors to conduct these training for the DMV motorcycle rider training (MRT) program (a decrease of 50%). The Office of Highway Safety will work with the DMV MRT to improve online motorcycle training and the important motorcycle safety messaging that can be incorporated into this training to include the recommendation of helmet use.

With the current issues occurring that has effected efforts to provide educational outreach to increase motorcycle safety and helmet use in New Hampshire at this time, the Office of Highway Safety is heavily reliant on providing media messaging to the motoring public. The motorcycle task force continues to work to improve important motorcycle safety outreach to the public (i.e. messaging, events, etc.)

Planned Activity Description

We plan to contract for design, production, promotion, and distribution of a professionally produced series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the state. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing, post-production, and materials.

Proposed topics include (Utilizing NHTSA “Share the Road” messaging):

1. Why it is hard to judge a motorcycles approaching speed
2. Give motorcycles more room than a car
3. Why motorcycles adjust lane position
4. Motorcycle brake lights and the use of engine braking
5. Motorcycle’s positive impact on motorist’s experience

A media campaign will be created to design, produce, promote and distribute a professionally produced series of radio announcements throughout the state. This campaign will bring motorcycle rider awareness for all drivers. In addition, the media campaign will also bring awareness to the program with the intent to bring in new students and instructors as well as to promote the intermediate and experienced rider course to attract returning students. This activity will directly impact the media campaign countermeasure strategy which will result in an increased awareness of motorcycles for the general public and motorcycle riders, thus reducing the number of fatal and serious injury motorcyclists.

In FFY 2021, The NH Office of Highway Safety did not fund a media grant to the New Hampshire Motorcycle Rider Training (MRT), under the NH Department of Safety, Division of Motor Vehicles. This funding instead allowed the OHS to produce additional radio spots through their already existing contract with I-Heart Media + Entertainment. These spots specifically addressed the dangers of riding and promoted motorcycle awareness that were featured prominently in the rotation.

Funding Source: 405f Funds Obligated: \$0 Funds Expended: \$0

MOTORCYCLE PAID MEDIA 21-05-03

Planned Activity Description

We plan to contract for design, production, promotion, and distribution of a professionally produced series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the state. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing, post-production, and materials.

Proposed topics include (Utilizing NHTSA “Share the Road” messaging):

1. Why it is hard to judge a motorcycles approaching speed
2. Give motorcycles more room than a car
3. Why motorcycles adjust lane position
4. Motorcycle brake lights and the use of engine braking
5. Motorcycle’s positive impact on motorist’s experience

In FFY 2021, the I-Heart Media contract accommodated the spots listed above and introduced the Live Free, Ride S.M.A.R.T and Ride S.M.A.R.T 2 Laconia campaigns respectively. These spots highlighted motorcycle safety as well as Share the Road messaging aimed towards motorists and played throughout the riding season. Laconia Motorcycle Week was rescheduled from June to August and OHS scheduled a week of Ride S.M.A.R.T 2 Laconia spots before the event, and reverted to Live Free, Ride S.M.A.R.T. after the event. Additionally, Laura and Greg from the Morning Buzz on Rock 101 and WHEB did a promotional video with the Ride S.M.A.R.T tag to promote safe bicycle and motorcycle riding during Laconia Motorcycle Week.

Funding Source: 405flexed Funds Obligated: \$15,000.00 Funds Expended: 15,000.00

Non-Motorized – Pedestrian & Bicycle

Walking and biking are critical components of our New Hampshire transportation system, therefore keeping pedestrians and bicyclists safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services; there is also a large community of racing and recreational bicyclists in NH. Walking and bicycling can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment.

In 2021, New Hampshire met our 2017-2021 baseline average target for pedestrian and bicycle as there was 9 pedestrian fatalities and 2 bicycle fatalities in New Hampshire. However, even though these targets were met, these numbers could change quickly with increased issues of motorists driving while distracted and or impaired.

The Office of Highway Safety continues to provide funding for pedestrian and bicycle enforcement patrols and continued to focus on those communities that have the highest incidence of pedestrian and bicycle crashes. We continued to work with local and county law enforcement agencies to develop more innovative ways to enforce the State's bicycle and pedestrian laws. In addition, a continued focus on educating both law enforcement on pedestrian and bicyclist safety was a prerequisite to be able to conduct these enforcement efforts. Pedestrian and bicycle patrols were conducted year round with more of a focus typically in the summer months, primarily in downtown locations and during the evening commuting hours. However, to address some of the pedestrian bicycle crashes during the winter months, possibly caused by unplowed sidewalks or high snow banks, patrols were also allowed to be conducted. These patrols were conducted based on specific times and locations that data identified a problem.

2021 Bicycle/Pedestrian 21-06-04

Planned Activity Description

State and Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and bicycle patrols will be conducted year round with a focus on highly trafficked bicycle and pedestrian areas, located primarily in downtown locations during the evening commuting hours as well as in areas of the State where hiking and bicycling occurs on State and Federal park property. State Police will be responsible for providing enforcement patrols in State Park areas located in the Franconia Notch and Hampton Beach areas. Specific times and locations will be based on local data. Additionally, approximately 10% of the funding will be utilized to train and familiarize Law Enforcement Officers with the state laws relating to bicyclists and

pedestrians. All agencies participating in the overtime enforcement effort will be required to ensure that any officer eligible for reimbursement has taken and passed the Bicycle/Pedestrian course online from Police Standards and Training Council (PSTC).

In FFY 2021, funds were provided to State and Local law enforcement agencies to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and bicycle patrols were conducted year round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations were based on local data. Additionally, approximately 10% of the funding was utilized to train and familiarize law Enforcement officers with the state laws relating to bicyclists and pedestrians. All agencies participating in the overtime enforcement effort were required to ensure that any officer eligible for reimbursement has viewed and passed the Bike/Ped course online from the Police Academy.

Target:

- 1) Reduce pedestrian fatalities from 12 (2016-2020 average) to 12 (2017-2021 average).**
- 2) Maintain bicyclist fatalities from 3.10 (2016-2020 average) to 3.10 (2017-2021 average).**

In 2021, New Hampshire met the pedestrian fatalities target of 12 (2017-2021 average). There were 9 adult pedestrian fatalities in 2021 resulting in pedestrian fatalities (2017-2021 average) of 11.6 (a 3.3 percent decrease from the 2021 pedestrian fatality target).

In 2021, New Hampshire met the bicyclist fatalities target of 3.10. In 2021, there was a total of 2 bicycle fatalities) resulting in a 2017-2021 average of 1.6 bicycle fatalities (a decrease of 48.4% from the 2021 bicycle fatality target).

The NHOHS provided grant funding to the State Police and seventeen local law enforcement communities who conducted 222 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 700 vehicles stopped with 476 warnings and 335 summonses issued. The total number of hours dedicated to this enforcement effort was 260.

Local Police activity resulted in 693 vehicles stopped with 1,237 warnings and 130 summonses issued. The total number of hours dedicated to this enforcement effort was 627.

Funding Source: 405h Funds Obligated: \$58,400.00 Funds Expended: \$44,939.43

Funding Source: 405h (SP) Funds Obligated: \$28,000.00 Funds Expended: \$21,446.46

(SP funding allocated not expended due to lengthy state G&C process resulting in approval at a time that was not conducive to required enforcement effort)

2021 Bicycle and Pedestrian Safety Enforcement		
21-06-04		
Grantee	Obligated	Spent
BERLIN	\$1,800.00	\$1,775.66
CENTER HARBOR	\$1,800.00	\$323.36
CONCORD	\$2,900.00	\$2,783.87
DERRY	\$2,900.00	\$2,864.58
DOVER	\$2,900.00	\$329.74
ENFIELD	\$800.00	\$153.87
EXETER	\$2,900.00	\$2,900.00
HAMPTON	\$5,800.00	\$376.76
KEENE	\$2,900.00	\$2,900.00
LACONIA	\$5,800.00	\$5,800.00
LEBANON	\$2,900.00	\$2,814.44
LITTLETON	\$1,800.00	\$1,800.00
MANCHESTER	\$2,900.00	\$2,433.08
MEREDITH	\$5,800.00	\$5,532.56
NASHUA	\$2,900.00	\$2,802.49
PORTSMOUTH	\$5,800.00	\$4,485.50
WOLFEBORO	\$5,800.00	\$4,863.52
NH STATE POLICE	\$28,000.00	\$21,446.46
	\$86,400.00	\$66,385.89

OCCUPANT

Evidence based data continues to have accounted for (in years fatal crashes (many of these on New Hampshire roads. In fatalities on New Hampshire unrestrained occupant fatalities 49.4 (an increase of 3.6 % from meeting the 2021 target of 47.7.

It is important that the countermeasure be adjusted in involvement and participation of address the issue of unrestrained enforcement efforts. The OHS is regular meetings with our

important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The OHS PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will

PROTECTION

show that unrestrained fatalities prior) upwards of 60% of all crashes have resulted in ejection) 2021, there were 48 unrestrained roads. The final 2021 (2017-2021 baseline average) is the 2021,47.7 target), not

enforcement and messaging FFY 2022 to increase overall our enforcement partners to seat belt use during all working on conducting more partners to help communicate on

continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

Enforcement, media messaging, and outreach efforts continue to try to address the problem of driving while unrestrained. However, it is difficult to have an impact on all motorists due to the current New Hampshire's seat belt law that requires seatbelts to be worn under the age of 18.

In FFY 2021, the ongoing COVID-19 pandemic affected many highway safety projects. However, even during these difficult challenging times New Hampshire State Police and local law enforcement continued to participate in the "Join the NH Clique" enforcement campaign that resulted in hundreds of motor vehicle stops and hundreds of summonses and warnings issued.

Innovative ideas continued to be used during COVID-19 to help make adjustments to occupant protection projects (i.e. CPS, BUNH, etc.) that helped achieve goals for FFY 2021. Virtual messaging, training, and outreach contributed to some of the new ideas that used by NHOHS and the Injury Prevention Center BUNH and CPS programs during COVID-19 to continue to reach the public on the importance of seat belt use. The Child Passenger Safety Program conducted online CPS trainings for DCYF employees, their contractors, as well as, home visitors and resource

centers (over 153 individuals). In addition, the CPS program conducted 7 CEU update classes virtually, being the most ever conducted. This is a good example how a proactive, positive approach was taken during the ongoing COVID-19 that allowed for goals to be achieved.

Media efforts have also been important projects not affected by the COVID-19 pandemic.

With that said, the above mentioned occupant protection initiatives conducted may have potentially helped in keeping unrestrained crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

In FFY 2022 and during the development of the FFY 2023 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border) and the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt use, etc.). Also, the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high risk populations with special emphasis in both these areas. Use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2022 and 2023 HSP's. We are also planning to implement in our FFY 2023 HSP, community outreach and betterment (COB) grants, to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities to help reduce unrestrained occupant fatalities.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2021. The reported New Hampshire statewide seat belt usage rate for 2021 is 75.5%, an increase of 4.3 % from the 2020 seat belt usage rate of 72.4%. Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 23 percentage points and could save an estimated 25 lives each year.

It is important to continue to monitor the efficacy of our Occupant Protection programs to see if there are some innovative model programs that can help to increase our seat belt use rate which should reduce the number of unrestrained fatalities we have each year. New Hampshire had an occupant protection (OP) Assessment conducted in April 2019, which provided New Hampshire with insightful ways the state may better improve seat belt use and save more lives. Also, in 2022 an OP assessment will be conducted which will be useful in allowing our office to make meaningful adjustments to the FFY 2022 HSP as needed to reduce fatalities and serious bodily injuries throughout our state as well as assist in the development of our FFY 2023 HSP.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

21-01-08

Planned Activity Description

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2021 to improve the use of child restraints in New Hampshire. Funding shall support personnel services at \$98,368.60 (CPS Program Specialist \$57,928.00, Program Assistant \$8,582.08, IPC Program Manager \$7,064.10) benefits (\$24,794.50), current expenses at \$36,500.00 (public information & educational materials at \$5,000.00, website hosting at \$400.00, NHTSA Certification 3 Classes to include instructor expense, class materials/equipment to include Covid PPE at \$17,000.00 and renewal classes for expired technicians, recertification fees, technician update classes at \$6,600.00, latch manuals at \$7,000.00, child seats at \$5,600.00, postage and supplies at \$500.00), indirect costs at \$14,236.87, and travel at \$7,500.00. Programs will include the development and distribution of public information and educational materials, along with providing media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of and funding for:

- Full Time CPS Professional (CHaD)
- CPS technicians *3 ea. Certification Classes*
- EMS and CPS personnel *4 ea. Introduction Courses*
- Inspection stations
- Special needs
- Hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings *Programmed for 217 current technicians*
- Renewal fees and instructor fees

Funding through this Planned Activity shall also provide for in state and out of state travel, and provide funding for instructors, proxies, and technicians to attend regional/national conference(s) with focus on occupant protection. This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign and during Statewide efforts using Dynamic Message Boards (DMB) or PSA’s such as: *Live to Do Great Things/Buckle Up Every Time* or *Somebody Loves You/ Buckle Up Every Time*, etc., and may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public. FFY 2021 will see an added emphasis on high-risk populations within our state to ensure that the message, training, and effective enforcement, is realized in these pocketed areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital in FFY 2021 to support the training of CPS technicians and EMS and CPS personnel. Also funded, were inspection stations, special needs and hospital emergency departments. Funding was provided for NHTSA certification courses, CPS Technician update

trainings, renewal and instructor fees. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of child passenger safety seats and devices. Through the monitoring, training and periodic auditing of this countermeasure, it was hoped that the state would realize a reduction in unrestrained crash related deaths and injuries across the state of New Hampshire of at least 10 % from 53.0 (2016-2020 average) to 47.7 (2017-2021 average), which was not met. Additional emphasis was placed on areas with high-risk populations included but not limited to Teen Drivers, 25 - 35-year-old MV occupants and low income/homeless populations to ensure that the appropriate message, training and effective enforcement was achieved in FFY 2021.

Grant Overview:

In FFY 2021, the OHS provided funding to the Child Passenger Safety Program to fund reimbursement for a Child Passenger Safety Specialist position (.8 FTE).

During FFY 2021, Dartmouth-Hitchcock Medical Center provided a full day "plain language" training to all of the highway safety related program coordinators. This training helped to guide the updating of the CPS program's website, educational materials, and presentations. Looking ahead to FFY 2022, the program will continue to use the training and promote it as a valuable resource to the program.

Goal:

- 1. Add more specialized CPS trainings and track website users.**

This goal has been met.

There were more specialized training this year due to the convenience of the "virtual world." Our police training was adopted by the Office of Highway Safety and done through their grant acceptance program. Training was also added to every new DCYF employee through our "intro to CPS classes" which was presented via Webex. There were 8 trainings completed for over 153 employees. 7 CEU Update classes were conducted. Through the course of the grant year, our website www.beseatsmartNH.org had 3,774 users.

- 2. Achieve 60% of all NH techs to use the new Digital Child Seat Form. Currently only 50% are using the form**

This goal has not been met.

- 3. Increase the number of NH CPS techs to 237 by grant end. Currently, NH has 206 technicians.**

This goal has not been met.

By maintaining a vigorous recertification program and conducting 4 NHTSA Certification classes, New Hampshire now has 206 certified technicians/instructors at grant end.

- 4. Increase the number of NH fitting stations by 15%. NH currently has 56 fitting stations by grants end.**

This goal has not been met.

- 5. Supplying replacement child safety seats to fitting stations. Distributed 39 child seats.**

This goal has been met.

Despite the outbreak of COVID-19, 39 child seats (60 Evenflo Titan) were distributed to fitting stations.

6. Increase recertification rates to remain within one of the top five states in the country.

This goal has been met.

Recertification can be a complicated task for technicians normally and the COVID-19 pandemic added some challenges to achieving this goal. However, because techs were prepared (given what they needed for renewal) for this recertification during the beginning and on-going stages of the pandemic, New Hampshire was able to achieve the CPS recertification goal of being the fourth highest state for recertification.

Additional Comments:

Just like many other organization during these times, NH CPS became 100% online for most of the year to achieve it's goals. NH technicians adjusted and did surprisingly well. IPC presented seven CEU Update classes throughout the year when three or four were completed the previous years. Together the team of instructors and proxies performed over 100 sign-offs for technicians, which is required for technicians to renew their certification. Many of these sign-offs were performed remotely. NH OHS provided an additional \$6,000.00, in funding for advertising that allowed IPC to run 320 radio advertisements addressing the benefits of rear-facing for children in child safety seats, as well as, helped promote the BeseatsmartNH.org website. A stronger virtual presence as well as other media advertising helped increase best practice for child passenger safety. Once COVID-19 is behind us IPC will once again have full classes and more child seat checks conducted, increasing the knowledge of Best Practice for safer child seat use statewide.

Funding Source: 405b Funds Obligated: \$166,043.55 Funds Expended: \$144,751.11

BUCKLE UP NEW HAMPSHIRE PROGRAM (BUNH) – INJURY PREVENTION CENTER, CHAD

21-01-05

Planned Activity Description

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) and other selected venders to support activities of the Buckle Up NH Coalition throughout FFY 2021. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In 2021, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements, and highway safety messaging on social media. The Traffic Safety for New Hampshire website will also be used and maintained, to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. In 2021, there will be a "Buckle Up New Hampshire Week" held during the month of May. Additionally, the "Room to Live" program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Governor’s Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate

attendees on important highway safety issues. NH OHS recognizes that it is important for law enforcement, driver educators, businesses, and other highway safety partners to attend this conference to understand and stay abreast of the highway safety issues that are of trending importance. Through the partnerships formed during this conference, countermeasures to address the concerns related to occupant protection and distracted driving can be formulated. As part of this project, a variant of the Annual Statewide Seat Belt Challenge, or similar event, shall be conducted to hopefully instill a pro-seat belt mindset among our youth and increase the use of seatbelts among motor vehicle operators and passengers. This planned activity will incorporate an evaluation component to measure what is learned. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and will be conducted to coincide with any State or National seat belt campaigns and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: *Live to Do Great Things/Buckle Up Every Time/Somebody Loves You*, etc. FFY2021 will begin a special emphasis on high-risk populations throughout our State that have not benefited previously.

In FFY 2021, funds were provided to the Injury Prevention & Resource Center at Dartmouth Hospital to support the activities of the Buckle Up NH Coalition. The Coalition continued efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In FFY 2021, the Buckle Up program continued with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website was also used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. These collaborative efforts within the planned buckle up NH, child passenger safety, UNH seat belt and attitude surveys, and the Traffic Safety Conference activities are hoped to reduce unrestrained crash related deaths and injuries across the state of New Hampshire. These activities are countermeasures to help meet the stated performance measure within the OP Program Area of reducing 2021 unrestrained fatalities by 10 percent from 53.0 (2016-2020 average) to 47.7 (2017-2021 average), which unfortunately was not met.

Overview

During fiscal year 2021, the New Hampshire Office of Highway Safety provided the Buckle Up NH (BUNH) grant to the Injury Prevention Center at the Children's Hospital at Dartmouth-Hitchcock to fund a highway safety specialist position (.8 FTE). Although the majority of FFY 2021 was still dealing with educating the public during a major pandemic, there was still a great deal of work done on developing materials to educate at risk areas in the state on the importance of wearing a seat belt.

Traffic Safety Commission

The BUNH Coordinator continued to sit on the Governor's Traffic Safety Commission in an appointed position to represent the public. This continues to be an important part of the program because it allowed the coordinator to take part in the conversation happening at the table in regards to trends and educational efforts across the state. The commission is vital in promoting the BUNH program's best practice information with its members.

BUNH Committee

The program related activities are carried out by the highway safety specialist, but they are guided by the members of the BUNH Committee. This committee is comprised of dedicated highway safety professionals including representatives from AAA of Northern New England, the National Safety Council of Northern New England, The Community Alliance for Teen Safety, the NH Driver Education Association, the Children's Hospital at Dartmouth-Hitchcock, the state departments of transportation, education, motor vehicles, health and human services and safety.

After moving to a virtual format in 2020 due to the pandemic, during FFY 2021 no meetings were cancelled due to NH's inclement weather or additional conflicts.

Traffic Safety Conference

The 2021 Traffic Safety Conference turned into a virtual traffic safety series in December (2020) with four sessions focusing on Teen Driving, Speeding, Impairment, and Vehicle Technologies. It was planned in collaboration with AAA Northern New England and the NH Office of Highway Safety. The sessions were each attended by an average of over 100 traffic safety partners and law enforcement officers.

The conference received positive feedback on the majority of evaluations received from attendees. Many attendees also provided feedback on the evaluations of what they would like to have presented during future conferences.

Infographics

During FFY 2021, the program coordinator utilized an online platform called Canva to create new and meaningful educational infographics to utilize on social media. This was beneficial because it allowed messages to be created and disseminated quickly and efficiently.

These new graphics were created using high-risk crash times of the year including Thanksgiving, New Years, Super Bowl Sunday, Valentine's Day, St. Patrick's Day, and the start of summer, which was during the time of NHTSA's National Occupant Protection Enforcement Campaign.

Seat Belt Legislation

Although there was hope, the majority in both the house and senate was not going to be in favor of updating the current NH occupant protection law to include an adult occupant protection law. The Seat Belts For All group decided it was best to continue to meet to prepare for potential adult seat belt legislation in case the following year discussion continued on this issue within the legislature.

During FFY 2021, Dartmouth-Hitchcock Medical Center provided a full day "plain language" training to all of the highway safety related program coordinators. This training helped to guide the updating of the BUNH program's website, educational materials, and presentations. Looking ahead to FFY 2021, the program will continue to use the training and promote it as a valuable resource to the program.

Goals:

1. Support and provide informational material as needed towards establishing a state wide primary seat belt law.

This goal has been met.

The Buckle Up Coordinator provided support for a state wide Seat Belts for All coalition that was working to enhance occupant protection for all New Hampshire residents during the 2021 legislative session.

Due to current legislative majority the Seat Belts For All committee decided to not pursue legislation during the 2021 year. The group is continuing to meet quarterly to ensure materials and information are prepared in the event legislation is brought up in 2022.

2. Maintain and enhance collaborative membership and programming of the BUNH Committee.

This goal has been met.

The BUNH committee continues to meet on a bi-monthly schedule and the program's coordinator continues to sit as the chair of the coalition. The chair's role is to educate and promote best practice to members of the group, facilitate discussions, request feedback about materials and events, and promote various events related to importance of buckling up throughout the state with its collaborative group of members.

During FFY 2021 the committee increased membership by inviting the NH Insurance Department and the NH Department of Education's Bureau of Student Wellness to the table. Both have been a part of traffic safety focus groups in the past and brought new prospective to the group.

3. Using best practice information through collaborative effort, create at least 3 new seat belt related educational resources such as public service announcements, brochures, infographics etc. to utilize on various media platforms.

This goal has been met.

The BUNH program utilized the platform CANVA to create more media graphics during fiscal year 2021. These included focuses around high risk crash times of the year on Thanksgiving 2020, New Years 2021, Super Bowl Sunday, Valentine's Day, St. Patrick's Day

During the NHTSA National Occupant Protection Enforcement campaign in June the BUNH coordinator scheduled a post on social media related to occupant safety that reached 517 people and had 4 engagements.

4. Maintain and update the traffic safety resource, www.trafficsafety4nh.org in order to remain current and meaningful for businesses, teens, parents, and communities. Monitor Website analytics monthly to identify resources being utilized and where.

This goal has been met.

The traffic safety website was a great resource throughout the year. It was updated with different events and continued to be monitored for activity.

Analytics showed an increase in website traffic during times when the site was shared within educational activities.

5. Plan and coordinate an annual Traffic Safety Conference that achieves at least an average 4 out of 5 evaluation rating.

This goal has been met.

The Winter Virtual 2021 Traffic Safety Series was planned in partnership with the NH Office of Highway Safety, AAA Northern New England, as well as the BUNH Coordinator and BUNH Coalition, received an average of 4 out of 5 evaluation rating.

6. Increase the number of attendees by 10% as compared to final list of attendees of conference in FFY 2021.

This goal has been met.

The virtual traffic safety series averaged 100 attendees on each of the 4 sessions.

Additionally, the virtual format provided by Dartmouth-Hitchcock will ensure that no future meetings will need to be cancelled due to NH's inclement weather.

Comments:

This project was conducted up until April 15, 2021 when the OHS was informed that the Buckle- Up Coordinator was leaving the position. Moving forward in 2022, this position will not be funded. However, seat belt related information and data will be incorporated into the Youth Operator program to provide education on the importance of seat belt use in New Hampshire to the public. In addition, a continued partnership with the seat belt coalition will continue to discuss legislation around an adult seat belt law in New Hampshire.

Funding Source: 402 Funds Obligated: \$86,606.60 Funds Expended: \$37,671.95

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

21-01-06

Planned Activity Description

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual Seat Belt Use Survey in accordance with NHTSA’s approved methodology. This is a statewide survey and is to be conducted in June after the seat belt "Join the NH Clique" campaign that coincides with the National NHTSA Click it or Ticket (CIOT) seat belt mobilization campaign. This task is required by NHTSA.

For the fourteenth year, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey in July 2021. The goal of this study was to measure seat belt usage by passenger vehicles on New Hampshire roads. The study was conducted for the OHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Administration (NHTSA).

Observations were conducted during the weekdays and weekends between 7 a.m. and 6 p.m. The schedule included rush hour (before 9:30 a.m. and after 3:30 p.m.) and non-rush hour observations. Data collection was conducted for 60 minutes at each site, with approximately 5 sites scheduled per team each day. Start times were staggered to ensure that a representative number of weekday/weekend/ rush hour/non-rush hour sites were included.

The chart below shows survey results from the last 13 years. The data presented from 2009 (68.9%) to 2021 (75.5%). The chart below demonstrates improvement in seatbelt usage between 2020 and 2021. New Hampshire continues to be the only state that does not have an adult seat belt law which is a contributing factor to low seat belt use rates each year and upwards of approximately 60% of motor vehicle fatalities being unrestrained.

Percent of Operator and Front Seat Outboard Passengers Buckled												
2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021

68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%
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¹ Results from 2012-2017 cannot be directly compared with earlier studies because of methodological changes. Care must be used comparing 2018 and later rates to 2012-2017 rates as different sites were observed.

Funding Source: 405d Flex Funds Obligated: \$48,121.00 Funds Expended: \$48,121.00

ATTITUDE SURVEY
21-01-06

Planned Activity Description

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual attitude statewide survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. This survey will be conducted between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA.

In FFY 2021, funds were provided to the University of New Hampshire Survey Center who included fifteen questions on its Summer 2021 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. One thousand seven hundred and ninety-four (1,794) Granite State Panel members completed the online survey between July 15 and July 19, 2021. The margin of sampling error for the survey is +/- 2.3 percent.

As part of the transition of the Granite State Poll from telephone to web-based data collection, these questions were asked in 2020 both over the phone and via the web.

The following key findings provides information perceived from respondents during the attitude survey that enforcement or messaging is not being widely seen or heard by the public. The Office of Highway safety will counteract this finding by conducting increased messaging on all media fronts as well as coordinated press conferences to address special enforcement initiatives (i.e. NHTSA national campaigns and important highway safety initiatives, etc.).

Key Findings

Licensed Drivers

Nearly all New Hampshire residents report being licensed to drive in New Hampshire. Among the few who are not licensed to drive, none say that they have driven a motor vehicle in the past sixty days.

Alcohol

Four in five New Hampshire residents report that they have not driven a motor vehicle within two hours of drinking alcohol in the past thirty days but one in five report doing so 1 to 5 times in this period, **a record high**. Respondents aged 35 to 49 are particularly likely to report having done so.

Awareness of alcohol impaired driving enforcement has increased since 2020 after falling to a record low; this year nearly half of residents report having read, seen, or heard something about this in the past thirty days. Despite this, respondents are less likely than in 2020 to believe a person will be arrested if they drive after drinking.

Seat belts

Four in Five New Hampshire residents say they always use a seat belt, an all-time high. Very few report having seen something about seat belt enforcement recently.

Despite the fact that New Hampshire does not have a law requiring adults to wear seat belts, more than half of residents believe a person who does not wear a seat belt will get a ticket at least rarely. Older respondents and those who have lived in the state for 10 years or less are particularly likely to believe this. Granite Staters support a mandatory seat belt law, with 50% in support and 39% opposed, but support for such a law has declined slightly since 2020. Democrats, liberals, and those who have lived in the state for 20 years or less tend to support such a law while Republicans, conservatives, and those with a high school education or less tend to oppose it.

Speeding

Just over a quarter of New Hampshire residents say they always or most of the time drive faster than 35 miles per hour on a local road with a speed limit of 30 miles per hour while nearly half say they always or most of the time drive faster than 70 miles per hour on a road with a 65 mile per hour speed limit. Respondents are more likely than in 2020 to say they always or most of the time speed on roads with 65 mile per hour speed limits. Younger people are more likely than others to report frequently speeding on both high and low speed roads.

Four in ten Granite Staters say they have heard something about speed enforcement by police in the past thirty days, up very slightly compared to 2020 phone data. Only one in six believe they will always or most of the time get a ticket if driving over the speed limit, which remains an all-time low.

Motorcycles

One in six Granite Staters have ridden on a motorcycle in the past year; those with high incomes are particularly likely to have done this. Of those who have ridden on a motorcycle, less than half say they always or most of the time wear a helmet while doing so, while nearly the same number say they rarely or never wear a helmet.

Funding Source: 402 Funds Obligated: \$6,500.00 Funds Expended: \$6,500.00

OCCUPANT PROTECTION PAID MEDIA

I-Heart Media + Entertainment

21-01-03

[Planned Activity Description](#)

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds,

not driving while distracted, and to wear seat belts, among teen drivers ages 16-20 (as well as informing the public of the state's primary law requiring all persons up to age 18 to buckle up). Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, Matrix Entertainment, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teendrivers crash-related deaths and injuries across the state.

In FFY 2021, funds were provided to I-Heart Media + Entertainment who ran a traffic and weather sponsorship through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting benefits of wearing your seat belt, the dangers of not wearing a seatbelt as well as social norming and enforcement messages. This contract also included the following elements related to seat belt safety:

- 1) Added Value PSA schedule with social-norming messages regarding seat belts
- 2) Static and animated banner ads on I-Heart Media station pages and social media platforms

Funding Source: 402

Funds Obligated: \$13,000.00

Funds Expended: \$13,000.00

New Hampshire Fisher Cats

21-01-03

Planned Activity Description

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not driving while distracted, and to wear seat belts, among teen drivers ages 16-20 (as well as informing the public of the state's primary law requiring all persons up to age 18 to buckle up). Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, Matrix Entertainment, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2021, funds were allocated to support the New Hampshire Fisher Cats to execute a seat belt campaign. This projects purpose was to engage the younger fan base through more interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages on the big screen television. This contract included radio spots that would encourage motorists to buckle up and remind our young drivers of the laws in place requiring them to buckle up. The social norming and enforcement messaging aired on the Fisher Cats Radio Network throughout the season. Additionally, the Fisher Cats would run social media campaigns to help spread awareness to their fans.

Funding Source: 402

Funds Obligated: \$60,000.00

Funds Expended: \$60,000.00

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

In FFY 2021, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
21-04-04	Distracted Driving Enforcement Patrols
21-04-11	Distracted Driving Mobilizations
21-02-04	Enforcement Patrols/STEP/Equipment
21-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
21-07-11	Impaired driving National Campaigns
21-01-04	Join The NH Clique (Click It or Ticket)
21-02-11	Operation Safe Commute
21-06-04	Pedestrian and bicycle enforcement patrols

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

CRASH ANALYSIS

Rockingham, Hillsborough and Merrimack counties were identified as experiencing the highest average risk of fatal crashes and SBI. Using data from 2020 and available 2021 data on serious bodily injury crashes and all crashes, New Hampshire focused its media and TSEP enforcement through a data driven approach that included fatalities, serious bodily injuries, EMS data and the availability of effective resources of our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2021 reflected 482 serious bodily injuries as a result of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 25% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above

reflect the highest risk as it relates to fatalities and SBI, the NHOHS continued to partner with as many willing participants who could avail themselves to continue to reduce fatalities and SBI throughout our entire state.

DEPLOYMENT OF RESOURCES:

Highway safety program area problem identification, countermeasure strategies, planned activities:

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments electronically transmit crash data via E-Crash technology to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or complete a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) and submit the hard copy to the NH DMV which is then entered into the VISION database. Currently, the State Police use the Crash Records Management System (CRMS) to electronically submit a MMUCC 5 crash report to DMV, which is then entered into the electronic crash database system VISION. In addition, NHOHS is on track to require all local law enforcement agencies to be MMUCC compliant as a condition of receiving NHOHS funding. The central electronic crash VISION database is then accessed by the Department of Safety (DOS) Data Analysts who then mines and categorizes the crash data accordingly by several data points such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants were required to submit town/city crash and traffic enforcement data for three (3) previous years on their grant application as well as present a strategic data driven plan to address the traffic safety issues plaguing their community;

EFFECTIVENESS MONITORING:

Another data source that continued to be developed is E-CRASH/E-CITATION data where state and local police departments submit all crashes and traffic citations electronically into the VISION database where the data is then harvested and analyzed for location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. This crash and traffic violation and demographic data profile allows our office to hyper-focus media campaigns thereby tailoring the media messaging to the specific audience. Specific traffic violation data provides a feedback mechanism to analyze the effects of directed enforcement and media efforts over time allowing for the NHOHS to make needed and necessary resource adjustments. To further refine the allocation of resources, the collection of grant funded traffic enforcement activity sheet (HS-200), is filled out by each individual officer while on patrol, is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics to ensure compliance with federal and state objectives as well as allow for adjustment or redirection of grantee funding. Additionally, total crash statistics by community are drawn on a quarterly basis and analyzed for trend to ensure grantees are on track with their crash reduction targets. In 2021, additional NHOHS resources (405h funds) were directed toward targeted Pedestrian and Bicycle enforcement projects.

An additional tool that assists in monitoring and analyzing progress through the use of these planned activities, enhances problem identification, and provides a feedback mechanism is the “Driver Attitude Survey” and “Seat Belt Observational Survey” which were both conducted in spite of the on-going COVID19 pandemic. The context and results of these surveys provided observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, and Distracted Driving. These surveys provided an additional gauge on effectiveness of enforcement and media efforts. This data and the insight it provided was utilized in the development of the FFY 2022 HSP and will be used in the FFY 2023 HSP.

New Hampshire will continually monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis as crash data is received from the DMV. NHOHS staff will take a proactive approach to monitoring our partner’s

activity and will have frequent interaction with those partners who experience an increase in fatalities and serious bodily injuries throughout the year. Areas identified as having an increase in crashes will be analyzed for potential causation and the appropriate resources to mitigate the problem will be directed as needed. Additionally, current crash and fatality data will continue to be reported at all of the Traffic Safety Commission Meetings to leverage our partnerships with legislative representatives, local businesses and other state agencies.

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2021, New Hampshire had 117 fatalities up from 104 in 2020. New Hampshire met its target of 120.0 (2017-2021 average) fatalities this year even during the on-going Covid-19 pandemic when some enforcement efforts were affected. Still, in FFY 2021, these enforcement efforts resulted in thousands of motor vehicle stops as well as thousands of warnings and citations issued. Although, fewer enforcement efforts were conducted during this challenging time, they were still being conducted by our brave highway safety partners (NH State Police and local police departments) who risked their lives to save lives on our NH roads. Suffice it to say, if these enforcement efforts were not conducted, more crashes may have occurred, that may have resulted in more injuries and fatalities. New Hampshire State Police remained very consistent with conducting enforcement efforts throughout the pandemic and focused on major corridors traversing throughout the state as well as areas that were of highway safety concern (areas increasing in crashes, speeding, distraction, etc.) that were trending within the state. The Office of Highway Safety Commander was also instrumental in notifying troop commanders of these trending highway safety problems to ensure that enforcement efforts were conducted to minimize these concerns.

In 2021, the Office of Highway safety conducted a 125 corridor enforcement initiative that involved NH state police and local police departments. This initiative was coordinated by the OHS to address an uptick in motor vehicle crashes and fatalities happening (police officer was killed riding her bike along 125) on 125. This initiative involved increased highway safety messaging as well as enforcement efforts that resulted in numerous vehicle stops resulting in various arrests made and citations issued.

Highway safety messaging during enforcement efforts or campaigns continued to be released throughout FFY 2021 to have an important impact of reducing crashes overall. Highway safety messaging for the most part was not affected by the on-going Covid-19 and played an important role in helping to keep fatalities low in comparison to past years.

Also of importance to note in FFY 2021, is the release of the NHOHS new fillable Traffic Enforcement Grant Application and Performance Tracking Tool that has allowed agencies a more efficient way to fill out an Office of Highway Safety application. In this new application, data has been prepopulated and no longer has to be filled out by the agency. In addition, this new grant application has the ability to track an agency's grant funded performance throughout the fiscal year and will allow for the agency to receive both annual and quarterly feedback on the success of achieving the goals and objectives of the enforcement effort that was set by the agency prior to the grant funded enforcement effort being conducted. So far, this application and performance tracking tool has received positive reviews from our grantees.

In FFY 2022 and during the development of the FFY 2023 HSP, the OHS has implemented countermeasures to decrease traffic fatalities by continuing to fund enforcement and media efforts within those areas of New Hampshire where crashes and fatalities are occurring. The OHS Public Information Officer shall ensure that important highway safety messaging reaches the motoring public in the areas of impairment, speeding, seat belt use, distraction, motorcycle, and pedestrian and bicycle injuries and fatalities.

POLICE TRAFFIC SERVICES

21-02-04

Using a funding methodology for FFY- 2021 that focused heavily on fatal and serious injury crashes to identify communities with the highest priority helped determine award amounts and strategically target areas for maximum positive impact on the overall fatality, injury data. In this focused approach we hope to combat this recent upward trend in our drive toward zero. FY 2019 and 2020 crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data, the team at NHOHS will have discussions related to the implementation of selected countermeasures and planned activities to address problem areas. Additionally, crash data will be obtained quarterly as available to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts. Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. Strategies to achieve these goals include:

- HVE (High Visibility Enforcement Patrols)
- Overtime Enforcement Patrols
- Funding equipment
- Media campaigns
- Education and Awareness campaigns

The NHOHS anticipates an increase in high-risk drivers during the on-going Covid-19 pandemic. Fatalities in 2021 (117) increased 12.5% from 2020 (104). Although the goal is to reduce fatalities, efforts by the New Hampshire State Police, and our local enforcement partners during the pandemic continued to be focused to mitigate what was being seen on our roadways.

Performance Target:

- Reduce-speed related fatalities by 6 percent from 55 (2016-2020 average) to 51.70 (2017-2021 average).

The 2021 final data from FARS reported 50 speeding related fatalities.

Final speed related fatalities (2017-2021 baseline average) is 50 (a decrease of 3.2 % from the 51.70 target).

In 2021, the NHSP under their speed enforcement grant, saw an increase in the number of speed warnings and speed summonses issued from 2020 to 2021. From 2020 to 2021, state police increased speed warnings by 17% (2,836 to 3,325) and increased speed summons by 28% (4,059 to 5,201). In 2021, local law enforcement under their speed enforcement grant, saw a decrease in the number of speed warnings and speed summonses issued from 2020 to 2021. From 2020 to 2021, local law enforcement decreased by 4.4% (6,149 to 5,874) speed warnings and decreased by 9.4% (1,376 to 1,246) speed summons issued.

NH OHS has implemented regular monitoring visits and training for both State police and local Law Enforcement to help not only improve efficiencies but also activity with our law enforcement partners. In addition, our grant agreements and

scopes of work have been redesigned in an effort to encourage all of our partners to utilize the discretion necessary to change motorists' behavior, as it relates to speeding.

In FFY 2021, New Hampshire did not meet our target of 51.70 (2017-2021) speed related fatalities. There were 50 speed related fatalities in 2021. Using prior year information, this agency estimated that the 2017-2021 average may be 39.8 speed related fatalities. It is hoped that with a renewed strategically placed and effective enforcement program as well as continued participation in our enforcement grants, we will see an increase in speed violations and a subsequent reduction in speed related fatalities in 2022. The NH OHS will place greater emphasis on messaging and education on the importance of operating a motor vehicle at a speed conducive to the conditions and/or posted speed limits. Additionally, we will continue to message and educate our LE partners on the importance of citing motorists for speed-related violations.

Nationally, as well as in NH, fatalities have increased annually since 2014. In an effort to reverse this trend in NH we will continue to partner with local, county and state police to conduct overtime enforcement patrols throughout the state and to make sure that the number of patrols and the locations are based on data which includes, fatality and injury data as well as summons and warning data.

NH continues to double down on education and messaging to augment effective enforcement efforts in hopes to decrease the recently realized in traffic crashes resulting in fatalities and serious bodily injury. As noted earlier in this annual report, there has been a significant improvement in the use of social media as well as earned media.

2021 Enforcement Patrols and Equipment

21-02-04

Planned Activity Description

This planned activity will provide funds to support overtime pay for New Hampshire's State, County, and Local law enforcement agencies to conduct statewide enforcement patrols. These patrols will be scheduled in 4 hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (Speed, Distracted Driving, and Operation Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors such as 293, I93 X17, I89 X1-5, Route 16 Rochester to Wakefield, and flexed as needed (locations and time of day) to address problem areas through proactive monitoring initiatives. Operation Safe Commute for State Police will be scheduled monthly and seasonal conditions will be taken into consideration when safe commute details are awarded. Local and County partners will be allocated additional enforcement hours during related national campaigns to be utilized during the scheduled timeframes.

In FFY 2021, the NHOHS provided overtime traffic enforcement grants through the Planned Activity Enforcement Patrols to the NH State Police, County and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

The NHOHS provided grant funding to the State Police and 40 local law enforcement communities who conducted 2,768.25 four-hour enforcement patrols. These enforcement patrols resulted in the following:

- State Police activity resulted in 8,026 vehicles stopped with 3,325 warnings and 5,201 summonses issued. The total number of hours dedicated to this enforcement effort was 2,666.
- Local Police activity resulted in 6,805 vehicles stopped with 5,874 warnings and 1,246 summonses issued. The total number of hours dedicated to this enforcement effort was 8,911.

2021 Traffic Enforcement Patrols & Equipment**21-02-04**

Grantee	Obligated	Spent
AMHERST	\$2,170.00	\$0.00
BARRINGTON	\$3,887.00	\$1,397.76
BEDFORD	\$9,720.00	\$2,463.80
BEDFORD - EQUIP	\$6,255.00	\$6,255.00
BELMONT	\$3,887.00	\$2,583.03
BERLIN	\$2,087.00	\$1,877.34
BOW	\$5,054.00	\$1,561.11
BRENTWOOD	\$1,008.00	\$1,007.73
BRENTWOOD - EQUIP	\$2,897.00	\$2,897.00
CAMPTON	\$3,000.00	\$2,836.24
CANDIA	\$3,000.00	\$2,310.17
CHICHESTER	\$2,000.00	\$756.51
CHICHESTER	\$1,475.00	\$1,475.00
CLAREMONT	\$3,887.00	\$0.00
CONCORD	\$5,054.00	\$5,021.58
CONWAY	\$1,800.00	\$244.49
CONWAY - EQUIP	\$4,250.00	\$4,165.00
DERRY	\$12,052.00	\$11,421.83
DOVER	\$7,387.00	\$5,608.63
EPPING	\$3,887.00	\$3,521.39
EPPING - EQUIP	\$2,188.00	\$2,188.00
GILFORD	\$7,387.00	\$7,002.78
GOFFSTOWN	\$7,387.00	\$646.12
GREENLAND	\$3,887.00	\$3,887.00
HAMPTON	\$6,220.00	\$759.81
HILLSBORO	\$3,887.00	\$3,869.72
HOPKINTON	\$7,387.00	\$7,387.00
HUDSON	\$3,887.00	\$2,408.18
KEENE	\$5,054.00	\$5,054.00
LACONIA	\$5,054.00	\$5,005.44
LACONIA - EQUIP	\$9,398.00	\$9,397.50
LEBANON	\$7,387.00	\$7,247.78
LEE	\$6,220.00	\$4,721.86
LEE - EQUIP	\$7,375.00	\$7,260.50
LITTLETON	\$5,054.00	\$3,265.74
LONDONDERRY	\$8,553.00	\$5,149.93
MANCHESTER	\$7,387.00	\$6,632.91
MEREDITH	\$3,887.00	\$3,509.51
NASHUA	\$9,720.00	\$9,589.76
NEW BOSTON	\$2,500.00	\$495.30
NEWPORT	\$3,887.00	\$838.12
Plymouth	\$2,000.00	\$1,808.30
Plymouth	\$2,899.50	\$2,899.50
PORTSMOUTH	\$3,887.00	\$3,720.87
ROCHESTER	\$3,887.00	\$3,298.61
ROCKINGHAM CTY	\$8,941.00	\$8,936.29
RYE	\$3,887.00	\$3,887.00
SALEM	\$5,054.00	\$5,054.00
SALEM	\$9,022.50	\$9,022.50

2021 Operation Safe Commute		
21-02-11		
Grantee	Obligated	Spent
NH STATE POLICE	\$445,000.00	\$349,553.72
	\$497,762.00	\$436,556.44

Funding Source: 402 Funds Obligated: \$252,762.00 Funds Expended: \$197,002.72

Funding Source:405d Flex(SP) Funds Obligated: \$245,000.00 Funds Expended: \$239,553.72

2021 OPERATION SAFE COMMUTE (OSC)
21-02-11

Planned Activity Description

Funding in this planned activity will be utilized to maximize high visibility motor vehicle enforcement in all regions of the state. This high visibility enforcement will not only focus on our high crash corridors but will also provide the necessary sustainment of enforcement efforts in other known crash prone areas of the state. These four hour enforcement details will be conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

In FFY 2021, funding in this planned activity was utilized by the NH State Police to maximize high visibility motor vehicle enforcement in all regions of the state. However, special emphasis was given to conduct high visibility enforcement efforts in high crash corridors which provided the necessary sustainment of enforcement efforts in these important areas of the state. Four (4) hour enforcement details were conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

The NHOHS provided grant funding to the State Police who conducted 142 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 1,568 vehicles stopped with 900 warnings and 727 summonses issued. The total number of hours dedicated to this enforcement effort was 568.

Funding Source: 405d Flex(SP) Funds Obligated: \$55,000.00 Funds Expended: \$49,833.74

2021 JOIN THE NEW HAMPSHIRE CLIQUE

21-01-04

Planned Activity Description

The NHOHS provides overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. These patrols will occur in four hour increments and all participating agencies will be required to have their officers complete the online Occupant protection course at PSTC to be eligible for reimbursement. Within this Planned Activity, patrols will participate in the "Join The NH clique" which is the New Hampshire version of "Click it or Ticket". Sub grantee participation will coincide with the "Click It or Ticket" National Mobilization.

In FFY 2021, the NHOHS provided overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. All participating agencies were required to have their officers complete the online Occupant protection course at PSTC to be eligible for reimbursement. New Hampshire enforcement agencies participated in the "Join The NH clique" which coincided with the "Click it or Ticket" National Mobilization as New Hampshire does not have an adult seat belt law but does have a seat belt law up to the age of 18.

The NHOHS provided grant funding to the State Police and forty-nine local law enforcement communities who conducted 159 four-hour enforcement patrols. These enforcement patrols resulted in the following:

- State Police activity resulted in 372 vehicles stopped with 258 warnings (9 were for Occupant Protection) and 129 summonses issued (12 were for Occupant Restraint). The total number of hours dedicated to this enforcement effort was 136.
- Local Police activity resulted in 1,243 vehicles stopped with 1,142 warnings (50 were for Occupant Restraint) and 142 summonses issued (11 were for Occupant Protection). The total number of hours dedicated to this enforcement effort was 499.5.

2021 Join the NH Clique**21-01-04**

Grantee	Obligated	Spent
ALTON	\$850.00	\$357.78
AMHERST	\$850.00	\$726.14
ANTRIM	\$850.00	\$666.54
ATKINSON	\$850.00	\$826.72
AUBURN	\$850.00	\$352.02
BARRINGTON	\$850.00	\$253.69
BARTLETT	\$850.00	\$0.00
BEDFORD	\$850.00	\$310.22
BELMONT	\$850.00	\$353.48
BERLIN	\$850.00	\$200.36
BOW	\$850.00	\$195.80
BRENTWOOD	\$850.00	\$838.51
CAMPTON	\$850.00	\$568.29
CANDIA	\$850.00	\$664.29
CHARLESTOWN	\$850.00	\$0.00
CHICHESTER	\$850.00	\$0.00
CLAREMONT	\$850.00	\$0.00
CONCORD	\$850.00	\$298.19
CONWAY	\$850.00	\$145.29
DEERFIELD	\$850.00	\$850.00
DERRY	\$850.00	\$850.00
DOVER	\$850.00	\$837.06
ENFIELD	\$850.00	\$565.18
EPPING	\$850.00	\$839.18
EPSOM	\$850.00	\$716.94
GILFORD	\$850.00	\$748.51
GOFFSTOWN	\$850.00	\$0.00
GREENLAND	\$850.00	\$838.64
HAMPTON	\$850.00	\$0.00
HAVERHILL	\$850.00	\$0.00
HILLSBORO	\$850.00	\$850.00
HOLLIS	\$850.00	\$833.57
HOPKINTON	\$850.00	\$802.45
HUDSON	\$850.00	\$0.00
KEENE	\$850.00	\$209.40
LACONIA	\$850.00	\$838.66
LEBANON	\$850.00	\$674.82
LEE	\$850.00	\$442.17
LITTLETON	\$850.00	\$0.00
LONDONDERRY	\$850.00	\$776.04
MANCHESTER	\$850.00	\$628.25
MEREDITH	\$850.00	\$558.08
MERRIMACK	\$850.00	\$850.00
MILFORD	\$850.00	\$447.67
MILTON	\$850.00	\$488.42
NASHUA	\$850.00	\$207.08
NEW BOSTON	\$850.00	\$185.74

NEWINGTON	\$850.00	\$0.00
NEW LONDON	\$850.00	\$0.00
NEWMARKET	\$850.00	\$193.23
NEWPORT	\$850.00	\$698.16
PLYMOUTH	\$850.00	\$497.29
PORTSMOUTH	\$850.00	\$708.41
RINDGE	\$850.00	\$0.00
ROCHESTER	\$850.00	\$834.13
ROCKINGHAM CTY	\$850.00	\$836.72
RYE	\$850.00	\$850.00
SALEM	\$850.00	\$427.78
SEABROOK	\$850.00	\$0.00
THORNTON	\$850.00	\$850.00
WAKEFIELD	\$850.00	\$850.00
WOLFEBORO	\$850.00	\$304.03
NH STATE POLICE	\$14,450.00	\$11,069.16
	\$67,150.00	\$39,914.09

Funding Source: 402 Funds Obligated: \$52,700.00 Funds Expended: \$28,844.93

Funding Source: 405b Funds Obligated: \$14,450.00 Funds Expended: \$11,069.16

2021 Drive Sober or Get Pulled Over Mobilization

21-07-11

Planned Activity Description

Overtime Enforcement funds will be used to support the two Impaired Driving National Campaigns. Partner agencies will be required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols will be done in 4 or 6 hour patrols shifts with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2021, the NHOHS provided overtime enforcement funds to support law enforcements participation in the two (2) Impaired Driving “Drive Sober or Get Pulled Over” National Mobilization campaigns. Partner law enforcement agencies were required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols were conducted in 3 to 4 hour patrols shifts with the primary effort focused on impaired driving on our roadways. These patrols were conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

The NHOHS provided grant funding to the State Police and sixty-one local law enforcement communities who conducted 80 Six-hour enforcement patrols and 230 four-hour enforcement patrols. These enforcement patrols resulted in the following:

- State Police activity resulted in 963 vehicles stopped with 752 warnings and 217 summonses issued and 10 DUI arrests. The total number of hours dedicated to this enforcement effort was 477
- Local Police activity resulted in 1,900 vehicles stopped with 1,840 warnings and 133 summonses issued and 12 DUI arrests. The total number of hours dedicated to this enforcement effort was 920.5.

2021 Drive Sober or Get Pulled Over Mobilization 21-07-11		
Grantee	Obligated	Spent
ALTON	\$1,700.00	\$723.08
AMHERST	\$1,700.00	\$811.09
ANTRIM	\$1,700.00	\$1,346.64
ATKINSON	\$850.00	\$753.24
AUBURN	\$1,700.00	\$1,140.58
BARRINGTON	\$1,700.00	\$765.62
BARTLETT	\$850.00	\$0.00
BEDFORD	\$1,700.00	\$704.24
BELMONT	\$1,700.00	\$642.73
BERLIN	\$1,700.00	\$0.00
BOW	\$1,700.00	\$0.00
BRENTWOOD	\$1,700.00	\$579.30
CAMPTON	\$1,700.00	\$640.19
CANDIA	\$1,700.00	\$593.51
CHARLESTOWN	\$1,700.00	\$1,483.87
CHICHESTER	\$1,700.00	\$1,666.23
CLAREMONT	\$1,700.00	\$0.00
CONCORD	\$1,700.00	\$0.00
CONWAY	\$1,700.00	\$391.40
DEERFIELD	\$1,700.00	\$1,700.00
DERRY	\$1,700.00	\$0.00
DOVER	\$1,700.00	\$1,062.98
ENFIELD	\$1,700.00	\$1,700.00
EPPING	\$1,700.00	\$1,700.00
EPSOM	\$1,700.00	\$1,494.46
GILFORD	\$1,700.00	\$984.92
GOFFSTOWN	\$1,700.00	\$0.00
GREENLAND	\$1,700.00	\$1,700.00
HAMPTON	\$1,700.00	\$201.00
HAVERHILL	\$1,700.00	\$523.74
HILLSBORO	\$1,700.00	\$1,680.54
HOLLIS	\$1,700.00	\$1,451.96
HOPKINTON	\$1,700.00	\$1,690.01
HUDSON	\$1,700.00	\$1,617.56
KEENE	\$1,700.00	\$1,065.17
LACONIA	\$1,700.00	\$1,373.44
LEBANON	\$1,700.00	\$1,544.13
LEE	\$1,700.00	\$1,277.75

LITTLETON	\$1,700.00	\$605.60
LONDONDERRY	\$1,700.00	\$1,061.62
MANCHESTER	\$1,700.00	\$629.84
MEREDITH	\$1,700.00	\$890.88
MERRIMACK	\$1,700.00	\$797.52
MILFORD	\$1,700.00	\$1,454.17
MILTON	\$1,700.00	\$624.98
NASHUA	\$1,700.00	\$1,674.46
NEW BOSTON	\$1,700.00	\$1,120.45
NEWINGTON	\$1,700.00	\$520.25
NEW LONDON	\$1,700.00	\$1,162.92
NEWMARKET	\$1,700.00	\$257.63
NEWPORT	\$1,700.00	\$460.99
PLYMOUTH	\$1,700.00	\$240.89
PORTSMOUTH	\$1,700.00	\$821.99
RINDGE	\$1,700.00	\$0.00
ROCHESTER	\$1,700.00	\$1,274.25
ROCKINGHAM CTY	\$1,700.00	\$1,395.08
RYE	\$1,700.00	\$859.59
SALEM	\$1,700.00	\$1,700.00
SEABROOK	\$1,700.00	\$0.00
THORNTON	\$1,700.00	\$238.34
WAKEFIELD	\$1,700.00	\$1,700.00
WOLFEBORO	\$1,700.00	\$967.04
NH STATE POLICE	\$30,000.00	\$29,993.75
	\$133,000.00	\$85,461.62

Funding Source: 402 Funds Obligated: \$103,000.00 Funds Expended: \$55,467.87

Funding Source: 405d Flex(SP) Funds Obligated: \$30,000.00 Funds Expended: \$29,993.75

2021 DWI Enforcement Patrols & Equipment

21-07-04

Planned Activity Description

This planned activity will support funding for New Hampshire’s State Police (funded using 405d funds), Local, and County law enforcement agencies (funded using 402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2021 federal fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (VISION CRMS data base) and the State’s Fatality Analysis Reporting System (FARS). These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year’s holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). There are currently no planned equipment purchases during FFY 2021. Should the need arise due to equipment failures, NH OHS has included equipment in the description of the planned activity in the event a HSP amendment is needed to assist with replacement equipment.

In FFY 2021, funds were provided to support the New Hampshire’s State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2021 federal fiscal year. Enforcement times and locations were based on local and

State data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the States Fatality Analysis Reporting System. Also, important, additional impaired driving enforcement efforts were focused on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). In FFY 2021, there was no equipment funded.

The NHOHS provided grant funding to the State Police and thirty four local law enforcement communities who conduct 890 Six-hour enforcement patrols. These enforcement efforts resulted in the following:

- State Police activity resulted in 7,264 vehicles stopped with 5,836 warnings and 1,866 summonses issued and 90 DUI arrests. The total number of hours dedicated to this enforcement effort was 3,957.
- Local Police activity resulted in 3,013 vehicles stopped with 2,930 warnings and 123 summonses issued and 51 DUI arrests. The total number of hours dedicated to this enforcement effort was 1,383.

2021 DWI/DUI Enforcement Patrols		
21-07-04		
Grantee	Obligated	Spent
ALTON	\$3,357.00	\$1,923.59
AMHERST	\$2,170.00	\$0.00
ATKINSON	\$3,357.00	\$2,654.80
BARRINGTON	\$3,357.00	\$1,576.97
BEDFORD	\$4,148.00	\$602.69
BELMONT	\$8,959.00	\$1,847.07
BERLIN	\$2,345.00	\$1,983.74
BOW	\$3,357.00	\$413.27
BRENTWOOD	\$3,008.00	\$754.16
CAMPTON	\$3,000.00	\$1,637.68
CLAREMONT	\$4,148.00	\$0.00
CONCORD	\$6,564.00	\$3,664.47
CONWAY	\$1,800.00	\$1,514.76
DERRY	\$8,959.00	\$976.64
DOVER	\$5,752.00	\$1,616.78
EPPING	\$3,357.00	\$1,871.29
GILFORD	\$5,752.00	\$3,454.48
GREENLAND	\$3,357.00	\$1,669.19
HAMPTON	\$4,960.00	\$431.38
HAVERHILL	\$4,960.00	\$0.00
HILLSBORO	\$3,357.00	\$3,357.00
HOLLIS	\$2,400.00	\$2,400.00
HUDSON	\$5,752.00	\$0.00
KEENE	\$4,148.00	\$3,255.21
LACONIA	\$4,960.00	\$4,960.00
LEBANON	\$4,960.00	\$4,810.95
LEE	\$3,357.00	\$2,976.04
LITTLETON	\$5,752.00	\$791.61
LONDONDERRY	\$5,752.00	\$0.00
MANCHESTER	\$19,391.00	\$5,331.76
MEREDITH	\$3,357.00	\$2,098.81
MERRIMACK	\$3,357.00	\$2,649.12

MILFORD	\$4,148.00	\$2,297.98
NASHUA	\$12,165.00	\$12,011.37
NEWPORT	\$3,357.00	\$1,514.72
PORTSMOUTH	\$4,960.00	\$4,608.14
RYE	\$6,564.00	\$1,450.48
SALEM	\$8,167.00	\$7,479.51
SEABROOK	\$4,148.00	\$1,407.37
WOLFEBORO	\$2,000.00	\$633.59
NH STATE POLICE	\$450,000.00	\$348,344.63
	\$648,719.00	\$440,971.25

Funding Source: 402
\$198,719.00 Funds

Funds Obligated:
Expended: \$92,626.62

Funding Source: 405d Flex(SP) Funds Obligated: \$450,000.00 Funds Expended: \$348,344.63

2021 DISTRACTED DRIVING

21-04-04

Planned Activity Description

Funds are requested to provide overtime funds to NHSP (funds flexed from 405d) and local law enforcement agencies (funds from 402) to enforce distracted driving laws throughout NH. Distracted driving enforcement will be conducted year round. Specific times and locations will be based on local crash and violation data. Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring.

In FFY 2021, the NHOHS provided funding to support NHSP and local law enforcement agencies enforcement of distracted driving laws throughout NH. Distracted driving enforcement efforts were conducted year round. Specific times and locations were based on local crash and violation data. Crash data was reviewed throughout the year to effectively allocate resources where the crashes are occurring.

The NHOHS provided grant funding to the State Police and twenty-nine local law enforcement communities who conducted 502 four-hour enforcement patrols. These patrols resulted in the following:

- State Police activity resulted in 2,702 vehicles stopped with 1,661 warnings and 1,244 summonses issued. The total number of hours dedicated to this enforcement effort was 1,042.
- Local Police activity resulted in 2,475 vehicles stopped with 1,688 warnings and 392 summonses issued. The total number of hours dedicated to this enforcement effort was 965.

2021 Distracted Driving Patrols		
21-04-04		
Grantee	Obligated	Spent
ALTON	\$1,658.00	\$1,052.05
AMHERST	\$2,170.00	\$0.00
BARRINGTON	\$2,215.00	\$0.00
BEDFORD	\$3,052.00	\$1,212.71
BELMONT	\$1,936.00	\$1,331.17
BOW	\$1,379.00	\$0.00
BRENTWOOD	\$1,008.00	\$0.00

CAMPTON	\$3,000.00	\$3,000.00
CHICHESTER	\$1,936.00	\$0.00
CONCORD	\$3,609.00	\$3,202.85
CONWAY	\$1,100.00	\$0.00
DERRY	\$3,888.00	\$3,655.67
EPPING	\$2,494.00	\$1,740.82
EPSOM	\$1,936.00	\$0.00
GILFORD	\$1,936.00	\$1,657.62
GOFFSTOWN	\$1,936.00	\$682.83
GREENLAND	\$1,379.00	\$1,379.00
HAMPTON	\$2,215.00	\$330.72
HOLLIS	\$2,100.00	\$2,100.00
HOPKINTON	\$2,494.00	\$2,494.00
HUDSON	\$3,052.00	\$1,554.87
KEENE	\$3,330.00	\$3,330.00
LACONIA	\$1,936.00	\$1,936.00
LEBANON	\$1,936.00	\$1,933.35
LEE	\$2,773.00	\$692.74
LONDONDERRY	\$4,167.00	\$0.00
MANCHESTER	\$8,906.00	\$7,019.89
MEREDITH	\$1,379.00	\$1,037.47
MERRIMACK	\$2,494.00	\$2,494.00
MILFORD	\$3,330.00	\$3,180.54
MILTON	\$1,379.00	\$858.74
NASHUA	\$6,397.00	\$6,383.01
NEWINGTON	\$1,379.00	\$0.00
NEW LONDON	\$1,379.00	\$0.00
NEWPORT	\$1,658.00	\$0.00
PORTSMOUTH	\$2,494.00	\$2,204.10
ROCHESTER	\$3,609.00	\$1,775.38
RYE	\$1,936.00	\$1,936.00
SALEM	\$1,658.00	\$1,658.00
SEABROOK	\$2,773.00	\$1,252.35
WOLFEBORO	\$2,000.00	\$2,000.00
NH STATE POLICE	\$95,200.00	\$84,575.11
	\$198,606.00	\$149,660.99

Funding Source: 402* Funds Obligated: \$103,406.00 Funds Expended: \$65,085.88

Funding Source: 402*(SP) Funds Obligated: \$95,200.00 Funds Expended: \$84,575.11

2021 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION

21-04-11

Planned Activity Description

Overtime enforcement patrols conducted by State (funds flexed from 405d) & Local Police (funds from 402) will be utilized to support the media efforts during the Distracted Driving National Campaign. These overtime enforcement

patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk. These patrols will be conducted in four hour increments in identified high risk crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas.

In FFY 2021, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaign “U DRIVE. U TEXT. U PAY”. These overtime enforcement patrols were conducted during this mobilization and during the commuting hours and in locations, that have been identified as having a high crash risk.

The NHOHS provided grant funding to the State Police and sixty-one local law enforcement communities who conducted 193 four-hour enforcement patrols. These enforcement patrols resulted in the following:

- State Police activity resulted in 348 vehicles stopped with 211 warnings and 149 summonses issued. The total number of hours dedicated to this enforcement effort was 124.
- Local Police activity resulted in 1,625 vehicles stopped with 1,304 warnings and 326 summonses issued. The total number of hours dedicated to this enforcement effort was 649.

2021 Utext Udrive Upay Mobilization

21-04-11

Grantee	Obligated	Spent
ALTON	\$850.00	\$464.72
AMHERST	\$850.00	\$766.30
ANTRIM	\$850.00	\$657.97
ATKINSON	\$850.00	\$801.25
AUBURN	\$850.00	\$580.83
BARRINGTON	\$850.00	\$0.00
BARTLETT	\$850.00	\$0.00
BEDFORD	\$850.00	\$0.00
BELMONT	\$850.00	\$691.55
BERLIN	\$850.00	\$406.56
BOW	\$850.00	\$636.50
BRENTWOOD	\$850.00	\$842.68
CAMPTON	\$850.00	\$722.85
CANDIA	\$850.00	\$553.43
CHARLESTOWN	\$850.00	\$210.71
CHICHESTER	\$850.00	\$484.60
CLAREMONT	\$850.00	\$0.00
CONCORD	\$850.00	\$564.47
CONWAY	\$850.00	\$457.93
DEERFIELD	\$850.00	\$806.02
DERRY	\$850.00	\$596.38
DOVER	\$850.00	\$850.00
ENFIELD	\$850.00	\$684.36
EPPING	\$850.00	\$850.00
EPSOM	\$850.00	\$611.22
GILFORD	\$850.00	\$843.58
GOFFSTOWN	\$850.00	\$835.00
GREENLAND	\$850.00	\$838.64
HAMPTON	\$850.00	\$295.56
HAVERHILL	\$850.00	\$0.00
HILLSBORO	\$850.00	\$814.72
HOLLIS	\$850.00	\$850.00
HOPKINTON	\$850.00	\$850.00
HUDSON	\$850.00	\$850.00
KEENE	\$850.00	\$850.00
LACONIA	\$850.00	\$804.25
LEBANON	\$850.00	\$544.25
LEE	\$850.00	\$529.30
LITTLETON	\$850.00	\$850.00
LONDONDERRY	\$850.00	\$728.43
MANCHESTER	\$850.00	\$713.93
MEREDITH	\$850.00	\$640.79
MERRIMACK	\$850.00	\$850.00
MILFORD	\$850.00	\$762.00
MILTON	\$850.00	\$665.18
NASHUA	\$850.00	\$611.44
NEW BOSTON	\$850.00	\$780.67
NEWINGTON	\$850.00	\$209.10
NEW LONDON	\$850.00	\$562.68

NEWMARKET	\$850.00	\$257.63
NEWPORT	\$850.00	\$487.23
PLYMOUTH	\$850.00	\$850.00
PORTSMOUTH	\$850.00	\$720.23
RINDGE	\$850.00	\$0.00
ROCHESTER	\$850.00	\$794.41
ROCKINGHAM CTY	\$850.00	\$779.25
RYE	\$850.00	\$850.00
SALEM	\$850.00	\$580.31
SEABROOK	\$850.00	\$504.39
THORNTON	\$850.00	\$850.00
WAKEFIELD	\$850.00	\$850.00
WOLFEBORO	\$850.00	\$304.03
NH STATE POLICE	\$9,100.00	\$5,568.69
	\$61,800.00	\$42,916.02

Funding Source: 402* Funds Obligated: \$52,700.00 Funds Expended: \$37,347.33

Funding Source: 402 (SP) Funds Obligated: \$9,100.00 Funds Expended: \$5,568.69

E-CRASH – PRINTER/SCANNER/GPS

21-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built E-Ticket application and to enable state, county, and local law enforcement agencies to implement and deploy E-Ticketing functionality, utilizing their 3rd party vendors. Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN, enabling them to effectively deploy E-Citation and E-Crash. This will increase significantly the number of agencies that will be able to participate in the E-Citation/E-Crash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech or another vendor and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the State electronically. This will enable the state to have more accurate

and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices to facilitate electronic data collection of crash and citation data, as well as supports the purchase of equipment for the Crash Analysis Reporting (CAR) team in State Police, who provide crash analysis for both state and local LE agencies.

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

In FFY 2021, funds were provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This increased significantly the number of agencies ability to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the state electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

In FFY 2021 funds were provided and expended by eleven (11) law enforcement agencies participating in this E-Crash (printers, scanners, receivers) project. Funds were provided to participating local law enforcement agencies to outfit cruisers (approximately \$1,000 per cruiser) with printers, scanners, and GPS receivers. This equipment allowed local agencies to create electronic citation and crash reports in the cruiser and provide copies of citations or driver information on scene, and was able to be used in conjunction with software already developed. This equipment also allowed for information to be electronically submitted to DMV and/or the Courts, as applicable. With the use of this equipment, participating law enforcement agencies have the tools necessary to adequately document motor vehicle activity, which can be used to help identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. The number of agencies that are now participating in the e-Citation program has increased, resulting in more timely submission of data, as well as reduced errors, due to the fact that the applications have edit checks that ensure the data captured is accurate. All purchases made were Buy America Act compliant; equipment that is \$5,000 or more was approved by NHTSA. This project supported the State's commitment to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Grantee	Obligated	Spent
Allenstown	\$3,280.00	\$1,780.00
Carroll	\$1,766.00	\$926.00
Carroll Cty-	\$4,157.00	\$3,220.00
Campton	\$1,716.00	\$1,716.00
Enfield	\$870.00	\$400.00
Gilford	\$1,000.00	\$1,000.00
Kensington	\$3,861.00	\$815.00
North Hampton	\$2,349.00	\$2,312.97
Stratham	\$460.00	\$459.49
Sullivan Cty-	\$3,341.00	\$3,303.96
Whitefield	\$2,998.00	\$1,780.94
	\$25,798.00	\$15,933.42

Funding Source: 405c

Funds Obligated: \$25,798.00

Funds Expended: \$15,933.42

2021 E-CRASH – MOBILE DATA TERMINALS

21-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

In FFY 2021 funds were provided and expended by nine (9) law enforcement agencies for Mobile Data Terminal (MDT's) equipment. New Hampshire State Police was not a participant in this project because Mobile Data Terminals were supplied and budgeted for in the State budget within the new fleet of NHSP police vehicles received in 2018.

Funding for agencies who participated in the Mobile Data Terminal Equipment project was contingent upon the law enforcement agencies agreement and ability to connect to the State of New Hampshire E-crash /and E-Ticket Records Management System. Agencies who participated had to have and use the latest version of their vendors certified software in order to exchange information on the uniform crash form and motor vehicle citations form. Presently, the majority of New Hampshire law enforcement agencies submit manual citations and crash reports to the State. All purchases made were Buy American Act compliant; equipment that is \$5,000 or more was approved by NHTSA. With the use of this equipment, enforcement agencies were able to complement the electronic applications already built and use this software

and equipment on the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. The equipment included a laptop, docking station, mounting hardware, and stand. This equipment also enables the State to have more accurate and timely data submitted, helps reduce the backlog of unrecorded data, as well as giving access to this data, to identify areas where enforcement efforts need to be deployed. This effort aids to decrease traffic crashes, save lives, and reduce the potential for injury.

Grantee	Obligated	Spent
Alton	\$2,000.00	\$1,802.52
Carroll Cty-	\$15,170.00	\$14,244.00
Center Harbor	\$2,000.00	\$2,000.00
Enfield	\$2,000.00	\$2,000.00
Gilford	\$2,000.00	\$2,000.00
Hillsborough	\$3,500.00	\$1,997.00
Kensington	\$1,749.00	\$1,358.88
North Hampton	\$5,322.00	\$5,322.00
Stratham	\$2,000.00	\$2,000.00
Thornton	\$1,854.00	\$0
	\$37,595.00	\$32,724.40

Funding Source: 405c

Funds Obligated: \$37,595.00

Funds Expended: \$32,724.40

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION

21-02-05

Planned Activity Description

Funding will be provided to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will

be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving Conference and Traffic Safety Conference.

In FFY 2021, \$1,000 was allocated but not obligated and no money was expended for this project. This updated commission includes new membership with partners that would be actively involved in determining how NH can minimize crashes and the resulting injuries and or deaths that occur each year on NH roads.

Funding Source: 402

Funds Obligated: \$1,000.00

Funds Expended: \$0.00

TEEN DRIVER PROGRAMS

COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)

21-08-05

Planned Activity Description

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall also allow for the project director to attend the Lifesavers Conference in April 2021 to learn more on the latest distracted driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving consultants, presenters, and travel for teens to attend the Governor's Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2021. There will be an evaluation component to measure.

In FFY 2021, funds were provided to support the Community Alliance for Teen Safety (CATS) to provide information and education to youth and related to distracted driving and safe driving habits in an effort to save lives. The project educated and strengthened families through encouraging more positive communication between youth and parents and advocated for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project provided distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), and media production (PSA's developed by students). Funds helped develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that were used in High schools and/or driver education classes in FFY 2021. There was evaluation component to measure what was learned.

Goals:

OVERALL GOAL: To engage and educate youth to become advocates about highway safety related issues, especially distracted driving;

Like every other sector of our nation, COVID-19 has severely dented our ability to penetrate into schools and to engage youth and families in person. However, we compensated for this void by creating virtual programs that allowed not only our messaging to continue, but advanced our ability to connect youth with elders, as a strategy to strengthen selected Developmental Assets (i.e. adults as role models and sources of wisdom, and communities that value youth).

The CATS program achieved this by combining Objectives 1 and 2 and creating an intergenerational bonding program via an oral history project in collaboration with several Classic Car Clubs in New Hampshire, who agreed to advance their mission of safe teen driving.

1) **OBJECTIVE:** to create media materials in partnership with local law enforcement and safety personnel, schools and cable access channels;

2) **OBJECTIVE:** to create opportunities for peer to peer and *across ages reinforcement* of safe driving habits utilizing youth produced media messaging.

CATS continued to mentor a small group of youth involved with their media productions. Sadly, they lost several skilled and qualified participants due to graduation. At least two graduates have continued to engage with multiple CATS initiatives. A fuller explanation of the Intergenerational Bonding Project is contained in the Achievements Section below.

ACHIEVEMENTS:

While CATS has traditionally been involved with peer to peer efforts at Pinkerton Academy, the NEXT Charter School, and local middle & elementary schools, they decided to expand their reach by tapping into the ‘wisdom of the elders.’ That is, making use of the natural passion of life-long automobile drivers to share their experiences with driving age youth. As was noted in their application, adults and youth are saturated with ‘safety’ messages and have become somewhat inured to them. In order to reach youth in a different manner, they needed to think outside the box and deliver a ‘safety’ ethos in a unique way. To influence young people to contemplate and change their driving behaviors in a subtle yet effective way. So they created the ‘Car Lovers Project’ which superficially seems like a routine Oral History project—interesting and entertaining on its own—but is also an opportunity for youth to engage with older generations as the recipients of their wisdom.

In this project, they created a kit that guided young people through a process whereby they interviewed a member of a Classic/Antique Auto Club. Embedded within the historical questions are topics that lead to safety issues. They also guided the persons being interviewed with gentle reminders that they not only wanted to collect their experiences, but also wanted the participants to nudge the youth they engaged to consider the consequences of driving decisions. We explicitly made them aware of the 8 Danger Zones: (Driver Inexperience, Driving with Teen Passengers, Nighttime Driving, Not Using Seat Belts, Distracted Driving, Distracted Driving, Drowsy Driving, Reckless Driving, Impaired Driving), and suggested that wherever possible, they might include ‘stories’ that would both entertain and enlighten.

In their promotional material they emphasized their goal of: “We want to demonstrate to our audience just how much we value our vehicles, as well as how much we value the next generation of drivers. Our cars are precious; our children and grandchildren even more.

Our purpose: We want to accomplish two things:

- 1) Share the love of cars with both the current generation and the younger ones, perhaps inspiring them to join our club;
- 2) Reinforce the importance of auto & road safety to the youngest generation, so that they’ll take care of their own lives as well as their beloved cars. So that they will live a life long enough to enjoy their own “antique” vehicles. At the conclusion of the project, they invited those interviewed to appear, if they choose, on an identical TV version of the project. All other interviews will be featured on their social media site.

To support the project, they enlisted seven New Hampshire Car Clubs (cumulatively with several thousand members) who agreed to distribute their invitation, instruction kit, and other materials to their membership through their email lists, newsletters and social media pages. They made an agreement with their local TV station to be the repository of the interviews—which were both on video and audio. They engaged our Youth Highway Safety Media members to edit and polish the interviews for broadcast through their own venues. Sample videos of Interviews are available on request.

Because of the various stages of lockdown, youth were not able to make in person presentations highlighting their messages. CATS has shifted to now rely more on virtual meetings and social media venues for FFY2021. Additionally, they did not have the staffing and resources to adequately conduct formal assessments of beliefs and behaviors. Therefore, they collected primarily observation assessments in the community. As a result of their efforts and data surrounding the schools they are involved in, it was determined that the goal to increase non-use of devices previously set in prior fiscal years should be adjusted to reflect the current successes of the program. The goals in FFY 2021 will be more modest due to the success of this program.

Funding Source: 402 Funds Obligated: \$5,995.00 Funds Expended: \$5,995.00

YOUTH OPERATOR PROGRAM

21-08-04

Planned Activity Description

The Injury Prevention Center at CHaD, will plan coordinate and orchestrate programs to inform teens of the true risks associated with driving. Funds shall be used to support personnel service at \$55,291.04 and Benefits at \$20,079.16, Current Expenses at \$31,900.00, Indirect cost at \$10,679.16 and travel at \$7,400.00. Teens shall be made aware that their age group has one of the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. The program's Youth Operator Specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately over 50 schools shall be served through the youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety Crash Data involving teen drivers within a given data range, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: *Live to Do Great Things/Buckle Up Every Time* or *Somebody Loves You/ Buckle Up Every Time*, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities.

In FFY 2021, funds were provided to the Injury Prevention Center at Dartmouth Hospital Youth Operator program and Matrix Entertainment to support educational programs informing teens of the true risks associated with driving. Teens were made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information was provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding.

Overview

Partner School Activities

At the beginning of the Grant Cycle, the Coordinator conducted outreach to schools who participated in the past to gauge interest and availability. At that time, many schools were in limbo with their opening plans, and though very interested in having education conducted, could not commit to participating fully due to the fluid nature of in-person/remote learning. The Coordinator continued contact with partner school throughout the Grant Cycle to provide education opportunities. Throughout the Grant Cycle, schools restricted direct student contact from outside organizations to limit potential COVID-19 exposure. Therefore, the Program focused on providing virtual educational opportunities as often as possible. Educational materials were provided to all partner schools based on the NHTSA Communications Calendar and seasonal changes which affect traffic safety. Examples of virtual educational materials and campaigns include National Teen Driver Safety Week (October), Youth Traffic Safety Month (May), National Vehicle Recall Safety Week (March), winter vehicle preparation and driving safety, and the 100 Deadliest Days period (May-September). Materials produced by both NHTSA and the Program were provided during these periods. One exciting opportunity the Coordinator assisted with was mentoring a senior student at Kearsarge High School. The student completed a senior project on distracted driving prevention with a research paper presentation and motivational video. Throughout the student's project, the Coordinator provided assistance with interpreting data sets, locating reputable information related to distracted driving, and best practices for injury prevention education. The Coordinator continued to explore other opportunities outside of the school environment to provide education and social media outreach conducted in the previous year was revisited as a means to reach the target audience. Examples of this include the 2021 Safe Driving Media Contest and the OUTFront Media Mobile Campaign described later in this document.

Simulator Style Events

The Program contracted with Matrix Entertainment's "Save a Life Tour" (Tour) to sponsor simulator events at 10 high schools in New Hampshire. Schools and focus areas were identified based on 2019 Youth Risk Behavior Survey data. Scheduled dates and locations of these events changed repeatedly throughout the Grant Cycle as schools were able to commit or had to cancel based on current COVID-19 protocols. The Tour uses two virtual reality simulators to mimic the effects of impaired driving and distracted driving. Participants get to see and feel what it's like while a driver is operating under both conditions. In addition, the Tour created a motivational video for students to view. This video is in lieu of an in-person presentation, as CDC Covid-19 protocols and school protocols prohibited large gatherings. Four events were held in April 2021 while the remaining 6 were held in early September 2021. Schools that participated in the program are as follows: Lincoln-Woodstock Cooperative School, Newport High School, Oyster River High School (Durham, NH), White Mountains Regional High School (Whitefield, NH), Bedford High School, Manchester High School West, Manchester School of Technology, Portsmouth High School, Stevens High School (Claremont NH), New Found High School (Bristol, NH). Over the course of the 10 events, 1,660 students participated. In many of the schools, single classes of 10-20 would cycle through the simulators throughout the day to reduce the gathering size to accommodate for COVID-19 requirements. In future, this number will likely rise significantly as COVID-19 restrictions are rolled back and more students are allowed to participate at a single time. In addition to the simulator activity, the Tour would normally conduct a large gathering of the student body to view a motivational speech regarding traffic safety, and why safe driving is important. Schools could not hold the large gathering due to COVID-19 restrictions. In an effort to keep this part of the Tour, a pre-recorded video was provided to each school for students to view prior to the simulator activity. In addition, schools participating with the Tour received a copy of the NH Distracted Driving Task Force Tool kit. The Coordinator met with school administrators and staff who helped coordinate the Tour and were instructed on the Toolkit use and encouraged to contact the Program to plan future events related to traffic safety.

Safe Driving Media Contest

The 2021 Safe Driving Media Contest (Contest) was held from April to June 2021. There were two main goals for the Contest: 1. Create videos the Program can use for education and social media outreach. 2. Engage students to do research and think critically about traffic safety issues and education. The Contest was focused on distracted driving safety and prevention. Participants were required to be students in NH in grades 6-12, this included home schooled students. Valid entries consisted of a 15 second video focused on distracted driving prevention. Participants were instructed to produce their own content to avoid any copyright issues as well as to exclude foul language. The Contest received 7 valid entries the Program is able to use for education. AT&T graciously provided funds for cash prizes to the

winners. The winning entries were chosen by vote of the BUNH/Teen Driver Program Committee members. In the past, the Contest did not have cash prizes and did not receive entries. This piece is considered a big part of the Contest's success. The videos were used in during the OUTFront Media campaign described later in this document and can be viewed on the Program's website www.nhteendrivers.com.

OUTFront Media Mobile Campaign

The Program partnered with OUTFront Media to conduct a cell phone application Public Service Announcement campaign. The campaign utilized the videos produced in the Safe Driving Media Contest, as well as the website to distribute videos and information focused on distracted driving prevention. The campaign ran from August 15-September 15. Focus areas for the campaign included Keene, Berlin, Manchester, Concord, and Portsmouth. The campaign succeeded in achieving 48,516 completed video views and 842,396 impressions. As part of the campaign, the Program's website was used as a landing page for more information. During the campaign period, the website saw approximately 2,249 page views. This is a significant success as normally the website receives 300 views or less per month depending on the outreach activities at the time.

Community Based Events

The Coordinator was able to attend three Community Based Events. This is down from previous years as many events were canceled this year.

The first event was a ceremony marking the opening of a new bike path tunnel in the City of Lebanon. The Coordinator tabled at the event and was able to speak with residents, teens, and avid bicyclists about the dangers of distracted driving.

The second event was the Safe Kids 301 event at the NH Motor Speedway. The Coordinator tabled at the event and spoke with attendees about dangerous driving practices and encourage seat belt use.

The third event was the Somersworth NH National Night Out. The Coordinator tabled at the event which drew a large crowd varying in ages. The Coordinator was able to talk with many teens, parents, grandparents about the dangers of speeding, distracted and impaired driving, as well as to encourage all ages to wear seat belts.

Professional Development

The Coordinator was able to attend the Virtual 2021 Life Savers Conference. Attended session topics include seat belt safety, distracted driving trends, advertising traffic safety to teens during a pandemic and remotely, coordinating youth participation in traffic safety education, and incorporating distracted driving prevention as a health education component. This Conference is conducted on an annual basis and provides opportunity for the Program to receive insight into best practices and novel means of safety education.

Goals:

1. The youth operator program will continue efforts to develop and maintain peer to peer highway safety programs in 15 primary high schools in New Hampshire. Five of these schools will be schools who have not participated with the program in the past from remote areas of New Hampshire. Educational efforts with these high schools will include the opportunity for middle schools of participating districts to receive educational assistance.

This goal was partially met.

Due to the national COVID-19 outbreak, student extracurricular activities were often limited to groups already in place or considered high priority for the school districts. This resulted in limited opportunities for traffic safety peer to peer education and therefore a disruption in the forming of clubs focused on traffic safety education among peer groups. Unfortunately, no specific middle school activities were conducted. Schools involved with the Program regularly received contact from the Coordinator as new opportunities were available or national campaigns were launched.

More than 15 schools are listed below. Many schools which participated in the past continued the relationship and new schools were added as participating throughout the year.

Participating schools:

Lincoln-Woodstock Cooperative School, Newport High School, Oyster River High School (Durham, NH), White Mountains Regional High School (Whitefield, NH), Bedford High School, Manchester High School West, Manchester School of Technology, Portsmouth High School, Stevens High School (Claremont NH), New Found High School (Bristol, NH), Somersworth High School, Woodsville High School, Pelham High School, John Stark High School, Hollis-Brookline High School, Concord High School, Bow High School, Berlin High School, Alvirne High School, Pinkerton Academy, Kearsarge Regional High School.

The five new schools added for 2021 are as follows: Newfound High School, Manchester High School West, Manchester School of Technology, Lincoln-Woodstock Cooperative School, White Mountains Regional High School. Although the two Manchester high schools are not considered remote, the large populations of students make the two schools high priority for educational efforts.

2. Online educational content will expand through maintaining and updating the teen driving web resource, www.nhteendrivers.com. The website will include expanded virtual resources.

This goal was met.

Resources were updated on the website throughout the grant cycle pertaining to program activities and seasonal traffic safety messaging. Some examples of expanded resources include items for the Distracted Driving Task Force, winter driving safety tips, the 2021 Safe Driving Media Contest, and driving safety videos available to the Program.

3. Organize and support a simulator program event at 10 high schools.

This goal was met.

The Youth Operator Program contracted with Matrix Entertainment's "Save a Life Tour" to sponsor simulator events at 10 high schools in New Hampshire. Schools and focus areas were identified based on 2019 Youth Risk Behavior Survey data.

Due to the ongoing COVID-19 pandemic, scheduling was difficult. Four events were held in April 2021 while the remaining 6 were held in early September 2021. Schools that participated in the program are as follows: Lincoln-Woodstock Cooperative School, Newport High School, Oyster River High School (Durham, NH), White Mountains Regional High School (Whitefield, NH), Bedford High School, Manchester High School West, Manchester School of Technology, Portsmouth High School, Stevens High School (Claremont NH), New Found High School (Bristol, NH).

4. Increase seat belt use across the 15 peer-to-peer schools by an average of 5% from the beginning overall usage rate and decrease distracted driving across the 15 peer-to-peer schools by an average of 2% from the beginning overall initial rate.

This goal was not met.

Due to the ongoing COVID-19 pandemic, priorities for the school districts were focused on achieving attendance at school, whether in person or remote. The Coordinator endeavored to provide information and education opportunities to schools as they are able to incorporate them into the curriculum, rather than conducting observational assessments.

In the past, there has been major hesitancy to participate in collecting this data due to privacy concerns of the students and school district. These concerns are being evaluated and considered to include this piece effectively in the Program moving forward.

5. Create 2 new educational resources to be used in public information and/or media platforms.

This goal was met.

During the FY2021 Grant year, the TDP coordinated the Safe Driving Media Contest. A similar contest was conducted during FY2020. The Contest this year was focused on distracted driving prevention. Entrants submitted a 15 second video educating viewers about the dangers of distracted driving. The main goal of the Contest was to create videos the Teen Driver Program is able to use for educational programming. This year's Contest resulted in 7 teen created videos the Program can use for educational programming. Videos can be viewed on the Teen Driver Program's website. The videos produced were used in a virtual media program described later in this document.

6. Plan and coordinate the seat belt challenge that achieved an average of 4 out of 5 evaluation rating and increase number of schools attending the seat belt challenge by 3% compared to the number of attendees in fiscal year 2020.

This goal was not met.

Due to the ongoing COVID-19 pandemic, large scale gatherings of students from various schools and parts of the state were discouraged per Centers for Disease Control guidelines. During FY2019, the Seat Belt Challenge was moved to a more inclusive format as a quiz style event. The participation turnout was low for that event, and it has been unable to be held since then. It has been determined that this piece will not be included in the FY2022 Grant, as school-specific events like the Simulator Style events described in this document are more applicable.

Funding Source: 402 Funds Obligated: \$170,000.00 Funds Expended: \$138,972.51

*MATRIX ENTERTAINMENT EXPENDED \$35,000.00 OF THE YOUTH OPERATOR \$138,972.51

MATRIX ENTERTAINMENT

21-08-03

Planned Activity Description

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall also allow for the project director to attend the Lifesavers Conference in April 2021 to learn more on the latest distracted driving initiatives. Funds for this project shall provide

distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving consultants, presenters, and travel for teens to attend the Governor's Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2021. There will be an evaluation component to measure.

In FFY 2021 funds were provided to Matrix Entertainment to support a coordinated teen driver safety program called the "Save a Life Tour" and brought this interactive experience into four high schools of our office's choosing.

The Youth Operator Program contracted with Matrix Entertainment's "Save a Life Tour" to sponsor simulator events at 10 high schools in New Hampshire. Schools and focus areas were identified based on 2019 Youth Risk Behavior Survey data.

Due to the ongoing COVID-19 pandemic, scheduling was difficult. Four events were held in April 2021 while the remaining 6 were held in early September 2021. Schools that participated in the program are as follows: Lincoln-Woodstock Cooperative School, Newport High School, Oyster River High School (Durham, NH), White Mountains Regional High School (Whitefield, NH), Bedford High School, Manchester High School West, Manchester School of Technology, Portsmouth High School, Stevens High School (Claremont NH), New Found High School (Bristol, NH).

The contract included the following elements:

- 1) Assembly type presentations aimed at teen drivers
- 2) Use of advanced interactive driving simulators, banners and video presentations
- 3) Pre and post event surveys
- 4) Participant takeaways and pledge campaign items
- 5) Promotional efforts that include organizing media outreach and interviews (this was not executed)
- 6) Social media promotions tied in with media outreach

This program was successful and widely received by the participating high schools. We have encouraged our Teen Driver Coordinator with the Injury Prevention Center to contract with them for FFY22 in order to reach more high schools and to enhance their current program.

Funding Source: 402 Funds Obligated: \$40,000.00 Funds Expended: \$35,000.00

TRAFFIC RECORDS

In FFY 2021, the traffic records program planned activities have made some very positive improvements that have been instrumental in providing the state with more timely and complete highway safety data that can be used in many important ways.

In particular, the J-One project has allowed for an additional 20 agencies access to the state's VPN bringing the overall total number of agencies to 160 that have VPN access. Currently, there is now 103 New Hampshire law enforcement agencies submitting electronically (i.e. citations and/ or crash reports) to the DMV VISION System leaving 86 New Hampshire law enforcement agencies that are not. This has been a big improvement over the years, and has allowed more law enforcement agencies, than ever before, the ability to submit citations and crash reports electronically that will go directly into the VISION system that no longer have to be manually entered into the system which has caused a backlog of reports in past years and data that is not timely or complete. This improvement in the reporting process has been extremely helpful to the DMV Crash Data Update project by decreasing the number of backlogged reports needing to be entered manually into the VISION system by DMV staff. The OHS has also helped in making the reporting process more efficient, more timely, and more complete by providing funding to law enforcement to purchase E-Crash equipment (i.e. mobile data terminals, printers, scanners, and receivers) that will allow for citations and crash reports to be submitted electronically into the VISION system by law enforcement. In FFY 2021, the OHS provided funding to eleven (11) law enforcement agencies to purchase printers, scanners, and receivers, and eight (8) law enforcement agencies to purchase MDT's. In FFY 2022 and FFY 2023 the OHS will fund programs that will continue to help provide the timeliness and completeness of data that can be used ultimately to deploy countermeasures to reduce crashes and the resulting deaths and injuries on NH roads.

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

21-03-03

Planned Activity Description

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to (3) Traffic Records Coordination Committee (TRCC) meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NH OHS to update the Traffic Records Strategic Plan, the annual progress report, coordinate and conduct the traffic records assessment and assessment workshops to address recommendations, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c funding and support the administration and activities of the TRCC and its subcommittees. This involves providing expert opinion on traffic records related subjects and insuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state's plan for Traffic Records Improvement.

In FFY 2021, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services also provided for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads, and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2020, as in past years, this Traffic Records Consultant provided valuable traffic

records information to the Office of Highway Safety to develop the highway safety plan and annual report that is submitted to the National Highway Traffic Safety Administration. This consultant also provided coordination for and conducted the NHTSA required (3) TRCC meetings in 2021. Also, assisted with the development of the traffic records strategic plan, helped the state address the NH Traffic Records Assessment Recommendations, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding Source: 402

Funds Obligated: \$55,000.00

Funds Expended: \$55,000.00

EMS Records User Management Funds

21-03-04

Planned Activity Description

The proposed program intends to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend.

The State of NH uses a statewide EMS Patient Care Records system called “TEMSIS” (Trauma and EMS Information System). This system is a centralized database for collecting EMS records. To be able to enter an EMS record, each NH EMS service and provider (collectively referred to as “users” for this proposal) must first have an account in the TEMSIS system. Furthermore, the data elements for these user accounts is primarily defined by the NEMSIS Datasets in the “Demographic” data elements for NEMSIS V3.4, and the information collected by NH for the service and provider demographics must be submitted to NEMSIS as required. The new NEMSIS system business rules prevent submission of records for an EMS agency if the demographic files have not been submitted to NEMSIS first and updated periodically. Therefore, there must be a system to manage user’s accounts to insure TEMSIS is accessible to all users to enter the Patient Care Records and that accurate information is available to submit to NEMSIS, all in a timely manner. On average, there are 290 EMS services, 5000+ EMS providers, 450 ambulances and 26 hospitals contributing to the collection of, and accessing approximately 230,000 EMS patient care records each year in NH.

In FFY 2021 the goal to complete and install the module for the User Management System was met. The length of time needed for the custom development was longer than anticipated. NH EMS continued to work with the vendor to get the work completed but were unable to complete it by the end of the 2020 period due to the COVID-19 Pandemic. However, in 2021 the Division of Fire Standards Training (FST) & Emergency Medical Services (EMS) has now moved all operations to the new user management system. All EMS Licenses for Services, Providers and Ambulances are managed in the system. All changes are immediately synced electronically to the State's NEMSIS compliant ePCR system to allow providers to document in a more timely manner. Additionally all EMS, fire, special emergency, leadership and incident command training the Division provides is also processed through the system increasing efficiency in issuing certifications and recording of EMS training required for licensing for linkage to the automated license issue process.

Besides increasing efficiency and reducing handling costs, we are also able to report more easily on the current count of EMS providers by level and training that has been provided for better tracking.

Funding Source: 405c

Funds Obligated: \$45,000.00

Funds Expended: \$44,637.50

CRASH DATA

VEHICLE CRASH DATA UPDATE

21-03-05

Planned Activity Description

This planned activity will enable the NH Division of Motor Vehicles to fund the crash related activities associated with crash data input for 3-part time members for the manual data entry of crash reports (not including commercial vehicles and fatalities). Funds shall be used to support Personnel Services and the 3,744 support hours and benefits at \$62,472.00 and indirect costs at \$7,147.00. This will increase the timeliness of processing reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition, a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered into a database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects in order to meet highway safety goals.

Goal:

- 1) To decrease the number of backlogged manual crash reports that need to be entered and scanned into the DMV's database from local law enforcement officers.**

This goal has been met. In October 2018, an amendment to the DMV Vehicle Crash Data Update was proposed and voted to change the project description for the Crash Data Entry Backlog. This change included support for three-part time salaries for data entry, as well as funding for overtime initiatives. The entry of PD crash reports are currently being performed solely by the two part time grant funded positions.

As of 21 October 2021 there were 453 crash reports backlogged. All reports were received within the last 30 days meeting the goal to process all received reports within 30 days. By having dedicated part time positions during business hours, this has aided in decreasing the number of reports to be entered (backlogged):

October 2020 = 546 vs. October 2021 = 453

Funding Source: 405c Funds Obligated: \$69,619.00 Funds Expended: \$43,281.44

NEW HAMPSHIRE STATE POLICE

J-ONE VPN INSTALLATION ASSISTANCE FUNDS

21-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built E-Ticket application and to enable state, county, and local law enforcement agencies to implement and deploy E-Ticketing functionality, utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN, enabling them to effectively deploy E-Citation and E-Crash. This will increase significantly the number of agencies that will be able to participate in the E-Citation/E-Crash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech or another vendor and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the State electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices to facilitate electronic data collection of crash and citation data, as well as supports the purchase of equipment for the Crash Analysis Reporting (CAR) team in State Police, who provide crash analysis for both state and local LE agencies.

For FFY2021, the J-ONE program sought funding for the reimbursement of time utilized in support of this program. It was determined that additional work hours were required to streamline and increase the capabilities of our partners to begin reporting crash and related data electronically. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. In FFY 2021, VPN installs have been made to 125 agencies allowing for direct VPN to the state. 35 agencies access the states VPN via another agency bringing the overall total to 160 agencies. Currently, there are 105 law enforcement agencies submitting electronically (i.e., citations and/or crash reports) to the DMV.

Funding Source: 405c Funds Obligated: \$255,384.00 Funds Expended: \$252,632.00

COLLISION ANALYSIS & RECONSTRUCTION (CAR) TRAINING

21-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have

existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the state electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

In FFY 2021, funding was provided and used by the New Hampshire State Police C.A.R unit to achieve the goal of purchasing cameras, CDR kits, and to conduct training.

This goal was met.

The New Hampshire State Police C.A.R unit obtained 23 Nikon D7500 cameras for the entire CAR unit. Also purchased was a complete Bosch CDR bundle kit with all associated cables and modules, to include the Tesla, Hyundai, Genesis, etc. CDR kits and cables. Also, 3 specialized CAR schools consisting of Pedestrian/Bicycle School, Reconstruction from Video Analysis School, and Occupant Kinematics School were conducted.

Conclusion:

There has already been a significant increase in the quality of photos being submitted for each of our cases due to the new cameras being issued out into the field.

Members of the unit have already been able to use the investigative skills obtained from the schools we attended for current cases.

The CDR kits are being used extensively by the C.A.R team to obtain information after being connected to vehicles involved in the investigations of serious motor vehicle crashes

Funding Source: 405c Funds Obligated: \$111,734.00 Funds Expended: \$95,748.76

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

21-03-07

Planned Activity Description

The Fatality Analysis Reporting System (FARS) gathers data on fatal traffic crashes that occur each year. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This project will allow for the uniform and timely

compilation of data, both statistical and specific information to assist local, state and federal agencies to prevent further loss of life. This task will supplement other federal funds that support the data analyst position.

In FFY 2021, funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing us with accurate data used to develop the Annual Report and the Highway Safety Plan that is submitted to the National Highway Traffic Safety Administration. The FARS coordinator to date has processed 113 fatal crashes and provided a year end fatality report for calendar year 2020 to be utilized by state agencies in preparation of the HSP and HSIP. Additionally, the FARS coordinator participated in all of the scheduled TRCC, Traffic Safety Commission, and Motorcycle Taskforce meetings providing valuable fatality related data to key decision makers. OHS continues to recognize the need to have a part time employee assisting the FARS coordinator as well as providing a backup in the event of an extended absence. OHS in coordination with NH DMV will work to recruit and train a part time employee in FFY 2022.

Funding Source: 405c Funds Obligated: \$57,015.00 Funds Expended: \$35,531.26

Data Analysis

21-03-08

Planned Activity Description

Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve, collect, and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging efforts to address the particular issues. This will help support the Office of Highway Safety by also providing performance indicators to better determine support of highway safety projects and to more effectively and efficiently share and disseminate this important traffic records data with other highway safety partners to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FFY 2021, the data analyst will continue to produce an annual report on serious bodily injury crashes/injuries similar to that which is already prepared for fatalities. This tool will become a principal tool to reduce fatalities.

In FFY 2021, funds were provided to the Department of Safety for a Data Analyst to retrieve, enter, and analyze data to produce spreadsheets and graphics for management/program decision making. Data was collected by the data analyst to prepare the following in FFY 2021:

1. NHTSA annual report - data input - completed by April 15th - prior to deadline
2. OHS plan - data submitted my May 10th - prior to deadline
3. Scorecard data for 2022 analysis used to prepare OHS applications - data submitted Sept 30 and ongoing as needed
4. DOS required data needs - Asst. Commissioners office - top 10 locations/drill down for Impairment and Speed to conduct enforcement initiative (i.e. Rt. 125, etc.) completed timely per request.
5. OHS Traffic Safety Commission and TRCC Partners meeting - data presented prior to meeting needs
6. OHS Motorcycle Taskforce - data supplied and presented as requested prior to meeting needs
7. OHS/DOT - Statewide safety plan, data submitted and consult given for roadway user group
8. General data requests such as ped/bike initiatives; data supplied per timeline dictates

9. Data requests from the fields (approved by Captain Vetter) to include 91-A requests, all done within the timeframe dictates.

Additionally, for FFY2021, the data analyst was tasked with preparing a calendar year summary of all SBI crashes similar to the annual FARS report. This data was utilized to identify high crash corridors and assisted in the recruitment of highway safety partners that could successfully implement identified countermeasures and planned activities within the FFY 2021 HSP. This data analyst also provided data that measured performance of highway safety projects to determine future support of highway safety projects to meet highway safety goals.

Funding Source: 405c

Funds Obligated: \$17,100.00

Funds Expended: \$16,900.24

DRIVER EDUCATION ASSESSMENT

21-08-08

This Driver Ed Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in FFY 2021. This Assessment will review the effectiveness of the current NH Driver Educational training program and will provide for recommendations and strategies that could be implemented to improve the Driver Ed program in New Hampshire to minimize the potential of injuries and or deaths involving younger drivers. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies). This Assessment was originally planned for in FFY 2020 but was not able to be conducted, due to the COVID-19 Pandemic.

In FFY 2021, funds were provided for a Driver Education Assessment. This assessment was conducted by the Division of Motor Vehicles (DMV) and NHTSA to perform an in-depth evaluation of our Driver Education Program in New Hampshire. The assessment team assembled by NHTSA provided some excellent feedback that was used to better the driver education program. The DMV also took advantage of an established technical assistance team and its resources to help recognize strengths of the program while also helping address areas in need of improvement. The Division of Motor Vehicles and its partner in driver education, NH State Police, engaged in technical assistance at the conclusion of the assessment to assist in areas of need, such as, a standardized curriculum and an education model that can support a portion of the training materials, online. This helped achieve the goal of creating safe drivers and making NH roads safer.

Funding Source: 405d Flex

Funds Obligated: \$20,000.00

Funds Expended: \$12,600.00

PLANNING AND ADMINISTRATION

In FFY 2021, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the FFY 2021 HSP and production of the 2021 Annual Report. Funds will be used for salaries, travel, office space, and other overhead costs, equipment, and materials. Funds shall also be provided under this task to support a State Police Captain position to manage the Safety Planning and Administration Section of the Office of Highway Safety, including supervising staff, directing work activities, setting priorities, reviewing staff assignments, conducting periodic staff evaluations, etc. This individual shall be responsible for oversight of the Federal planning function within the division, including development of the State's annual Highway Safety Plan (HSP) and coordination with the State Strategic Highway Safety Plan both required by Federal mandate. In addition, responsibility for the coordination of the State

Highway Safety Office (SHSO) duties for the Governor's Traffic Safety Advisory Commission rests with this position. This individual shall also provide oversight of Traffic Records, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs.

Field Representative/L.E. Liaison (LEL) Activities

In FFY 2021, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for approximately 125 local, county, state, organizational and institutional grants in support of programs funded by the National Highway Traffic Safety Administration (NHTSA), which promote and enhance highway safety efforts within the State of New Hampshire. There was also an expanded effort to collect and analyze traffic enforcement data with a focus on Data Driven Approaches to Crime and Traffic Safety (DDACTS) and to provide analytical feedback to partner law enforcement agencies. Field Rep/LELs provided information on Highway Safety Programs, National Mobilizations with associated Media Marketing to 234 New Hampshire law enforcement agencies. We continue to develop and test a program which will allow police departments to electronically submit traffic enforcement activity that occurs during grant funded patrols which will facilitate data collection and enhance accuracy. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots. The field monitoring program was expanded to include an educational and training effort to heighten our partners' understanding of grant requirements and inform them of any highway safety grants they may be eligible for, as well as provide information about national issues affecting traffic enforcement. The field rep/LELs efforts included 50 monitoring visits and 5 site visits for training all while performing in-office duties and attending trainings and informational meetings to keep our staff as up-to-date as possible regarding highway safety issues.

Funding Source: 402 Funds Obligated: \$685,000.00 Funds Expended: \$316,649.54

PROGRAM MANAGEMENT & ADMINISTRATION

PERFORMANCE TARGETS

Targets:

- 1. Submitting the Highway Safety Plan including the Section 402 and Section 405 applications to NHTSA by July 1, 2021.**

Target Achieved.

- 2. Submitting the Annual Report to NHTSA by December 31, 2021.**

Target Achieved.

- 3. Developing, managing, monitoring, and evaluating grants described in the FFY 2021 Highway Safety Plan.**

Target Achieved/In Progress

AMENDMENTS



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner



Office of Highway Safety

Commander William R. Haynes, Jr.
John A. Clegg, Program Manager

FFY21 HSP Amendment -1

DATE: 10/8/2020

Projects: 21-03-04 EMS Records Management

21-06-04 Pedestrian Bicycle Enforcement

FUNDING SOURCE SECTION: 405c, 405h

AMOUNT: \$ 60,000.00

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2021 Highway Safety Plan to increase the following projects due to unanticipated carryforward monies due to COVID-19.

Table with 4 columns: Project ID, Project Name, Amount, and Section. Rows include 21-03-04 EMS Records Management (\$50,000.00, 405c) and 21-06-04 Pedestrian-Bicycle Enforcement (\$10,000.00, 405h).

OHS -Accountant: Linda Epstein

OHS -Commander: Captain William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner



Office of Highway Safety
Commander William R. Haynes, Jr.
John A. Clegg, Program Manager

FFY21 HSP Amendment -2

DATE: 01/27/21

Projects: See table below

FUNDING SOURCE SECTION: 402, 405c, d, f and h

AMOUNT: \$ 2,443,138.59

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2021 Highway Safety Plan to increase the following projects due to unanticipated carryforward monies due to COVID-19. Please see ** which is a new project to allow the NH State Lab to work on an overtime basis to complete toxicology reporting in an efficient matter to update the FAR causation data.

402					
	Task	Project	From	To	
21-01	1	Planning Administration	\$475,000.00	\$541,363.77	\$66,363.77
21-02 PT	3	Media	\$100,000.00	\$150,000.00	\$50,000.00
	4	Locals - Speed Enf /Equip	\$210,484.00	\$699,821.04	\$489,337.04
21-04 DD	3	Media	\$50,000.00	\$100,000.00	\$50,000.00
	4	Locals - Distracted Driving Enf	\$110,000.00	\$462,000.00	\$352,000.00
21-07 AL	4	DWI Local Enforcement	\$217,563.00	\$569,563.00	\$352,000.00
21-01 OP	5	Buckle Up	\$130,000.00	\$170,000.00	\$40,000.00
21-01 OP	8	Statewide CPS	\$157,000.00	\$0.00	-\$157,000.00
21-08 TSP	4	Youth Operator	\$130,000.00	\$170,000.00	\$40,000.00
21-01 OP	2	OHS Staffing	\$14,250.00	\$39,250.00	\$25,000.00
21-02 PT	2	OHS Staffing	\$142,500.00	\$167,500.00	\$25,000.00
21-03 TR	2	OHS Staffing	\$23,750.00	\$48,750.00	\$25,000.00
21-04 DD	2	OHS Staffing	\$128,250.00	\$153,250.00	\$25,000.00
21-05 M9MT	2	OHS Staffing	\$10,000.00	\$35,000.00	\$25,000.00
21-06 PS	2	OHS Staffing	\$14,250.00	\$39,250.00	\$25,000.00
21-07	2	OHS Staffing	\$142,500.00	\$167,500.00	\$25,000.00
21-08	2	OHS Staffing	\$9,500.00	\$34,500.00	\$25,000.00
			\$2,065,047.00	\$3,547,747.81	\$1,482,700.81
405b					
	Task	Project	From	To	
	3	Media	\$75,000.00	\$95,378.22	\$20,378.22
21-01 OP	8	Statewide CPS		\$197,000.00	\$197,000.00
	4	Join the NH Clique: SP	\$14,450.00	\$30,000.00	\$15,550.00

				\$322,378.22	\$232,928.22
		405c			
	Task	Project	From	To	
21-03 TR	9	Crash Vendor Interface	\$110,000.00	\$473,795.04	\$363,795.04
		405D			
	Task	Project	From	To	
21-02 PT	4	SP Enforcement /Equipment (Flex)	\$185,000.00	\$376,283.13	\$191,283.13
21-07 M6OT	3	Media	\$150,000.00	\$200,000.00	\$50,000.00
21-07 M6OT	**09	NH State Lab (Toxicology)		\$50,000.00	\$50,000.00
21-07 M6OT	8	Hearings	\$391,000.00	\$407,482.33	\$16,482.33
			\$726,000.00	\$1,033,765.46	\$307,765.46
		405f			
	Task	Project	From	To	
21-05 M9MT	3	Media	\$56,160.00	\$87,131.00	\$30,971.00
	3	Media		\$17,627.00	\$17,627.00
			\$56,160.00	\$104,758.00	\$48,598.00
		405h			
	Task	Project	From	To	
21-06 PS	3	Media	\$25,000.00	\$32,351.06	\$7,351.06

OHS -Accountant:

Linda Epstein

OHS -Commander:



Captain William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner

Richard C. Bailey, Jr., Assistant Commissioner



Office of Highway Safety

Commander William R. Haynes, Jr.

John A. Clegg, Program Manager

FFY21 HSP Amendment -3

DATE: 4/16/21

Projects: *Pedestrian/Bicycle Safety 21-06 task 3 and 4*

FUNDING SOURCE SECTION: 405h

AMOUNT: \$ 0

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2021 Highway Safety Plan to move \$26,351.06 from 21-06 task 3 Media to 21-06 Task 4 Enforcement. This funding will be allocated to local law enforcement agencies and to NHSP who will assist these agencies in conducting pedestrian/bicycle enforcement efforts in these communities that have heavy bicycle and pedestrian activity.

OHS -Accountant: _____
Linda Epstein

OHS –Program Manager: _____
John A. Clegg

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner



Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager

FFY21 HSP Amendment -4

DATE: 08/10/2021

Projects: 21-07-07 NH Liquor DRE Administration

FUNDING SOURCE SECTION: 405d

AMOUNT: No Cost Change

DESCRIPTION OF CHANGE: Due to the retirement of key personnel under the NH Liquor Enforcement DRE Administration grant the NHOHS is requesting NHTSA's approval to allow Portsmouth P.D. to bill NH Liquor enforcement for their efforts to administer the DRE program for the remainder of for FFY 2021. This request is allowable under state rules and will not negate any state or federal rules or guidelines that will continue to be followed.

OHS -Accountant: Linda Epstein 8/10/21
Linda Epstein

OHS -Program Manager: John A. Clegg
John A. Clegg

OHS -Commander: Captain Christopher W. Vetter 8/10/21
Captain Christopher W. Vetter

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:

