STATE OF NEW HAMPSHIRE

STRATEGIC ACTION PLAN

FISCAL YEAR 2014

INDEX

STRATEGIC ACTION PLAN

FISCAL YEAR 2014

<u>APPENDIX A – TO PART 1200--</u>
<u>STATE CERTIFICATIONS AND ASSURANCES</u>
<u>FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)</u>

State: New Hampshire   Fiscal Year 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS
To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A)) The State will comply with applicable statutes and regulations, including but not limited to:

* 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
* 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements
  to State and Local Governments
*23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)
The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

*Name of the entity receiving the award;
*Amount of the award;
*Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
*Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
*A unique identifier (DUNS);
*The names and total compensation of the five most highly compensated officers of the entity if:
        (i) the entity in the preceding fiscal year received—
                (I) 80 percent or more of its annual gross revenues in Federal awards;

(II) $25,000,000 or more in annual gross revenues from Federal awards; and
(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
*Other relevant information specified by OMB guidance.

NONDISCRIMINATION (applies to sub-recipients, as well as states)
The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)
The State will provide a drug-free workplace by:
*Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
*Establishing a drug-free awareness program to inform employees about:
  o The dangers of drug abuse in the workplace.
  o The grantee's policy of maintaining a drug-free workplace.
  o Any available drug counseling, rehabilitation, and employee assistance programs.
  o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
*Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  o Abide by the terms of the statement.
  o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
*Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
*Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  o Taking appropriate personnel action against such an employee, up to and including termination.

o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local \ health, law enforcement, or other appropriate agency.

*Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements: Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:
1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form- LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a

State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is

proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

> (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
> (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
> (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
> (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B)) At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:
*Participation in the National high-visibility law enforcement mobilizations;
* Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
*An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
*Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
*Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
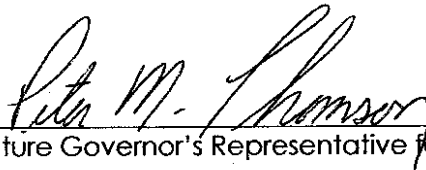
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

_____   _____June 26, 2013_____
Signature Governor's Representative for Highway Safety   Date

Peter M. Thomson
_____
Printed name Governor's Representative for Highway Safety

CERTIFICATE OF COMPLIANCE WITH 2 CRF 225, APPENDIX B, h(3)

I hereby certify that all NH Highway Safety Agency employee's time which is charged to federal funds utilize Section 402 funds. Highway Safety Agency positions: Coordinator, Program Manager, Accountant I, two (2) Field Representatives, and Administrative Assistant. This certification is to verify that all Time and Attendance charges from federal sources come from that single cost objective which brings the State of New Hampshire into compliance with the applicable federal regulation as stated in 2 CFR 225, Appendix B, h(3). An additional certification will be provided by the NH Highway Safety Agency each year in April in order to meet the federal requirement for biennial certification.

[signature] Peter M. Thomson, Coordinator NH Highway Safety Agency	Fiscal Year 2014 June 26, 2013

CIRCULAR A-95 EXEMPTION

The State's highway safety program has been specifically exempted from the provisions of Circular A-95 by the Governor of the State of New Hampshire.

[signature] Peter M. Thomson, Coordinator NH Highway Safety Agency	Fiscal Year 2014 June 26, 2013

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)
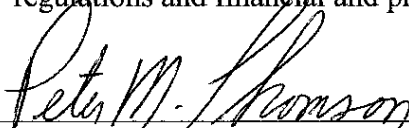
State: __New Hampshire__   Fiscal Year: ___2014___

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.

- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.

- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.

- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

_____   ___June 26, 2013___
Signature Governor's Representative for Highway Safety   Date

Peter M. Thomson
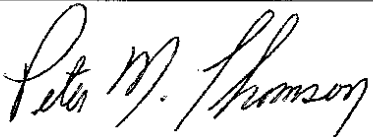Printed name of Governor's Representative for Highway Safety

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☐ **Part 1: Occupant Protection (23 CFR 1200.21)**

All States: [*Fill in **all** blanks below.*]

• The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

• The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____ .

• The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____ .

• Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____ .

• The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____ .

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____ , is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

□ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:

  - Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

  - Coverage of all passenger motor vehicles:

  - Minimum fine of at least $25:

  - Exemptions from restraint requirements:

□ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

□ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

□ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

□ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box*.]

  □ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____ ;

  OR

  □ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

X Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the X TRCC charter or the □ statute legally mandating a State TRCC is provided as HSP attachment # Appendix A, page 104
  or submitted electronically through the TRIPRS database on June 21, 2013 .

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Appendix A, pages 106-129, 147
  or submitted electronically through the TRIPRS database on June 21, 2013 .

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Appendix A, pages 142-145
  or submitted electronically through the TRIPRS database on June 21, 2013 .

- The name and title of the State's Traffic Records Coordinator is
    Peter M. Thomson, Highway Safety Agency Coordinator & Governor's Representative .

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment #
   Appendix A, pages 138-252
  or submitted electronically through the TRIPRS database on June 21, 2013 .

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  X The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages
   Appendix A, pages 104-252, and uploaded to TRIPRS.
  OR

  □ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # .

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on April 18, 2008. Traffic Records Assessment underway prior to July 1, 2013, and to be completed by September 1, 2013 .

X Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

    ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____ ;
    OR

    ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____ .

High-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

    ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ ;
    OR

    ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

    ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
    OR

    ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____ .

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below*.]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in **all** blanks below*.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

- Driver license testing of distracted driving issues:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

☐ **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.

- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.

- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.

- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.

- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____ .

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____ .

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #

  _____ .

- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____ .

- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page #

  _____ .

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____ .

- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box.*]

   ☐ Applying as a Law State –

   • The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
   Legal citation(s):

          AND

   • The State's law appropriating funds for FY _____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
   Legal citation(s):

   ☐ Applying as a Data State –

   • Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____ .

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

    Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

    Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.***)**

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's
license, are provided as HSP attachment #

.
OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment #   .

MISSION STATEMENT

The NH Highway Safety Agency (NHHSA) is the agency responsible under the executive direction of the Governor to develop and implement a statewide program designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency is the focal point for highway safety issues in New Hampshire and provides leadership by promoting highway safety in developing, promoting, and coordinating programs that directly influence public and private policy while broadening public awareness of highway safety.

The NH Highway Safety Agency is an independent department staffed by six (6) employees: Coordinator, Program Manager, Administrative Supervisor, two field representatives and an accountant/IT person. See organizational chart below.

```
                        Governor's Office

                    NH Highway Safety Agency
                        Department 00025
                        Activity HSF250010

                            Coordinator
                              9U073

        Program Manager              Administrative Supervisor
            10972                            10971

Highway Safety      Highway Safety      Highway Safety      Accountant I
Field Representative Field Representative Field Representative    41588
5 Southern Counties 5 Northern Counties Part-Time Temporary
      41587               18081
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EXECUTIVE SUMMARY

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas out-lined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2014 commencing October 1, 2013, and ending September 30, 2014. Priority funding areas supported with Section 402 funds include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety. Also included are Roadway Safety activities. Prior year Section 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs; Section 408 funds will be used to evaluate, improve and link highway safety data and traffic records systems; and Section 410 funds will support the implementation and enforcement of alcohol-impaired driving prevention programs. Map-21 Section 405 funds will support Traffic Safety Information System Improvements, Impaired Driving, and Distracted Driving Texting Ban.

During the 2012 legislative session several bills were acted upon by the New Hampshire Senate and House of Representatives.

HB 1128 established recalibration requirements for enhanced technology ignition interlock devices and requires that ignition interlock device rules require interlock service providers to report data specified in the rules and make it available through a secure web-based portal. Signed by the Governor, this became effective August 12, 2012.

HB 1240, signed by the Governor effective May 14, 2012, authorized the Commissioner of the Department of Safety to allow that a license suspension for refusal to consent to an alcohol test run concurrently if the license has been suspended or revoked for 10 years and the person meets requirements established by the bill.

HB 1310, signed by the Governor effective August 4, 2012, increased from 30 to 45 the number of days a motorcycle learner's permit is valid and requires a driver's license for persons under 18 years of age to receive a motorcycle learner's permit.

HB 1312, signed by the Governor effective January 1, 2013, allows prosecution of a violation-level offense involving a motor vehicle accident result in death or serious bodily injury up to 6 months after the accident.

HB 1440 allowing a person who has attained the age of 15 and ½ years to fulfill the driver education requirements by enrolling in an online driver education course passed the House with an amendment but was sent to Interim Study by the Senate.

HB 1452 prohibiting the establishment of sobriety checkpoints was found Inexpedient to Legislate.

HB 1610 lowering the legal drinking age to 19 years for active duty members of the armed forces was found Inexpedient to Legislate.

HB 1665, signed by the Governor effective January 1, 2013, enables a superior court or a circuit court to implement one or more drug courts.

HB 1699, signed by the Governor effective January 1, 2013, changed the prohibition on driving under the influence of a controlled drug to driving under the influence of a controlled drugs,

prescription drug, over-the-counter drug, or any other chemical substance, natural or synthetic, which impairs a person's ability to drive.

HB 1707, signed by the Governor effective January 1, 2013, modified the law that specified enhanced penalties for driving after revocation or suspension for certain serious offence and making those penalties apply when the revocation/suspension was for an equivalent offense in another jurisdiction. Penalties also apply to a person operating an OHRV or a snowmobile.

SB 282, signed by the Governor effective January 1, 2013, authorizes the Commissioner of the Department of Safety to require installation of an ignition interlock device or enhanced technology ignition interlock device as a condition of restoring driving privileges in certain instances.

SB 285, signed by the Governor effective January 1, 2013, authorizes suspension/revocation of a driver's license for serious boating offenses. It also requires loss of the privilege to operate a motorboat for the same period of time as the loss of driving privileges for aggravated driving while intoxicated.

PROCESS DESCRIPTION

The NH Highway Safety Agency is unique in that it is an independent state agency that develops each year its Strategic Highway Safety Plan which is shared with the SHSP Committee and members. The NH Highway Safety Agency (NHHSA) sends a letter each January to the mayors, chairmen of boards of selectmen, and police and fire chiefs in each of the 234 towns and cities, the 10 county sheriffs, and to those state agencies and other eligible grantees who have a direct interest in promoting highway safety. This letter defines the federal guidelines and potential funding areas and includes a form for them to complete listing anticipated highway safety projects and funding amounts which they would like to address in the up-coming federal fiscal year. This planning information must be submitted to the NHHSA by March 1. To assist in the process, the NHHSA staff periodically addresses the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. While state agencies submit grant applications for the upcoming fiscal year, the one-page planning forms received from local and county government entities listing anticipated highway safety-related efforts are carefully reviewed for funding based on identified problems and proposed countermeasures. The Agency's two field representatives (one assigned to the northern five counties and one assigned to the southern five counties) then work with the designated contact within each community and assist them in completing grant applications, and the program manager works with representatives of the various state agencies.

Municipal government entities must appoint a Highway Safety Committee and designate a chairperson. The committee should hold regular meetings to identify problems/needs, determine priorities, establish objectives and countermeasures, develop highway safety programs, and implement/monitor efforts.

 In order to qualify for funding, an application must clearly identify a traffic safety problem or need as it relates to an identified statewide problem. However, consideration is also given to identified problems at the local level that support and are compatible with the overall highway safety effort. Applications must include: clear problem identification (who, what, when, where, why); a proposed solution to the problem (how); and the results expected to be achieved through application of the proposed solution (long and short-term goals). The anticipated results must justify the cost. Since highway safety funds are "seed" monies awarded to initiate or expand highway safety programs, it is important that applicants become self-sufficient and that programs continue once federal assistance is no longer available.

Applications are reviewed by staff members and pre-approved or disapproved at staff meetings. Once approved, a formal project contract is processed and sent for signatures to the project director and authorizing official in each state/county/local organization. The signed project contract is then returned to the Highway Safety Agency for final approval at which time a project number is assigned and the coordinator signs the contract. A copy of the contract and reporting forms are then sent to the project director while the original signed contract is placed on file at the Highway Safety Agency.

Although applications are received and acted upon throughout the course of the year, priority is given to funding those projects that involve on-going efforts related to the administration/management of the overall highway safety program and those efforts to which the Agency has made a three-year funding commitment. Approval of any application is contingent upon the availability of federal funds. Agency funding guidelines allow for the purchase of replacement equipment in accordance with specific criteria, and careful attention is given to prevent the issue of supplanting.

In addition to the planning letter, the NHHSA uses information provided by the two field representatives and other Agency personnel throughout the year resulting from contacts with grantees and potential grantees. Problem identification and the development of solutions is an on-going process that sometimes necessitates adjustments within program funding areas during the year.

The NH Highway Safety Agency is a member of the SHSP Committee administered by the NH Department of Transportation. Through the review of each year's Highway Safety Plan accomplishments and the analysis of data, information and a copy of the Strategic Action Plan (SAP) for New Hampshire is shared for inclusion in the state's SHSP.

To avoid duplication of efforts, the NHHSA continues to work closely with a variety of state, county, federal, public and private highway safety agencies and organizations including but not limited to: NH Department of Transportation, NH Department of Safety (State Police, Division of Motor Vehicles and Division of Fire Safety 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 Health and Human Services, NH Association of Chiefs of Police, NH Sheriffs' Association, NH Police Officers' Association, National Highway Traffic Safety Administration, Federal Highway Administration, the state's U.S. Congressional Representatives and Senators, Governors' Highway Safety Association, Safety & Health Council/Northern New England, the University of New Hampshire, Derry CATS, NH Mothers Against Drunk Driving, the Injury Prevention Center at Dartmouth College, etc. It is through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.

IDENTIFY PROBLEMS

The NH Strategic Action Plan (SAP) is developed through problem identification that involves the analysis of crash data, violators ticketed, surveys (including the NHTSA Attitude Survey), and input from other agencies (state, county, local and private) which have a vested interest in advancing the cause of highway safety. Fine tuning of problem identification involves determining what highway safety problems are occurring, when they are occurring, where they are occurring, why they are occurring, and who is involved.

Each year the NHHSA reviews traffic crash data provided by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles, NH Department of Safety. Additional data provided by the Division of Motor Vehicles, the Department of Transportation, Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, and FHWA allows for analysis and comparison of other factors (i.e. number of licensed drivers by category, motor vehicle and motorcycle registrations, population, miles driven, injury data, etc.) that impact highway safety in the state.

Results of the NHTSA Attitude Survey conduct in 2010, 2011, and 2012 provide valuable information concerning changes in attitude regarding impaired driving, speeding, and seat belt use.

Analyses of data for several years from various sources is used to identify problem areas throughout the state, to develop countermeasures in accordance with federal standards (priority areas), to propose projects, establish objectives and performance goals, and to obligate funds. Data reviewed includes analysis of all fatalities (i.e. vehicle, motorcycle, pedestrian/bicycle, age, time of day, cause, alcohol/drug involvement, seat belt usage, etc.), crashes, operator ages, licensed drivers, alcohol/drugs, speed, seat belt use, etc. In addition, staff members review current year efforts and activities in the various program areas for strengths, weaknesses, problems, successes, and failures.

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national priority areas and includes: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety, as well as Roadway Safety activities. SAFETEA and MAP-21 Section 405 areas include: Traffic Safety Information System Improvements, Impaired Driving, Motorcyclist Safety, and Distracted Driving Texting Ban.

Based upon a review of the data, problems identified by the NHHSA and its partners, a review of current programs, etc., the Agency has developed countermeasures within the following funding areas that will positively impact a reduction in crashes, fatalities, and injuries.

PSP 14-01 (OP) Occupant Restraints. To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, expand the campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, provide training to EMS providers who transport children in ambulances, and continue the training of CPS technicians. Funds will also support enforcement of the CPS law, contracts with vendors to conduct the annual NHTSA-approved seat belt usage survey, the NHTSA Attitude Survey, and campaigns to support BUNH activities and a pickup truck seat belt program.

PSP 14-02 (AL) Alcohol and/or Other Drugs. To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including overtime DWI patrols, contracting for the NHTSA Attitude Survey, a media campaign, a prosecutorial seminar, virtual driving simulators, and purchase of PBT devices.

PSP 14-03 (PT) Police Traffic Services. To achieve and maintain compliance with posted speed limits and motor vehicle laws through enhanced enforcement, public information and education; assisting local/county and State Police with the purchase of equipment; funding enforcement of red light running and other violations; conducting dedicated school bus enforcement during hours when students are being transported to/from school; the purchase of equipment and crash investigation training; and contracting for the NHTSA Attitude Survey.

PSP 14-04 (TR) Traffic Records. To continue the development and operation of a computerized data processing system that will assure appropriate crash and injury data is available for planning, implementing, and evaluating highway safety programs at state and local levels. Funding will support a portion of the FARS Analyst, as well as enable the Division of Motor Vehicles to update crash records.

PSP 14-05 (EM) Emergency Medical Services. To continue to provide assistance to local emergency medical providers for the purchase of equipment for the rapid extrication of crash victims.

PSP 14-06 (PA) Program Management. To continue a management system based on problem identification through data analysis and the implementation, coordination, and evaluation of countermeasures that will aid in reducing highway crashes.

PSP 14-07 (PS) Pedestrian and Bicycle Safety. To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

PSP 14-08 (MC) Motorcycle Safety. Through public information and education, efforts will be made to reduce the number of motorcycle crashes resulting in injuries and fatalities.

PSP 14-09 (SB) Pupil Transportation. To continue and enhance a comprehensive, statewide pupil transportation program.

PSP 14-10 (RS) Roadway Safety. To provide highway safety engineering services through the state and local communities for traffic safety improvements, continue the analysis of all available traffic records and continued funding of the Operation Lifesaver program to promote safety at railroad crossings.

PSP 14-11 (K8 and Section 405 (d)) Drunk Driving Prevention Programs. Section K8/Section 405(d) funds will continue to elevate the state's efficiency in combating the DWI problems through increased enforcement, sobriety checkpoints and training, continuation of the Department of Justice Traffic Safety Research Prosecutor, the purchase of in-cruiser video equipment, and administration/training of the State's DRE program.

PSP 14-12 (K9 and Section 405(c)) State Traffic Safety Information System Improvement Grant. Section 408/405(c) funds will support programs to improve collection and accessibility of state data used to identify problems and priorities for Highway Safety programs.

PSP 14-13 (K6 and Section 405(f) Motorcyclist Safety Grant. Section 2010/405(f) funds will support efforts to enhance motorcycle training and safety programs throughout the state.

PSP 14-14 (Section 405 (e) Distracted Driving Texting Ban. Funds will be used to address the issue of Distracted Driving and the use of texting while driving through a public information campaign, signs promoting the state law, overtime enforcement, and Section 402 projects.

PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,318,000 residents (2011 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.01 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four (64.0) percent of the population (842,990) reside in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 327.47 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,687 and 86,366 residents respectively. Approximately 92 .0 percent of the population is white, while the remaining 8 percent represents all other populations (i.e. black/African American, Indian, Asian, Hispanic, all others).

New Hampshire's public road system consists of approximately 17,029 miles, of which 225 miles are interstate highways and 52 miles are non-interstate turnpike highways.

The following chart shows the State's most heavily populated cities/towns and their locations within the State's ten counties. The ten most populated communities are located in the southern five counties of the State. (2011 Census (estimated) —NH Office of Energy and Planning).

CHART NO. 1 COUNTY & LARGEST CITIES/TOWNS WITHIN COUNTY (2011 ESTIMATED POPULATION FIGURES)				
County	County Population	City/Town	City/Town Population	Location
Southern Counties & Largest Cities/Towns				
Hillsborough	400,797	Manchester	109,687	South Central
		Nashua	86,366	South Central
		Merrimack	25,454	South Central
Rockingham	295,608	Derry	33,008	South Central
		Salem	28,702	South Central
		Londonderry	24,132	Southeast
Merrimack	146,585	Concord	42,514	Central
		Hooksett	13,603	South Central
Strafford	123,538	Dover	30,158	Southeast
		Rochester	29,750	Southeast
Cheshire	77,244	Keene	23,610	Southwest
Sub-Total	1,043,772		446,984	
Northern Counties & Largest Cities/Towns				
Grafton	89,783	Lebanon	13,643	West Central
		Hanover	11,331	West Central
Belknap	60,160	Laconia	16,002	Central
		Gilford	7,183	Central
Carroll	47,787	Conway	10,088	Northeast
		Wolfeboro	6,231	East Central
Sullivan	43,795	Claremont	13,358	West Central
		Newport	6,521	West Central
Coos	32,703	Berlin	9,826	North
		Lancaster	3,517	North
Sub-Total	274,228		97,695	
TOTAL	**1,318,000**		**544,679**	

TRAFFIC SAFETY PERFORMANCE MEASURES

CORE OUTCOME MEASURES

C-1   *Traffic Fatalities (FARS).* To decrease traffic fatalities 5 percent from the 2012 calendar base year of 106 to 101 by December 31, 2014.

C-2   *Serious Traffic Injuries (State Crash Data).* To decrease serious traffic injuries 5 percent from the 2012 calendar base year of 10,516 to 9,990 by December 31, 2014.

C-3   a) *Mileage Death Rate (FARS).* To decrease the mileage death rate from the 2010 calendar base year of .98 to .93 by December 31, 2014.

   b) *Rural Mileage Death Rate (FARS).* To decrease the rural mileage death rate from the 2010 calendar base year of 1.50 to 1.25 by December 31, 2014.

   c) *Urban Mileage Death Rate (FARS).* To decrease the urban mileage death rate from the 2010 calendar base year of .57 to .54 by December 31, 2014.

C-4   *Unrestrained Passenger Vehicle Occupant Fatalities (FARS).* To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2012 calendar base year of 45 to 40 by December 31, 2014.

C-5   *Alcohol Impaired Driving Fatalities (FARS @ .08 and above).* To decrease alcohol impaired driving fatalities 10 percent from the 2011 calendar base year of 27 to 24 by December 31, 2014.

C-6   *Speeding Related Fatalities (FARS).* To decrease speeding-related fatalities 10 percent from the 2011 calendar base year of 39 to 35 by December 31, 2014.

C-7   *Motorcyclist Fatalities (FARS).* To decrease motorcyclist fatalities 10 percent from the 2012 calendar base year of 29 to 26 by December 31, 2014.

C-8   *Unhelmeted Motorcyclist Fatalities (FARS).* To decrease unhelmeted motorcyclist fatalities 20 percent from the 2011 calendar base year of 12 to 10 by December 31, 2014.

C-9   *Driver Age 20 or Younger Involved in Fatal Crashes (FARS).* To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2011 calendar base year of 10 to 9 by December 31, 2014.

C-10   *Pedestrian Fatalities (FARS).* To reduce pedestrian fatalities 10 percent from the 2012 calendar base year of 9 to 8 by December 31, 2014.

CORE BEHAVIOR MEASURE

B-1   *Seat Belt Use Rate (Observed Seat Belt Use Survey).* To increase statewide seat belt compliance 2.00 percentage point(s) from the 2012 calendar base year usage rate of 68.5 percent to 70.5 percent by December 31, 2014.

This section of New Hampshire's Strategic Action Plan (SAP), using data provided by various offices within the NH Department of Transportation, Department of Safety, Office of State Planning, previously identified agencies, NHTSA, and FHWA summarizes the many highway safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2014.

Number	CHART 2 NEW HAMPSHSIRE STATISTICAL CRASH SUMMARY	2008	2009	2010	2011	2012
	Fatal Motor Vehicle Crashes	127	97	120	84	101
C-1	Persons Killed (Fatalities)	138	110	128	90	108
	Rural Fatalities	127	109	86		
	Urban Fatalities	11	1	42		
	Alcohol-Related Fatalities *	47	32	48	24	26
	% of Alcohol-Related Fatalities	34.1	29.1	37.5	26.7	24.1
	Alc-Related Deaths/VMT (NH @.04)	.28	.19	.28	.13	
	Operators Killed	78	56	70	50	59
	Adult Occupants Killed	14	15	14	16	10
	Child Occupants Killed	5	8	7	1	1
C-10	Adult Pedestrians Killed	9	7	9	5	7
	Child Pedestrians Killed	0	1	0	0	2
C-7	Motorcycle Operators Killed	28	16	26	14	25
	Motorcycle Passengers Killed	1	5	2	0	4
	Moped Operators Killed	0	0	0	0	0
	OHRV Operators Killed	1	1	0	0	0
	Adult Bicyclists Killed	0	0	0	3	0
	Child Bicyclists Killed	2	1	0	1	0
	Total Crashes Reported	34,151	33,265	32,157	33,273	26,691
C-2	Total Injuries Reported (State of NH)	13,455	13,106	12,670	13,110	10,516
	Total VMT (millions) (NHDOT)	16,790	17,119	17,437	18,811	
	NH Fatal Rate/VMT (FARS)	1.06	.85	.98	.71	
C-3	Rural Fatal Rate/VMT (FARS)	2.21	1.91	1.50		
	Urban Fatal Rate/VMT (FARS)	.15	.01	.57		
	Alc-Related Deaths/VMT (FARS @ .08)	.35	.23	.34	.21	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	45	29	45	27	
	United States Fatal Rate	1.26	1.20	1.11	1.10	
	NH Licensed Drivers	1,029,804	1,033,661	1,039,148	1,028,211	1,061,544
	NH Registered Vehicles	1,460,415	1,425,690	1,707,958	1,405,936	1,418,361
	NH Registered Motorcycles (FHWA)	80,689	80,826	80,173	79,267	68,202
	Population (NHTSA)	1,315,906	1,316,104	1,316,759	1,318,194	
	Total Occupant Fatalities	97	79	91	67	70
C-4	Unrestrained Occupant Fatalities	71	50	61	49	46
C-6	Speed-Related Fatalities (FARS)	39	39	62	39	
C-8	Unhelmeted Motorcycle Fatalities	19	13	20	10	21
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	23	16	17	9	
B-1	Seat Belt Usage (NH Survey)	69.2	68.9	72.2	75.0	68.5
A-1	Seat Belt Citations	424	576	355	370	280
A-2	Impaired Driving Arrests		752	682	693	683
A-3	Speeding Citations		9,291	6,181	8,824	7,308*

*   New Hampshire Alcohol-Related Fatalities: .02 BAC for drivers under 21 years of age; .04 BAC for all other driver
       (conforms   with national CDL level)

STATE OF NEW HAMPSHIRE
2011 (NH Office of Energy and Planning)
COUNTY POPULATION MAP

Northern Cou
Southern Cou

COOS COUNTY
Pop. 32,703

GRAFTON COUNTY
Pop. 89,118

CARROLL COUNTY
Pop. 47,698

BELKNAP COUNTY
Pop. 60,088

SULLIVAN COUNTY
Pop. 43,742

MERRIMACK COUNTY
Pop. 146,445

STRAFFORD COUNTY
Pop. 123,143

CHESHIRE COUNTY
Pop. 77,117

HILLSBOROUGH COUNTY
Pop. 400,721

ROCKINGHAM COUNTY
Pop. 295,223
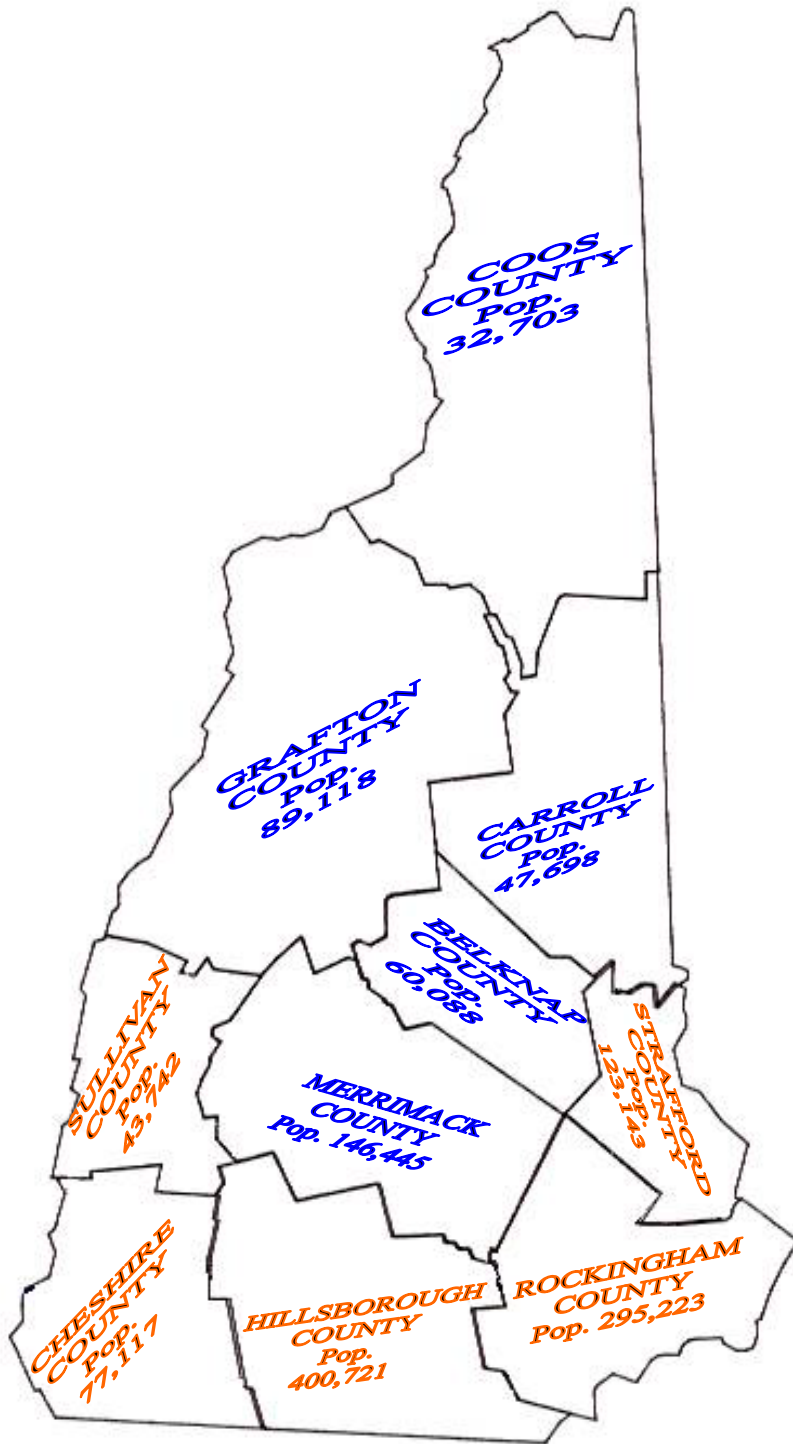
CHART NO. 3

ALL CRASHES - BY TIME OF DAY

2009-2012

Time	2009	2010	2011	2012
12:01A - 04:00A	1,771	2,359	2,500	1,534
04:01A - 08:00A	4,613	5,030	5,623	2,639
08:01A - 12:00N	11,690	12,138	11,101	5,455
12:01P - 04:00P	18,414	19,319	15,564	8,104
04:01P - 08:00P	14,540	11,287	13,303	7,219
08:01P - 12:00M	4,974	3,732	5,065	3,241
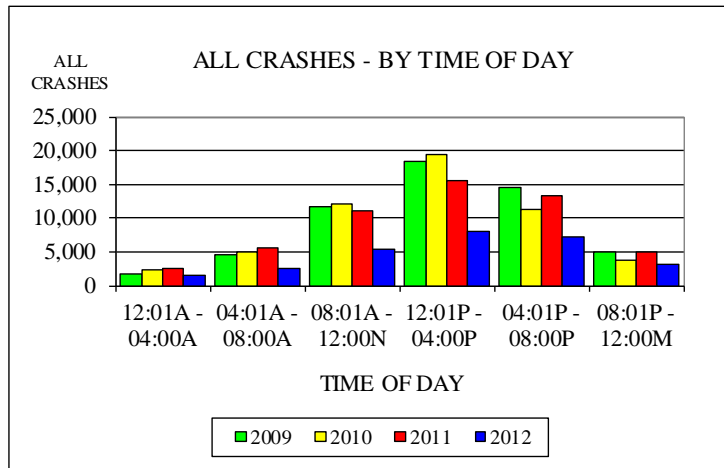
CHART NO. 4

INJURY CRASHES - BY TIME OF DAY

2009-2012

Time	2009	2010	2011	2012
12:01A - 04:00A	407	422	573	598
04:01A - 08:00A	924	983	1,011	1,029
08:01A - 12:00N	2,182	2,231	2,197	2,127
12:01P - 04:00P	3,953	3,616	3,180	3,161
04:01P - 08:00P	3,238	3,314	2,801	2,815
08:01P - 12:00M	1,028	1,123	1,140	1,264
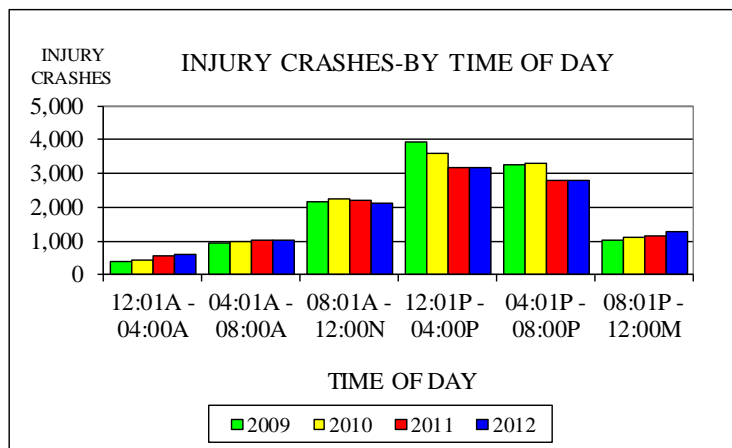
CHART NO. 5
AGES OF DRIVERS INVOLVED IN ALL CRASHES

Ages	2009	2010	2011	2012
16-20	8,620	6,625	9,241	6,969
21-25	6,438	5,789	8,123	5,784
26-30	4,645	3,945	6,072	4,324
31-35	3,718	3,220	5,247	3,504
36-40	4,319	3,320	5,268	3,194
41-45	4,753	3,743	5,785	3,747
46-50	4,789	4,055	6,138	4,031
51-55	4,227	3,611	5,532	3,801
56-60	3,311	2,872	4,421	3,254
61-65	2,513	2,252	3,433	2,494
66-70	1,710	1,514	2,202	1,777
70 +	21	2,610	3,783	3,037
Totals	48,839	43,556	65,245	45,916

CHART NO. 6
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

Ages	2009	2010	2011	2012
16-20	1,942	1,463	2,168	2,911
21-25	1,405	971	1,917	1,288
26-30	1,085	1,253	1,504	1,822
31-35	878	862	1,311	1,460
36-40	961	1,320	1,238	1,300
41-45	1,039	1,337	1,265	1,559
46-50	1,044	661	1,476	1,666
51-55	886	1,069	1,506	1,598
56-60	739	889	1,090	1,377
61-65	510	511	845	1,048
66-70	344	448	480	758
70 +	1,401	934	999	1,462
Totals	12,234	11,718	15,799	18,249

CHART NO. 7

NH DRIVER LICENSES

Age	Number of Licenses
16-20	65,691
21-30	172,305
31-40	153,491
41-50	202,151
51-60	215,717
61-70	149,027
71-80	70,419
81-90	29,584
90+	3,159

NH DRIVER LICENSES

AGE

■ Number of Licenses
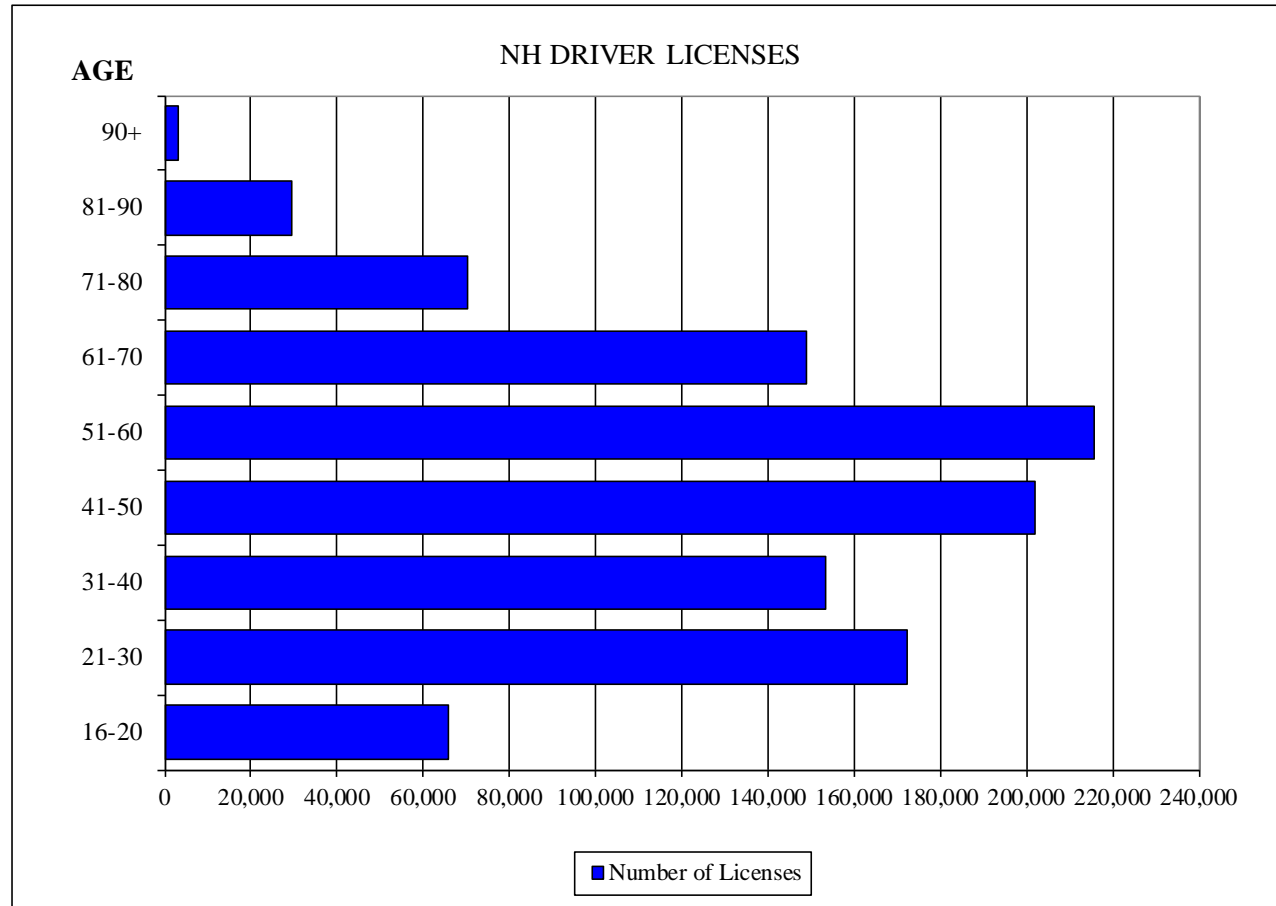
Source: NH Department of Safety (All License Classifications as of 12/31/12)

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire   Number: 14-00   Date: June 26, 2013   Dunn's No. 878-043-769

Program Area	Approved Program Costs	State/ Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ Decrease	Current Balance	
OP 14-01	773.6	150.8				719.4
AL 14-02	177.4					169.2
PT 14-03	1,469.9	133,757.8				1,203.2
TR 14-04	70.5	35.8				
EM 14-05	17.4	17.4				17.4
PA 14-06	229.0	444.6				
PS 14-07	68.0					68.0
MC 14-08	1.0					
SB 14-09						
RS 14-10	12.5					10.0
402 Total	2,819.3	134,406.4				2,187.2
K8 14-11	2,090.0	13,549.6				1,774.9
K9 14-12	487.0	121.8				
K6 14-13	247.5					247.1
405(e) DD 14-14	100.0	25.0				
TOTAL	2,924.5	13,696.4				2,022.0
405(d) Alcohol 14-11	1,928.0	767.1				1,302.5
405 (c) TR 14-12	1,000.0	250.0				
405 (b) M/C 14-13	100.0	25.0				99.9
MAP21 Total	3,028.0	1,042.1				1,402.4
Total NHTSA	8,771.8	149,144.9				5,611.6

State Official Authorized Signature	NHTSA Official Authorized Signature
Name: Peter M. Thomson	Name:
Title: Coordinator	Title:
Date: June 28, 2013	Date:
	Effective:

		ANTICIPATED GRANTS		

PSP & Task	Project Title			<u>Amount</u>
OP 14-01, 1	CPS/Join the NH Clique - $151,000.00	Project		
	Auburn			4,300.00
	Alstead	Numbers		3,600.00
	Amherst			4,300.00
	Bedford	Are Assigned		4,700.00
	Berlin			6,800.00
	Claremont	During the		4,300.00
	Bristol			3,500.00
	Concord	Federal		3,700.00
	Conway			3,800.00
	Derry	Fiscal Year		4,300.00
	Dover			4,400.00
	Franklin	After		3,300.00
	Hinsdale			3,600.00
	Hudson	Funds are		4,700.00
	Keene			4,000.00
	Laconia	Received		4,000.00
	Lisbon			4,000.00
	Littleton	From the		4,000.00
	Londonderry			4,000.00
	Manchester	Federal		5,100.00
	Merrimack			4,700.00
	Nashua	Government		4,300.00
	Pelham			4,700.00
	Plymouth	And		4,100.00
	Portsmouth			4,700.00
	Salem	Applications		4,300.00
	Wolfeboro			2,800.00
	NH State Police	Are Received		35,000.00
2	Convincer Demonstrations			19,000.00
3	BUNH Activities/Seat Belt Challenge	And		82,400.00
4	Statewide CPS Program			157,500.00
5	Seat Belt Use Survey	Approved		50,350.00
6	Audit Expense			890.00
7	Pickup Truck Seat Belt Campaign	By the		78,700.00
8	NHTSA Attitude Survey			2,300.00
9	HSA Photocopier	Highway Safety		700.00
10	CPS for EMS Providers			30,600.00
11	HSA Media Campaign	Agency.		200,170.00
AL 14-02, 1	NH Traffic Safety Commission	Once a month		1,000.00
3	DDD Awareness Month			6,700.00
4	Highway Safety Agency Conferences	project numbers		2,000.00
5	Virtual Driving Simulators			20,800.00
6	McDuffee Prosecutorial Seminar	will be shared with		10,000.00
7	Audit Expense			890.00
9	NHTSA Attitude Survey	NHTSA Regional		2,300.00
10	Highway Safety Agency Photocopier			700.00
11	Highway Safety Agency Computerization	Office.		1,250.00
12	PBT Devices			60,000.00
13	Highway Safety Agency Media Campaign			71,700.00

PT 14-03, 1	State Police Enforcement Patrols	Project	115,700.00
2	Local Police Enforcement Patrols -	Numbers	
	$512,229.50		
	Allenstown		7,000.00
	Alton	Are Assigned	4,320.00
	Antrim		9,000.00
	Atkinson	During the	5,250.00
	Auburn		6,300.00
	Barnstead	Federal	4,125.00
	Bedford		9,680.00
	Bedford (Rt. 101 Corridor)	Fiscal Year	4,840.00
	Belmont		5,300.00
	Berlin	After	6,800.00
	Berlin OHRV (speed)		6,800.00
	Bristol	Funds are	6,600.00
	Bethlehem		3,800.00
	Brookline	Received	5,900.00
	Campton		7,650.00
	Canaan	From the	5,265.00
	Candia		6,400.00
	Candia (Rt. 101 Corridor)	Federal	6,400.00
	Carroll		4,000.00
	Center Harbor	Government	2,925.00
	Chester		5,825.00
	Chichester	And	7,050.00
	Claremont		3,100.00
	Concord (Loudon Road)	Applications	5,000.00
	Conway		5,265.00
	Deering	Are Received	5,000.00
	Derry		5,800.00
	Dover	And	8,550.00
	East Kingston		4,700.00
	Effingham	Approved	3,900.00
	Enfield		6,500.00
	Epping	By the	8,380.00
	Epsom		5,200.00
	Farmington	Highway Safety	5,800.00
	Franklin		4,000.00
	Gilmanton	Agency.	4,600.00
	Goffstown		3,800.00
	Gorham	Once a month	2,300.00
	Goshen		4,500.00
	Greenland	project numbers	5,063.00
	Hampstead		6,200.00
	Haverhill	will be shared with	7,500.00
	Henniker		4,900.00
	Hillsboro	NHTSA Regional	7,025.00
	Hooksett		7,700.00
	Hollis	Office.	5,000.00
	Hopkinton		3,432.00
	Hudson		5,400.00
	Hudson (Mountain Bike Patrols)		5,400.00
	Keene		6,900.00
	Kensington		5,500.00
	Laconia		6,000.00

	Lancaster	Project	3,250.00
	Lee		6,475.00
	Lisbon	Numbers	6,000.00
	Littleton		5,400.00
	Lyme	Are Assigned	4,200.00
	Manchester		7,700.00
	Manchester (Rt. 101 Corridor)	During the	7,500.00
	Meredith		6,500.00
	Merrimack	Federal	7,100.00
	Middleton		5,750.00
	Milford	Fiscal Year	9,750.00
	Moultonborough		5,512.00
	Nashua	After	7,500.00
	New Boston		3,350.00
	New Castle	Funds are	4,750.00
	New London		6,413.00
	Newport	Received	5,600.00
	Northfield		5,200.00
	Orford	From the	3,800.00
	Ossipee		4,050.00
	Pembroke	Federal	6,000.00
	Plaistow		4,386.00
	Portsmouth	Government	5,400.00
	Rindge		5,800.00
	Rockingham County (Rt. 101 Corridor)	And	8,000.00
	Rockingham County Sheriff		5,900.00
	Rumney	Applications	5,687.00
	Rye		4,500.00
	Salem	Are Received	8,118.00
	Sanbornton		6,200.00
	Somersworth	And	6,900.00
	Sullivan County Sheriff		4,900.00
	UNH	Approved	5,000.00
	Wakefield		5,227.50
	Washington	By the	8,000.00
	Whitefield		5,000.00
	Wilmot	Highway Safety	2,090.00
	Wolfeboro	Agency.	5,676.00
3	Radar Units 119,645.00	Once a month	
	Alstead – Laser Radar		800.00
	Alstead	project numbers	1,500.00
	Alton		4,500.00
	Andover	will be shared with	5,000.00
	Barnstead		1,150.00
	Candia	NHTSA Regional	900.00
	Colebrook		3,800.00
	Concord	Office.	2,500.00
	Concord		5,000.00
	Claremont		6,000.00
	Deering		4,000.00
	Dover (Radar Replacement)		1,400.00
	East Kingston (radar)		910.00
	Enfield		5,500.00
	Gilford (Radar Display Board		2,300.00
	Gilford (Traffic Monitoring Device)		1,700.00

	Gorham (Radar Trailer)	Project	3,750.00
	Haverhill		2,500.00
	Hillsboro (Radar Display Trailer)	Numbers	6,000.00
	Hillsboro (Radar)		1,500.00
	Hooksett (Laser Radar)	Are Assigned	1,900.00
	Kensington (Radar Display Traffic Monitor)		6,000.00
	Kensington (Radar)	During the	2,500.00
	Lancaster (Speed Trailer)		5,000.00
	Littleton (Radar)	Federal	2,500.00
	Manchester (Radars-9)		3,600.00
	Manchester (Speed/Traffic Counter)	Fiscal Year	4,225.00
	Meredith (Radar Display)		6,000.00
	Meredith (radar)	After	2,500.00
	Merrimack		1,250.00
	Middleton	Funds are	1,100.00
	Milford (Display/Traffic Monitoring)		1,500.00
	Moultonborough	Received	1,530.00
	Newport		2,500.00
	Pembroke	From the	1,500.00
	Rockingham County Sheriff		1,500.00
	Salem (Motorcycle)	Federal	3,330.00
	Temple (Speed Trailer)		5,000.00
	Wolfeboro	Government	2,500.00
	Wolfeboro (Radar)	And	3,000.00
4	Operation Safe Commute $418,825.00		
	Allenstown	Applications	4,000.00
	Alton		4,500.00
	Auburn	Are Received	5,000.00
	Barrington		5,000.00
	Bedford	And	5,500.00
	Belmont		4,250.00
	Bennington	Approved	5,000.00
	Berlin		4,660.00
	Bethlehem	By the	4,400.00
	Boscawen		3,800.00
	Bristol	Highway Safety	4,000.00
	Brookline		8,300.00
	Canaan	Agency.	4,100.00
	Center Harbor		4,500.00
	Chichester	Once a month	4,230.00
	Cheshire County		4,100.00
	Claremont	project numbers	5,000.00
	Concord		5,000.00
	Conway	will be shared with	4,100.00
	Deering		2,000.00
	Derry	NHTSA Regional	5,400.00
	Dover		5,000.00
	Dublin	Office.	4,100.00
	Effingham		3,900.00
	Epsom		4,200.00
	Enfield		4,600.00
	Franklin		3,900.00
	Gilmanton		3,600.00
	Goffstown		5,000.00
	Goshen		3,600.00

	Hampton	Project	5,900.00
	Henniker		3,600.00
	Hinsdale	Numbers	5,000.00
	Hopkinton		3,600.00
	Hudson	Are Assigned	4,500.00
	Keene		5,900.00
	Laconia	During the	5,000.00
	Lee		5,000.00
	Lisbon	Federal	3,600.00
	Littleton		4,500.00
	Manchester	Fiscal Year	6,100.00
	Milton		4,100.00
	Merrimack	After	5,000.00
	Milford		5,900.00
	Moultonborough	Funds are	4,500.00
	Nashua		7,500.00
	Newfields	Received	5,000.00
	New Durham		4,500.00
	New Hampton	From the	4,400.00
	New London		5,300.00
	Newport	Federal	5,500.00
	Northfield		4,200.00
	Northwood	Government	4,500.00
	Ossipee		4,200.00
	Pelham	And	5,400.00
	Pembroke		3,600.00
	Portsmouth	Applications	5,000.00
	Rochester		4,500.00
	Rye	Are Received	4,500.00
	Rockingham County		5,000.00
	Salem	And	4,950.00
	Seabrook		5,400.00
	Somersworth	Approved	4,500.00
	Sullivan County		4,500.00
	Sunapee	By the	4,500.00
	Tilton		5,100.00
	Wakefield	Highway Safety	2,835.00
	Washington		3,600.00
	Wilton	Agency.	5,000.00
	Winchester		6,500.00
	Wolfeboro	Once a month	3,000.00
	NH State Police		88,900.00
5	Computer Equipment/Software $108,045.00	project numbers	
	Alstead (Mobile Data Terminal)		2000.00
	Alton (Laptop Computer-6)	will be shared with	12000.00
	Alton (Mobile Data Terminal Software)		7500.00
	Antrim (Crash Investigation Software)	NHTSA Regional	2500.00
	Atkinson (Mobile Data Software)		1450.00
	Atkinson (Laptop)	Office.	1250.00
	Barnstead (Mobile Data Terminal)		6000.00
	Bristol (2 i-Pads)		5350.00
	Canaan (Laptop)		2500.00
	Dover (Software)		2500.00
	Dunbarton (Laptop)		2500.00
	Dunbarton (IMC Mobile Software)		1600.00

	East Kingston (Computer Software)	Project	900.00
	East Kingston (Laptop Computers)		2,000.00
	East Kingston (Mobile Data Terminal)	Numbers	4,500.00
	Epping (Laptop Computer)		1,894.50
	Farmington (Computer Software)	Are Assigned	2,500.00
	Farmington (Laptop Computer)		2,500.00
	Goshen (Laptop Computer)	During the	1,900.00
	Kensington		2,500.00
	Kensington (Mobile Data Terminal)	Federal	6,000.00
	Lee (Mobile Data Terminal Software)		6,000.00
	Littleton	Fiscal Year	5,000.00
	Moultonborough		2,500.00
	New Boston (Laptop)	After	1,700.00
	New London (Laptop Computer)		2,500.00
	Orford (MTD replacement)	Funds are	2,100.00
	Rockingham County (Mobile Data Terminal)		6,900.00
	Sullivan County (Laptop)	Received	2,500.00
	Washington		3,000.00
	Wilmot (Laptop)	From the	2,500.00
	Winchester (Laptop)		1,500.00
6	HSA Conferences/Training	Federal	2,000.00
7	Audit Expense	Government	890.00
8	Motorcycles $12,000.00		
	Bristol	And	1,500.00
	Concord		1,500.00
	Dover	Applications	1,500.00
	Exeter		1,500.00
	Franklin	Are Received	1,500.00
	Kensington		1,500.00
	Rockingham County	And	1,500.00
	Tilton		1,500.00
9	TAR Equipment $13,100.00	Approved	
	Dover		2,500.00
	Haverhill (Replacement)	By the	200.00
	Henniker (Reconstruction Software)		400.00
	Hillsboro (Total Station)	Highway Safety	10,000.00
10	Tire Deflation Devices $29,442.50	Agency.	
	Canaan		500.00
	Deering	Once a month	1,000.00
	Dunbarton		430.00
	East Kingston	project numbers	800.00
	Farmington		400.00
	Hillsboro	will be shared with	400.00
	Hudson		720.00
	Littleton	NHTSA Regional	1,500.00
	New Boston		250.00
	Newport	Office.	600.00
	Rindge		2,000.00
	Salem		312.50
	Winchester		530.00
12	Red Light Running Enforcement $93,580.00		
	Bedford		9,680.00
	Berlin		6,800.00
	Derry		5,800.00
	Dover		8,550.00

	Epping	Project	6,283.00
	Greenland		5,063.00
	Hampstead	Numbers	6,200.00
	Hudson		5,400.00
	Manchester	Are Assigned	7,500.00
	Nashua		7,500.00
	Plaistow	During the	4,386.00
	Portsmouth		5,400.00
	Salem	Federal	8,118.00
	Somersworth		6,900.00
13	School Bus Enforcement $33,912.00	Fiscal Year	
	Concord	After	2,500.00
	Hudson		5,400.00
	Littleton	Funds are	5,300.00
	Manchester		7,700.00
	Moultonborough	Received	5,512.00
	Nashua		7,500.00
14	NHTSA Attitude Survey	From the	2,300.00
15	HSA Photocopier		700.00
16	HSA Computerization	Federal	1,250.00
17	Media Campaigns		37,000.00
TR 14-04, 01	FARS	Government	41,110.59
2	HSA Computerization		2,500.00
3	DMV Traffic Crash Update	And	25,000.00
4	HSA Conferences/Training		1,000.00
EM 14-05, 2	Extrication Equipment $19,800.00	Applications	
	Atkinson		4,500.00
	Claremont	Are Received	1,800.00
	Deering		4,500.00
	Farmington	And	4,500.00
	Milan		4,500.00
PA 14-06, 1	Planning & Administration	Approved	228,998.25
PS 14-07,1	Bicycle Helmets		3,000.00
2	Pedestrian/Bicycle Enforcement $ 67,150.00	By the	
	Berlin		6,800.00
	Concord	Highway Safety	5,000.00
	Claremont		3,100.00
	Derry	Agency.	5,800.00
	Dover		8,550.00
	Littleton	Once a month	5,300.00
	Manchester		7,700.00
	Nashua	project numbers	7,500.00
	Portsmouth		5,400.00
	Tilton	will be shared with	6,500.00
	Wolfeboro		5,500.00
MC 14-08, 2	Highway Safety Conferences & Training	NHTSA Regional	1,000.00
RS/FRS 14-10,1	Operation Lifesaver	Office.	$12,500.00
410/405d 14-11, 1	Video Equipment $95,457.50		
	Alton (In-Cruiser Videos-6)		20,500.00
	Bethlehem		3,500.00

	Bristol (In-Cruiser Video)	Project	5,000.00
	Canaan		2,500.00
	Deering	Numbers	2,500.00
	Gilford (Booking Rom Video)		4,090.00
	Gilford (Radar Display Board)	Are Assigned	2,300.00
	Haverhill (In-Cruiser Video)		2,500.00
	Hollis (In-Cruiser Video)	During the	2,500.00
	Manchester (In-Cruiser Videos-10)		25,000.00
	Moultonborough	Federal	2,500.00
	Pembroke		2,500.00
	Rockingham County	Fiscal Year	5,000.00
	Somersworth		10,000.00
	Wakefield	After	2,567.50
	Wilmot		2,500.00
2	DWI/DUI Patrols $509,772.50	Funds are	
	Allenstown		7,000.00
	Alton	Received	5,760.00
	Antrim		9,000.00
	Atkinson	From the	7,400.00
	Auburn		8,600.00
	Barnstead	Federal	5,500.00
	Bedford		1,980.00
	Belmont	Government	7,010.00
	Berlin		6,800.00
	Bethlehem	And	5,050.00
	Bristol		6,600.00
	Brookline	Applications	7,800.00
	Campton		7,650.00
	Canaan	Are Received	7,020.00
	Center Harbor		4,390.00
	Chester	And	7,800.00
	Chichester		7,050.00
	Claremont	Approved	3,100.00
	Concord		7,000.00
	Conway	By the	7,020.00
	Deering		5,000.00
	Derry	Highway Safety	7,800.00
	Dover		8,550.00
	East Kingston	Agency.	6,250.00
	Enfield		2,700.00
	Epping	Once a month	8,380.00
	Espom		6,850.00
	Exeter	project numbers	5,500.00
	Farmington		7,750.00
	Franklin	will be shared with	5,300.00
	Gilmanton		6,200.00
	Goffstown	NHTSA Regional	2,800.00
	Gorham		4,060.00
	Goshen	Office.	6,000.00
	Greenland		5,063.00
	Hampstead		8,400.00
	Haverhill		6,500.00
	Henniker		6,000.00
	Hillsboro		9,580.00

	Hooksett	Project	10,300.00
	Hopkinton		1,404.00
	Hudson	Numbers	7,200.00
	Keene		8,400.00
	Kensington	Are Assigned	5,500.00
	Laconia		8,000.00
	Lancaster	During the	4,400.00
	Lee		8,635.00
	Lisbon	Federal	4,500.00
	Littleton		7,100.00
	Manchester	Fiscal Year	10,200.00
	Meredith		6,500.00
	Merrimack	After	9,400.00
	Middleton		7,800.00
	Milford	Funds are	9,750.00
	Moultonborough		7,350.00
	Nashua	Received	7,500.00
	New Boston		1,370.00
	New Castle	From the	6,300.00
	New London		8,550.00
	New London (Cops In Shops)	Federal	8,550.00
	Newport		7,400.00
	Northfield	Government	6,900.00
	Ossipee		5,400.00
	Plaistow	And	4,485.00
	Portsmouth		7,100.00
	Rindge	Applications	7,800.00
	Rockingham County		4,800.00
	Rye	Are Received	4,500.00
	Salem		8,118.00
	Somersworth	And	6,900.00
	Tilton		8,700.00
	UNH	Approved	5,000.00
	Wakefield		5,227.50
	Washington	By the	8,000.00
	Whitefield		5,650.00
	Wilmot	Highway Safety	2,800.00
	Winchester		6,500.00
	Wolfeboro	Agency.	7,570.00
3	Sobriety Checkpoints $106,970.00	Once a month	
	Allenstown	project numbers	4,000.00
	Belmont		5,700.00
	Berlin	will be shared with	11,870.00
	Chichester		5,640.00
	Concord	NHTSA Regional	4,000.00
	Conway		2,808.00
	Enfield	Office.	6,200.00
	Epsom		4,600.00
	Hollis		4,000.00
	Manchester		32,500.00
	Northfield		5,200.00
	Ossipee		540.00
	Portsmouth		8,500.00
	Sanborton		3,750.00
	Tilton		6,500.00
	Wakefield		1,162.00

4	DWI Van Administration	Project	65,000.00
5	Audit		4,100.00
6	Conferences	Numbers	30,000.00
7	Traffic Safety Resource Prosecutor		420,000.00
8	DOS Interlock Ignition Program	Are Assigned	175,000.00
9	DRE Program Administration		350,000.00
408/405(c) 14-12, 1	Traffic Safety Information System	During the	1,487,000.00
2010/405(f) 14-13, 1	Motorcyclist Safety		347,500.00
405(e) 14-14, 1	Distracted Driving Texting Ban	Federal	100,000.00
		Fiscal Year	
		After	
		Funds are	
		Received	
		From the	
		Federal	
		Government	
		And	
		Applications	
		Are Received	
		And	
		Approved	
		By the	
		Highway Safety	
		Agency.	
		Once a month	
		project numbers	
		will be shared with	
		NHTSA Regional	
		Office.	

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	18	Plan	PA-2014-14-06-00		$444,600.00	$229,000.00	$.00	$.00
Planning and Administration Total					**$444,600.00**	**$229,000.00**	**$.00**	**$.00**
Alcohol								
	2	Plan	AL-2014-14-02-00		$.00	$77,100.00	$28,600.00	$97,500.00
Alcohol Total					**$.00**	**$77,100.00**	**$28,600.00**	**$97,500.00**
Emergency Medical Services								
	17	Plan	EM-2014-14-05-00		$17,400.00	$17,400.00	$.00	$17,400.00
Emergency Medical Services Total					**$17,400.00**	**$17,400.00**	**$.00**	**$17,400.00**
Motorcycle Safety								
	19	Plan	MC-2014-14-08-00		$.00	$1,000.00	$.00	$.00
Motorcycle Safety Total					**$.00**	**$1,000.00**	**$.00**	**$.00**
Occupant Protection								
	1	Plan	OP-2014-14-01-00		$150,800.00	$312,600.00	$260,800.00	$519,200.00
Occupant Protection Total					**$150,800.00**	**$312,600.00**	**$260,800.00**	**$519,200.00**
Pedestrian/Bicycle Safety								
	6	Plan	PS-2014-14-07-00		$.00	$23,000.00	$45,000.00	$68,000.00
Pedestrian/Bicycle Safety Total					**$.00**	**$23,000.00**	**$45,000.00**	**$68,000.00**
Police Traffic Services								
	3	Plan	PT-2014-14-03-00		$147,000.00	$125,200.00	$119,000.00	$237,000.00
Police Traffic Services Total					**$147,000.00**	**$125,200.00**	**$119,000.00**	**$237,000.00**
Traffic Records								
	5	Plan	TR-2014-14-04-00		$.00	$35,000.00	$35,500.00	$.00

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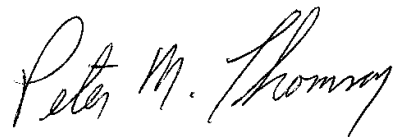
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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
Traffic Records Total					$.00	$35,000.00	$35,500.00	$.00
Railroad/Highway Crossings								
	20	Plan	RH-2014-14-10-00		$.00	$12,500.00	$.00	$10,000.00
Railroad/Highway Crossings Total					$.00	$12,500.00	$.00	$10,000.00
Speed Management								
	4	Plan	SC-2014-14-03-00		$133,610,800.00	$619,900.00	$568,800.00	$929,200.00
Speed Management Total					$133,610,800.00	$619,900.00	$568,800.00	$929,200.00
Paid Advertising								
	14	Plan	PM-2014-14-01-00		$.00	$200,200.00	$.00	$200,200.00
	15	Plan	PM-2014-14-02-00		$.00	$71,700.00	$.00	$71,700.00
	16	Plan	PM-2014-14-03-00		$.00	$37,000.00	$.00	$37,000.00
Paid Advertising Total					$.00	$308,900.00	$.00	$308,900.00
NHTSA 402 Total					*$134,370,600.00*	*$1,761,600.00*	*$1,057,700.00*	*$2,187,200.00*
408 Data Program SAFETEA-LU								
	9	Plan	K9-2014-14-12-00		$121,800.00	$.00	$487,000.00	$.00
408 Data Program Incentive Total					$121,800.00	$.00	$487,000.00	$.00
408 Data Program SAFETEA-LU Total					*$121,800.00*	*$.00*	*$487,000.00*	*$.00*
410 Alcohol SAFETEA-LU								
	7	Plan	K8-2014-14-11-00		$13,549,600.00	$.00	$2,090,000.00	$1,774,900.00
410 Alcohol SAFETEA-LU Total					$13,549,600.00	$.00	$2,090,000.00	$1,774,900.00
410 Alcohol SAFETEA-LU Total					*$13,549,600.00*	*$.00*	*$2,090,000.00*	*$1,774,900.00*
2010 Motorcycle Safety								
	11	Plan	K6-2014-14-13-00		$.00	$.00	$247,500.00	$247,100.00
2010 Motorcycle Safety Incentive Total					$.00	$.00	$247,500.00	$247,100.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
2010 Motorcycle Safety Total					*$.00*	*$.00*	*$247,500.00*	*$247,100.00*
MAP 21 405c Data Program								
	10 Plan		M3DA-2014-14-12-00		$250,000.00	$500,000.00	$500,000.00	$.00
405c Data Program Total					**$250,000.00**	**$500,000.00**	**$500,000.00**	**$.00**
MAP 21 405c Data Program Total					*$250,000.00*	*$500,000.00*	*$500,000.00*	*$.00*
MAP 21 405d Impaired Driving Low								
	8 Plan		M6OT-2014-14-11-00		$767,100.00	$964,000.00	$964,000.00	$1,302,500.00
405d Low Other Based on Problem ID Total					**$767,100.00**	**$964,000.00**	**$964,000.00**	**$1,302,500.00**
MAP 21 405d Impaired Driving Low Total					*$767,100.00*	*$964,000.00*	*$964,000.00*	*$1,302,500.00*
MAP 21 405e Distracted Driving								
	13 Plan		M8PE-2014-14-14-00		$25,000.00	$.00	$100,000.00	$.00
405e Public Education Total					**$25,000.00**	**$.00**	**$100,000.00**	**$.00**
MAP 21 405e Distracted Driving Total					*$25,000.00*	*$.00*	*$100,000.00*	*$.00*
MAP 21 405f Motorcycle Programs								
	12 Plan		M9MT-2014-14-13-00		$25,000.00	$.00	$100,000.00	$99,900.00
405f Motorcyclist Training Total					**$25,000.00**	**$.00**	**$100,000.00**	**$99,900.00**
MAP 21 405f Motorcycle Programs Total					*$25,000.00*	*$.00*	*$100,000.00*	*$99,900.00*
Total					*$149,109,100.00*	*$3,225,600.00*	*$5,546,200.00*	*$5,611,600.00*
NHTSA Total					*$149,109,100.00*	*$3,225,600.00*	*$5,546,200.00*	*$5,611,600.00*

Peter M. Thomas (signature)

OCCUPANT PROTECTION

CHART NO. 8
FATALITIES AND OCCUPANT PROTECTION USAGE

2010 FATAL CRASHES: 120 FATALITIES: 128							
VEHICLE OCCUPANT FATALITIES							
	TOTAL	SEAT BELT USE					
Ages		Yes	Percent	No	Percent	UNK	Percent
0-4	0						
5-8	0						
9-15	2	2	100.0				
16-20	12	1	8.3	11	91.7		
21-39	33	12	36.4	21	63.6		
40-59	22	7	31.8	15	68.2		
60-74	8	3	37.5	5	62.5		
75+	14	5	35.7	9	64.3		
TOTAL	91	30	33.0	61	67.0		

2011 FATAL CRASHES: 84 FATALITIES: 90							
VEHICLE OCCUPANT FATALITIES							
	TOTAL	SEAT BELT USE					
Ages		Yes	Percent	No	Percent	UNK	Percent
0-4	0	0		0			
5-8	1	1	1.5	0			
9-15	0	0		0			
16-20	8	3	4.5	5	7.5		
21-39	26	4	6.0	22	32.8		
40-59	16	6	9.0	10	14.8		
60-74	6	1	1.5	5	7.5		
75+	10	3	4.5	7	10.4		
TOTAL	67	18	27.0	49	73.0		

2012 FATAL CRASHES: 101 FATALITIES: 108							
VEHICLE OCCUPANT FATALITIES							
	TOTAL	SEAT BELT USE					
Ages		Yes	Percent	No	Percent	UNK	Percent
0-4	0	0		0			
5-8	1	1	100.00	0			
9-15	0	0		0			
16-20	11	3	27.3	8	72.7		
21-39	18	5	27.8	13	72.2		
40-59	18	5	27.8	13	72.2		
60-74	14	5	35.7	9	64.3		
75+	8	5	62.5	3	37.5		
TOTAL	70	24	34.3	46	65.7		

The NH Highway Safety Agency conducted the state's first observational statewide seat belt use survey in 1984 based on the methodology approved by NHTSA at that time. Each year thereafter through 2005 the Agency conducted this annual survey; and during this 22-year period, as the result of enforcement and public information and education efforts, usage increased 300 percent from 16.06 percent to 58.1 percent. These results reflect usage by only drivers of New Hampshire registered vehicles.

In 2006, in accordance with provisions of SAFETEA-LU, the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to develop survey methodology in accordance with criteria developed by the Secretary of the US Department of Transportation. The criteria requires that survey results reflect usage by drivers and front seat outboard passengers in vehicles registered in all states. The UNH-developed methodology was subsequently approved by NHTSA.

CHART NO. 9
NEW HAMPSHIRE SEAT BELT USAGE SUMMARY
1984-2009

Drivers of New Hampshire Registered Vehicles			
Year	Percent Usage	Year	Percent Usage
1984	16.06	1996	56.03
1986	26.30	1998	58.54
1988	37.16	2000	57.98
1990	51.74	2002	59.27
1992	49.70	2004	63.40
1994	53.70	2005	58.10
Drivers and Front Seat Outboard Passengers Vehicles Registered in All States			
2006	63.52*	2008	69.2*
2007	63.79*	2009	68.9*
*weighted by traffic volume and number of road segments at each site			

Seat Belt Usage Comparisons Drivers v. Passengers Males v. Females (unweighted results)						
2006						
			NH Registered Vehicles		Out-of-State Vehicles	
	Drivers	Passengers	Drivers	Passengers	Drivers	Passengers
Male	57.7%	67.2%	54.9%	63.4%	71.3%	78.4%
Female	70.6%	69.0%	68.8%	66.0%	82.0%	81.6%
2007						
Male	56.5%	52.5%	54.0%	57.4%	69.1%	75.4%
Female	69.7%	69.5%	67.7%	64.1%	82.6%	79.0%
2008						
Male	63.3%	59.7%	61.0%	65.5%	75.4%	78.8%
Female	74.0%	74.5%	72.9%	68.2%	82.4%	82.2%
2009						
Male	63.6%	58.8%	62.0%	65.5%	73.3%	80.9%
Female	75.4%	74.8%	74.6%	67.6%	81.8%	83.3%
2010						
Male	68.0%	57.6%	66.6%	56.2%	76.1%	65.8%
Female	78.5%	74.0%	78.1%	72.0%	80.4%	83.4%
2011						
Male	68.0%	61.8%	66.5%	63.2%	76.9%	73.7%
Female	77.3%	74.4%	76.6%	76.5%	82.8%	87.1%
2012						
Male	63.7%	58.7%	61.7%	56.2%	74.6%	72.1%
Female	73.9%	71.6%	72.6%	69.4%	82.4%	80.7%

Chart No. 11
Seat Belt Use By Vehicle Type
2006-2012
(unweighted results)

	Drivers						
Vehicle Type	2006	2007	2008	2009	2010	2011	2012
Automobile	65.3%	63.6%	69.2%	70.8%	73.2%	72.1%	68.0%
Pickup Truck	43.2%	42.6%	47.8%	51.9%	54.3%	60.0%	51.7%
SUV & Van	69.9%	67.9%	75.1%	74.3%	79.7%	77.1%	76.2%

	Passengers						
Vehicle Type	2006	2007	2008	2009	2010	2011	2012
Automobile	68.0%	61.2%	69.3%	69.6%	67.0%	72.5%	65.7%
Pickup Truck	50.1%	45.7%	48.8%	49.5%	49.0%	57.9%	54.2%
SUV & Van	74.3%	73.3%	75.9%	75.9%	75.3%	80.1%	73.2%

During July 2010, 2011, and 2012 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to access attitudes about highway safety issues (seat belt use, impaired driving, and speeding) in New Hampshire. The following questions reveal attitudes regarding seat belt use and enforcement.

How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pickup?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	77%	8%	5%	4%	6%	
In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?	Yes	No	Don't Know			
2010, 2011. 2012	26%	75%				
What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	3%	6%	9%	42%	35%	5%

Since New Hampshire does not have a mandatory seat belt use law for those aged 18 years and above, it is encouraging to learn that in 2012, 77 percent responded that they wear seat belts whenever driving or riding in a motor vehicle. Seventy-seven percent realize that they will "rarely" or "never" be ticketed for not wearing a safety belt. However, it is important to note that 75 percent had not read, seen or heard anything regarding seat belt enforcement.

PROBLEM IDENTIFICATION

Chart No. 8 shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2010-2012. Of the 227 occupants who died during 2010-2012, only 72, or 31.7 percent, were using safety restraints.

Chart No. 10 shows the differences in the percentages of male v. female drivers and passengers who buckle up with females consistently buckling up more than males.

Chart No. 11 identifies the need to increase seat belt usage by drivers of pickup trucks who consistently have the lowest seat belt usage rates (below 60.0 percent) in years 2006–2012 in comparison to belt use by drivers of all other vehicles (63.6 percent and over).

TARGETS:

1. To increase statewide seat belt compliance 2.0 percentage points from the 2012 calendar base year usage rate of 68.5 to 70.5 percent by December 31, 2014. (B1)

2. To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2012 calendar base year of 45 to 40 by December 31, 2014. (C-4)

PROBLEM SOLUTION TASKS:

1. *CPS Enforcement/"Join the NH Clique.* This task will provide funds for overtime patrols dedicated to enforcing the state's Child Passenger Safety law which will include patrols to be conducted during NHTSA national enforcement mobilization (May/June 2014). Funding: $151,000.00 (402)

2. *Convincer Demonstrations.* This task will provide funds to the Merrimack Police Department to conduct seat belt "Convincer" demonstrations throughout the state.
Funding: $19,000.00 $ (402)

3. *Buckle Up NH Activities.* This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition. The Coalition continues to focus educational efforts on increasing voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, and others with a statewide Buckle Up NH Week tentatively scheduled in May 2013. Funds will also be used to administer and coordinate the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency, as well as the Annual Statewide Seat Belt Challenge.
Funding: $82,400.00 (402)

4. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to continue to coordinate and administer the statewide Child Passenger Safety program and related activities, as well as to purchase a variety of child safety seats for training purposes and use at inspection stations, hospital emergency rooms, for special needs children, etc.
Funding: $157,500.00 (402)

5. *Seat Belt Use Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual statewide seat belt use survey in accordance with NHTSA-approved methodology.
Funding: $50,350.00 (402)

6. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: $890.00 (402)

7. *Pickup Truck Seat Belt Campaign.* This task will provide funds to the Injury Prevention Center at Dartmouth College to conduct a public information and education campaign designed to increase seat belt use by pickup truck drivers. A pilot program was conducted in two communities in northern New Hampshire in FY 2007, in one site in both FY 2008 and FY 2009, and in four (4) sites in 2010, 2011, and 2012. Funds will also support local police activities to be conducted in conjunction with the pickup campaigns administered by the Injury Prevention Center.
Funding: $78,700.00 (402)

8. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 13-02, Alcohol in Relation to Highway Safety, and PSP 13-03, Police Traffic Services.
Funding: $2,300.00 (402)

9. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 13-02, Alcohol in Relation to Highway Safety and PSP 13-03, Police Traffic Services.
Funding: $700.00 (402)

10. CPS for EMS Providers. If funds are available, this project will enable the NH EMS for Children Program to offer a training curriculum for EMS personnel focusing on "Improving Occupant Protection for Non-Critical Pediatric Patients in Ambulances."
Funding: $30,600.00 (402).

11. *Highway Safety Media Campaign.* New Hampshire's Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last three years 67 percent, 73 percent, and 65.2 percent of vehicle occupant fatalities were not wearing seat belts. There is a need to promote the use of seat belts through a media campaign which will reduce motor vehicle fatalities and injuries. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 14-02, Alcohol in Relation to Highway Safety and PSP 14-03, Police Traffic Services. Funds will also support a contract with the New Hampshire Fisher Cats minor league baseball team and Alliance Sport Marketing for public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. 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 speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: $200,170.00 (402)

PSP NO. 14-01 OP
OCCUPANT RESTRAINTS

Project Titles	(1) MAP 402/ MO OP Current Year	(2) 402 Prior Year	(3) MAP 402/ MO PM Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. CPS Enforcement/"Join the NH Clique"	100.00	51.0				151.0	151.0
2. Convincer Demonstrations	10.0	9.0				19.0	19.0
3. BUNH Activities & Seat Belt Challenge	41.2	41.2			16.5 16.5*	115.4	82.4
4. Statewide CPS Program	78.8	78.7			39.3 39.2*	236.0	157.5
5. Seat Belt Use Survey	25.1	25.2				50.3	
6. Audit Expense	.6	.3				.9	
7. Pickup Truck Seat Belt Campaign	39.3	39.4			19.6 19.7*	118.0	78.7
8. NHTSA Attitude Survey	2.3					2.3	
9. HSA Photocopier		.7				.7	
10. CPS For EMS Providers	15.3	15.3				30.6	30.6
11. Highway Safety Media Campaign (PM)			200.2			200.2	200.2
Totals	312.6	260.8	200.2		150.8	924.4	719.4

*402 Prior Year Match

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ALCOHOL IN RELATION TO HIGHWAY SAFETY

CHART NO. 12
ALCOHOL-RELATED FATALITIES

Year	Fatalities	DWI Related Fatalities	Percent DWI Related
1999	141	52	36.9%
2000	126	41	32.5%
2001	142	57	40.1%
2002	127	46	36.2%
2003	127	47	37.0%
2004	171	52	30.4%
2005	166	53	31.9%
2006	127	44	34.6%
2007	129	41	31.8%
2008	138	47	34.1%
2009	110	32	29.1%
2010	128	45	35.2%
2011	90	24	26.7%
2012	108	26	24.1%
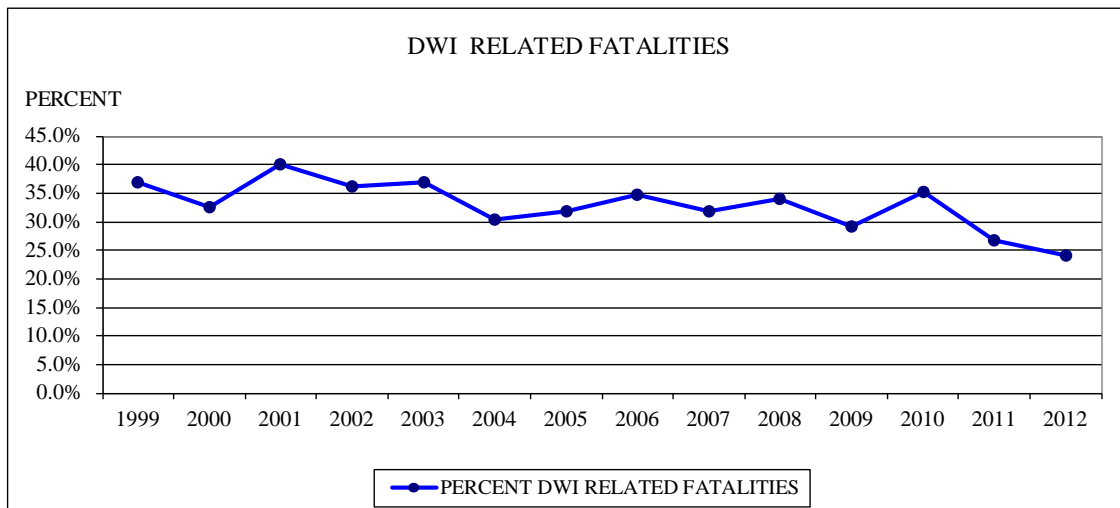
Tracking of alcohol-related fatalities prior to 1989 was at .06 BAC.

Beginning in 1989, in conformance with the Commercial Driver Li censing Standards, they are tracked at .04 BAC.

CHART NO. 13
ALCOHOL-RELATED FATALITIES
BY MONTH

MONTH	2009		2010		2011		2012	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	6	4	14	8	6	1	8	3
February	5	0	6	1	2	0	4	2
March	5	0	8	4	7	2	4	0
April	13	4	10	3	8	1	9	3
May	12	5	15	3	11	1	9	2
June	7	1	15	4	9	2	10	1
July	10	5	9	3	7	1	6	2
August	13	2	8	3	6	3	24	6
September	8	2	18	10	5	2	12	2
October	14	2	11	6	10	5	7	1
November	10	4	9	4	8	1	7	0
December	7	3	5	1	11	5	8	4
TOTALS	138	47	128	50	90	24	108	26

TRAFFIC FATALITIES BY MONTH
(2009-2012)
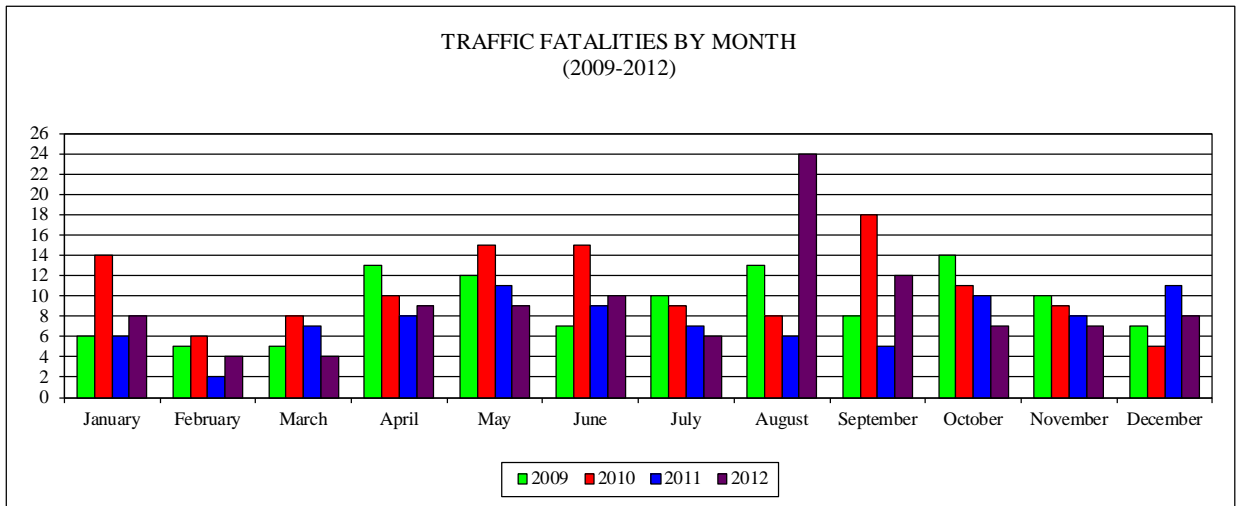
CHART NO. 14
DRIVERS UNDER THE INFLUENCE (ALCOHOL/DRUGS)

Injury Crashes

Time	2009	2010	2011	2012
12:01A - 04:00A	148	80	141	72
04:01A - 08:00A	21	30	52	124
08:01A - 12:00N	16	48	49	255
12:01P - 04:00P	40	51	82	379
04:01P - 08:00P	102	73	90	338
08:01P - 12:00M	129	77	107	152
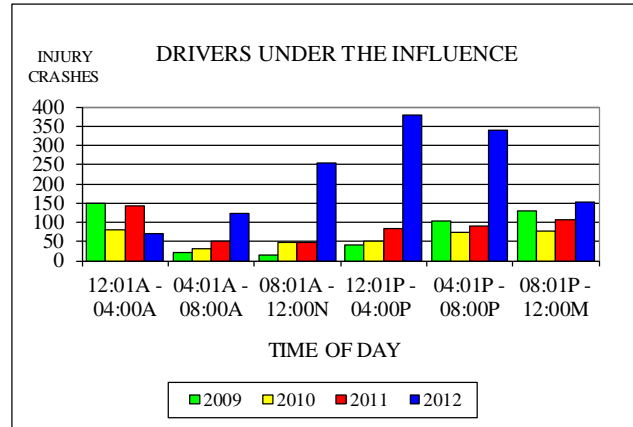
CHART NO. 15
INJURY CRASHES - BY TIME OF DAY (ALCOHOL/DRUGS)

All Crashes

Time	2009	2010	2011	2012
12:01A - 04:00A	420	212	384	184
04:01A - 08:00A	61	78	125	317
08:01A - 12:00N	50	109	151	655
12:01P - 04:00P	125	120	236	972
04:01P - 08:00P	288	177	293	866
08:01P - 12:00M	382	213	324	389

62
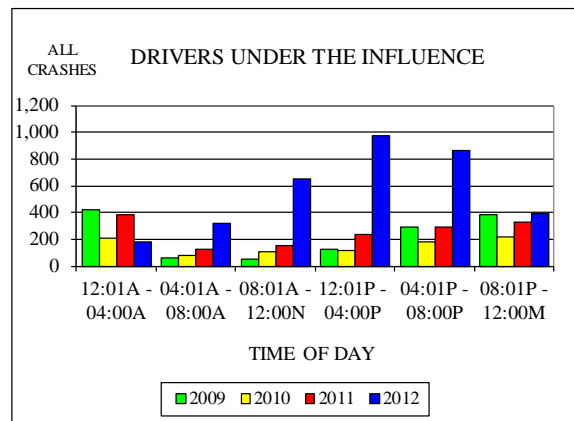
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE -INJURY CRASHES

Ages	2009	2010	2011	2012
16-20	54	48	16	31
21-25	104	97	46	58
26-30	63	69	17	38
31-35	40	47	24	19
36-40	53	41	19	20
41-45	48	53	14	19
46-50	49	52	13	14
51-55	25	19	1	24
56-60	14	11	14	16
61-65	5	6	20	10
66-70	0	0	9	6
71+	8	9	10	10

INJURY CRASHES

DRIVERS UNDER THE INFLUENCE

AGES
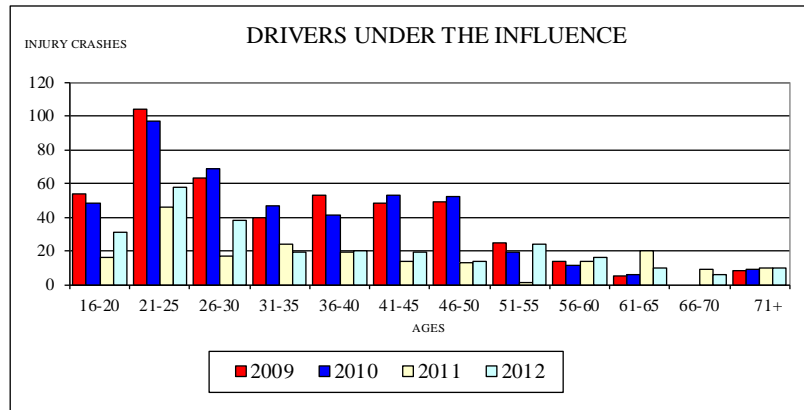
■2009 ■2010 ▫2011 ▫2012

CHART NO. 17
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE - ALL CRASHES

Ages	2009	2010	2011	2012
16-20	151	159	123	108
21-25	306	321	257	179
26-30	186	213	130	113
31-35	118	149	133	62
36-40	118		121	65
41-45	141	144	129	76
46-50	133	158	124	62
51-55	172	96	70	73
56-60	92	73	84	51
61-65	46	36	17	31
66-70	10	18	14	24
71+	21	25	18	42

ALL CRASHES   DRIVERS UNDER THE INFLUENCE

AGES

■2009 ■2010 ▫2011 ▫2012

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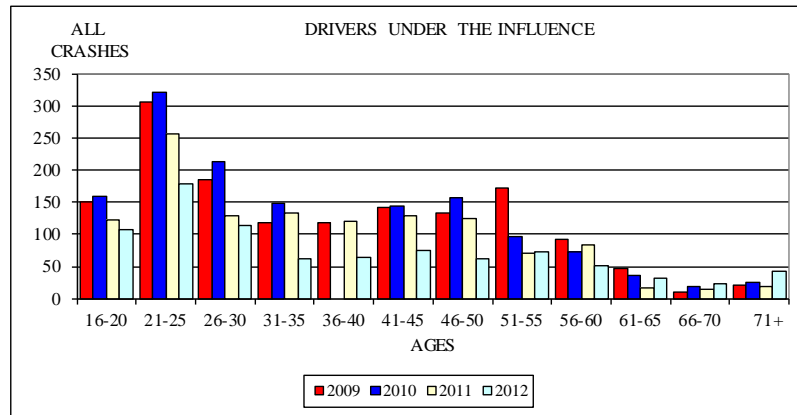
CHART NO. 18
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - INJURY CRASHES

Day	2009	2010	2011*	2012
Sunday	90	73	25	70
Monday	41	39	22	41
Tuesday	34	35	20	34
Wednesday	49	43	20	39
Thursday	66	73	19	44
Friday	77	73	17	43
Saturday	104	60	26	62

*Data on impaired, non-fatal crashes is limited and rarely confirmed at scene without testing.
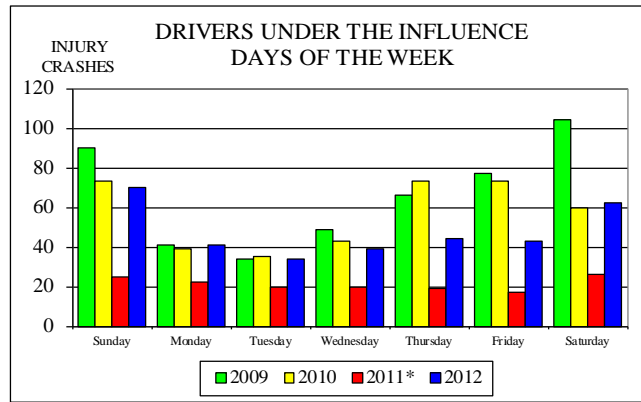
CHART NO. 19
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - ALL CRASHES

Day	2009	2010	2011*	2012
Sunday	256	171	64	179
Monday	131	108	57	91
Tuesday	122	94	42	102
Wednesday	137	100	41	91
Thursday	187	109	53	129
Friday	206	164	50	147
Saturday	295	160	82	192

*Data on impaired, non-fatal crashes is limited and rarely Confirmed at scene without testing.

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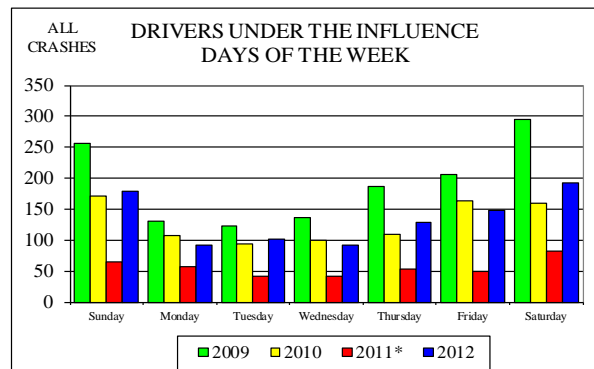
During July 2010, 2011, and 2012, the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in the July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to access attitudes about highway safety issues (impaired driving, seat belt use, and speeding) in New Hampshire. The following questions reveal attitudes regarding impaired driving and enforcement.

In the past 30 days, how may times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	No Times	1-5 Times	6-10 Times	Over 10 Times	Don't Know	
2010, 2011, 2012	86%	12%	1%	1%	1%	
In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	No	Don't Know			
2010, 2011, 2012	71%	28%	1%			
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	4%	17%	34%	40%	1%	5%

It is encouraging that 86 percent of the respondents had not driven a vehicle within two hours of drinking an alcoholic beverage, and that 71 percent had "read, seen, or heard" about police enforcing laws regarding impaired driving. However, it is alarming that 74 percent of the respondents believe only half the time or rarely are drivers arrested after drinking alcohol.

PROBLEM IDENTIFICATION

Chart No. 13 comparing fatalities by month for the years 2009-2012 indicates that the greatest number of alcohol-related deaths occurred in August, September, and October.

Chart No. 14 shows that during the years 2009-2012 in injury crashes where a driver was under the influence of alcohol or drugs, 1,509 (56.8 percent) occurred between the hours of 4:01P-4:00A, with 906 (34.1 percent) occurring between 8:01P – 4:00A.

Chart No. 15 shows that during the years 2009-2012 in all crashes where a driver was under the influence of alcohol or drugs, 4,132 (57.9 percent) occurred during the hours of 4:01P–4:00A, with 2,508 (35.2 percent) occurring between 8:01P–4:00A.

Chart No. 16 shows that for the years 2009-2012 of the drivers under the influence of alcohol or drugs involved in injury crashes, 149 (11.0 percent) were ages 16–20. Licenses issued to drivers aged 16-20 years represent approximately 6.2 percent of all licenses issued (Chart 7). For the years 2009-2012, drivers 16-20 years were also involved in 15.5 percent of all crashes (Chart No. 5). These drivers also represent 14.9 percent of drivers involved in all injury crashes (Chart No. 6).

Chart No. 17 shows that for the years 2009-2012 the drivers under the influence in all crashes, 541 (10.8 percent) were ages 16-20.

Chart No.18 shows that during the years 2009-2012 in injury crashes where a driver was under the influence of alcohol or drugs, 720 (53.8 percent) occurred during the period Friday–Sunday.

Chart No. 19 shows that for the years 2009-2012 in all crashes where a driver was under the influence of alcohol or drugs, 1,966 (55.2 percent) occurred during the period Friday–Sunday.

<u>TARGETS</u>

1. To decrease alcohol impaired fatalities 10 percent from the 2012 calendar base year of 32 to 29 by December 31, 2014.

<u>PROBLEM SOLUTION TASKS</u>

1. *New Hampshire Traffic Safety Commission. I*n existence since 1967 the 15-member Commission is composed of New Hampshire residents representing both the public and private sectors. The Commission meets regularly to discuss potential highway safety problems and make recommendations to the Coordinator of the Highway Safety Agency. The commissioners, appointed by the Governor and Executive Council, serve five-year staggered terms. This task will meet the expenses of that Commission.
    Funding: $1,000.00 (402)

2. *Liquor Server Responsibility Workshops.* Since 1988 the NH Liquor Commission has supported four training programs. The "TEAM" (Total Education in Alcohol Management) Course stresses: NH Liquor Laws, identification procedures and techniques, civil liability, and seller/server intervention. This program requires five hours of training to meet seller/server certification standards. "MTS" (Management Training Seminar) is a four-hour program for new owners and management, "LOTS" (Liquor Outlet Training Seminar) is a four-hour program for liquor store employees offered in class and on-line, and "LEST" (Liquor Establishment Security Training) is a two-hour program for employees of liquor establishments focusing on security issues. In 2012 a total of 276 hours of instruction were presented at 69 programs to 1,638 individuals covering these programs.

    In addition, public outreach programs (i.e. Fatal Choices and "Brandon Tells His Story") and appearances at DARE Programs, semi-professional sports events, etc., were offered at 70 different events and reached 103,235 people.

3. *National Drunk and Drugged Driving Awareness Month.* This task will provide funding for the annual Governor's Highway Safety luncheon featuring a keynote speaker who will kick off National Drunk and Drugged Driving Awareness Month in conjunction with "Safe Family Holidays". It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature.
    Funding: $6,700.00 (402)

4. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses to: allow Agency staff members and others to attend NHTSA conferences/training sessions, the GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.
    Funding: $2,000.00 (402)

5. *Virtual Driving Simulators.* Funds provided under this task will enable the Injury Prevention and Resource Center at Dartmouth College to administer the four (4) portable driving simulators utilizing software that simulates impaired driving, testing, and cell phone use. The equipment will be made available on a loan basis to employers utilizing fleet vehicles or private vehicles for work-related travel, driver education programs, school nurses, school resource officers, etc. Administration will

include a train-the-trainers session if necessary, and the simulators will only be loaned to those individuals who are properly trained
Funding: $20,800.00 (402)

6. *J. B. McDuffee Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days). It is anticipated it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI (alcohol and drugs).
Funding: $10,000.00 (402)

7. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: $890.00 (402)

8. *Driver and Safety Education.* This project is included for informational purposes only. Thirty hours of classroom instruction and sixteen hours behind the wheel are required of all 16-17 year-olds who wish to apply for a driver's license in addition to 40 additional hours of supervised driving with a parent, guardian, or other responsible adult. The NH Department of Safety administers the driver education program and prescribe the curriculum that is required to be used by all certified teachers. In 2012 15,004 students completed driver's education.

9. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 14-01, Occupant Protection, and PSP 14-03, Police Traffic Services.
Funding: $2,300.00 (402)

10. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 14-01, Occupant Protection, and PSP 14-03, Police Traffic Services.
Funding: $700.00 (402)

11. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed $2,000.00 per unit, while contracting to upgrade the Agency's grants management database system is estimated at $10,000-$15,000. Funding included in PSP 14-02, Alcohol in Relation to Highway Safety; PSP 14-03, Police Traffic Services; PSP 14-04 Traffic Records; and PSP 14-06, Program Management.
Funding: $1,250.00 (402)

12. Preliminary Breath Testing (PBT) Devices. NH RSA 265:92-a provides law enforcement officers the opportunity to use preliminary breath testers (PBT's) to determine at the roadside if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This task will provide funds for the bulk purchase of PBT units, at a cost of approximately $400/unit, to be distributed to state, county, and local law enforcement agencies.
Funding: $60,000.00

13. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to

conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 14-01, Occupant Protection and PSP 14-03, Police Traffic Services. Funds will also support a contract with the University of New Hampshire Wildcats Sports Program for a public information and education campaign focusing on alcohol and drug impaired driving.   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 speed, distracted driving, and alcohol and/or drug impaired driving.
Funding: $71,700.00 (402)

PSP NO. 13-02 AL
ALCOHOL IN RELATION TO HIGHWAY SAFETY

Project Titles	(1) MAP402/ MO AL Current Year	(2) 402 Prior Year	(3) MAP 402/ MO PM	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. NH Traffic Safety Commission	.5	.5				1.0	
2. Liquor Server Responsibility							
3. National DDD Awareness Month		6.7				6.7	6.7
4. HSA Conferences/Training	2.0					2.0	
5. Virtual Driving Simulators	10.4	10.4				20.8	20.8
6. J. B. McDuffee Prosecutorial Seminar		10.0				10.0	10.0
7. Audit Expense	.6	.3				.9	
8. Driver/Safety Education							
9. NHTSA Attitude Survey	2.3					2.3	
10. HSA Photocopier		.7				.7	
11. HSA Computerization	1.3					1.3	
12. PBT Devices	60.0					60.0	60.0
13. Highway Safety Media Campaign (PM)			71.7			71.7	71.7
Totals	77.1	28.6	71.7			177.4	169.2

POLICE TRAFFIC SERVICES

CHART NO. 20
CONTRIBUTING FACTORS TO
INCAPACITATING AND NON-INCAPACITATING INJURIES

Contributing Factors	INCAPACITATING INJURIES				NON-INCAPACITATING INJURIES			
	2009	2010	2011	2012	2009	2010	2011	2012
Centerline Encroachment	39	5	44	12	97	84	35	33
Defective Equipment	11	17	3	0	76	68	17	11
Disregard Traffic Control Device	21	19	0	6	209	222	149	75
Driver Inattention/Distraction	81	74	22	68	1,254	1,179	453	572
Driver Inexperience	15	11	3	8	140	121	30	75
Failure to Yield ROW	89	72	18	38	819	912	262	259
Following Too Close	51	47	5	12	435	374	135	135
Illegal/Unsafe Speed	62	59	16	61	589	602	359	312
Impeding Traffic	3	6	0	2	24	19	5	5
Improper Park/Start/Stop	4	2	2	4	72	74	29	18
Improper Passing/Overtaking	19	26	4	3	54	49	6	16
Improper Turn	13	11	0	6	69	53	38	37
Improper/Unsafe Lane Use	16	12	5	7	91	87	34	46
Other	75	89	141	181	346	436	347	216
Pedestrian Violation/Error	3	1	0	2	19	12	3	13
Physical Impairment	59	61	26	61	226	352	119	131
Skidding	117	125	21	118	1,152	1,202	189	126
Unsafe Backing	4	7	2	1	46	38	33	27
Vision Obsecurement	18	16	10	7	161	173	51	49
Total	700	660	322	497	5,879	6,057	2,294	2,156

Year	Number of Speed Violations	Number of Crashes
2006	57,576	34,801
2007	53,788	37,376
2008	46,765	34,151
2009	49,746	33,265
2010	31,638	32,157
2011	40,926	33,273
2012	40,926	26,691 *

*as of 4/5/13

NUMBER OF SPEED VIOLATIONS AND CRASHES

*
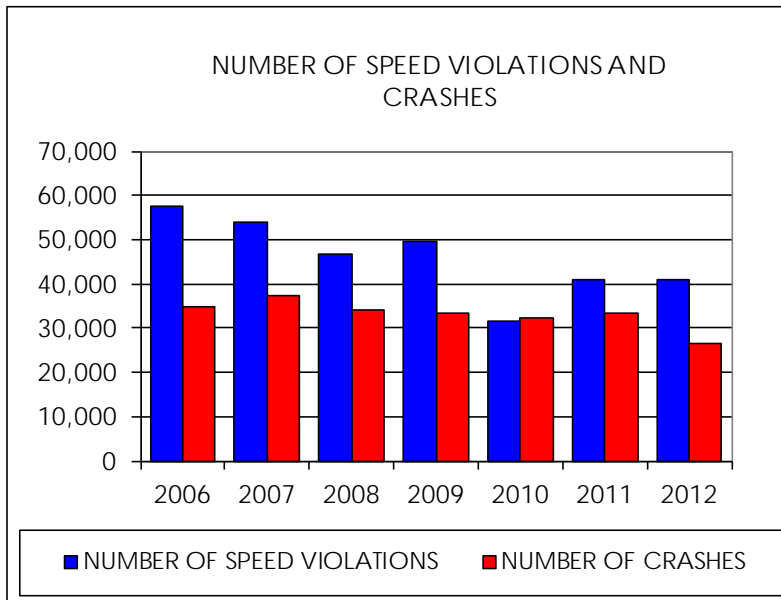
CHART NO. 22
FATAL CRASHES BY MONTH
2009-2012

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
2009	6	4	5	12	10	7	8	11	8	11	9	6
2010	13	6	7	10	15	15	9	8	14	10	8	5
2011	6	2	7	6	11	9	7	5	4	10	7	10
2012	8	4	4	7	8	10	6	23	11	6	7	8
Total	33	16	23	35	44	41	30	47	37	37	31	29
4-Year Average	8	4	6	9	11	10	7.5	12	9	9	8	7.25

FATAL CRASHES BY MONTH
2009 - 2012
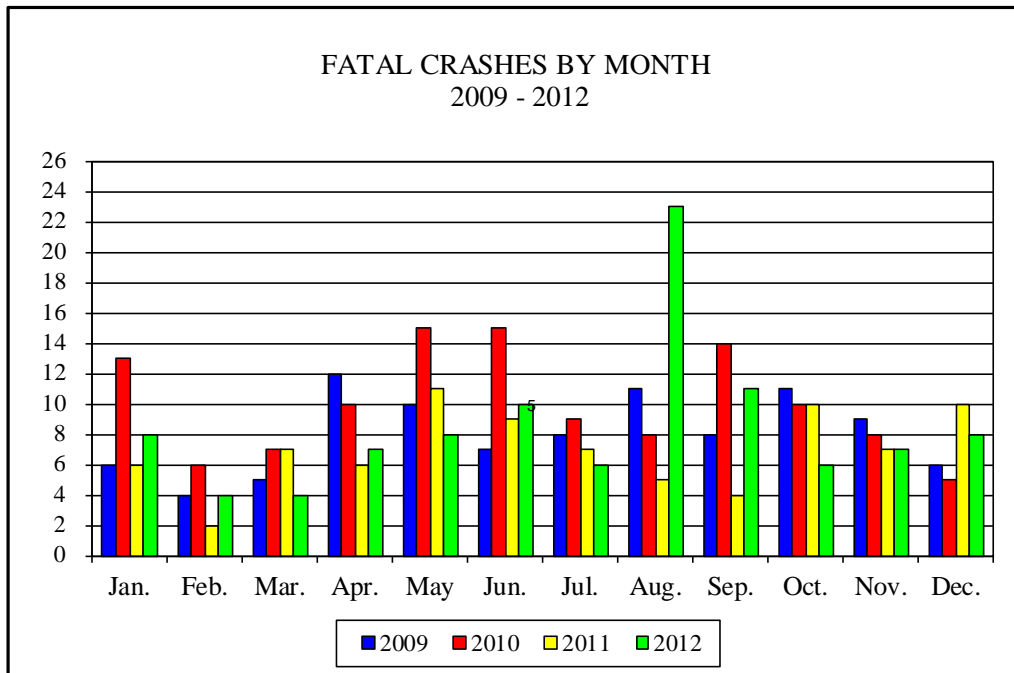
CAUSES	2009		2010		2011		2012	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	33	35	41	40	26	29	28	31
Speed	10	12	12	13	3	4	8	8
Road/Weather	2	2	5	5	4	4	2	2
Inattention/Distraction/Emotion	11	12	14	14	14	14	8	8
Fatigue/Illness	9	10	9	9	10	10	15	16
Other	4	4	2	2	4	4	7	7
Pedestrian Error	5	5	5	5	4	4	8	8
Failure to Yield Right of Way	11	13	13	13	5	5	9	10
Unknown	1	1	1	1	1	1	3	3
Driver Error	11	16	18	18	13	15	13	15
	97	110	120	120	84	90	101	108

During July 2010, 2011, AND 2012 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (speeding, impaired driving, and seat belt use) in New Hampshire. The following questions reveal attitudes regarding speeding and enforcement.

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	7%	17%	24%	38%	14%	1%
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	6%	15%	19%	35%	25%	1%
In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?	Yes	No	Don't Know			
2010, 2011, 2012	45%	55%				
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010, 2011, 2012	3%	19%	33%	41%	2%	3%

The Attitude Survey reveals that 52 Percent of the respondents did not drive faster than 35 miles per hour in a 30 mile per hour zone while 60 percent did not drive faster than 70 miles per hour on roads with speed limits of 65 miles per hour. Only 45 percent of respondents had heard of any speed enforcement efforts. Surprisingly 22 percent believe that a speeding ticket would be issued most of the time for driving over the posted limit.

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 20) were driver inattention/distraction, illegal/unsafe speed, and failure to yield the right of way. On average, the greatest number of fatal motor vehicle crashes occur during the months of May, June and August, followed by April, September, and October. (Chart 22)

Alcohol/drugs, driver error, inattention/distraction and speed are the leading causes in fatal crashes (Chart 23).

TARGETS

1. To decrease speed-related fatalities 10 percent from the 2011 calendar base year (FARS) of 39 to 35 by December 31, 2014. (C-6)

2. To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2009–2012) of 465 to 419 in 2014.

3.   To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2009-2012) of 38.75 to 34.0 in 2014.

PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,750 hours of State Police patrols. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. The State Police budget for state fiscal year 2013 provides approximately $26,853,380. for the Traffic Division which covers regular traffic enforcement activities. It is estimated that for every hour of overtime, the state expends an additional $12.60 per hour in other expenses representing a state match of $22,050.
    Funding: $115,700.00 (402)

2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 100 local and county law enforcement agencies to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that carry larger traffic volumes. It is estimated that local/county law enforcement agencies expend approximately $65,286. per year for each of the 2,840 full-time police officers – a total of $185,412,240. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this amounts to an annual expenditure of $148,329,792. PSP 14-11 (Drunk Driving Prevention Programs) includes $13,349,681. of this amount as the estimated cost of DWI surveillance and arrests, leaving approximately $133,496,813 for other selective enforcement activities.
    Funding: $492,230.00 (402)

3. *Radar Equipment.* This task will provide funds to assist sixty (60) local, county, and state law enforcement agencies with the purchase of new and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders). Ranging in price from $2,000. for a radar unit to $9,000-$15,000 for a radar/display trailer, office policy limits federal funding assistance for a radar unit to 50 percent not to exceed $2,500. per unit, with a funding level of 50 percent not to exceed $6,000. per unit for a radar display trailer.
    Funding: $162,000.00 (402)

4.   *Operation Safe Commute.* This task will provide funds to approximately 80 state/county/local law enforcement agencies to participate in an aggressive, statewide "Operation Safe Commute" enforcement campaign. Crashes occur at all hours of the day and night; however, they are most prevalent during the morning and afternoon/early evening commute hours when traffic is heaviest. Instead of focusing attention on the task of driving and operating their vehicles safely, drivers are frequently distracted as they talk on the cell phone, text, eat, read, etc…often in combination with speeding, following too close, and making improper lane changes. These combined tasks are a recipe for disaster that leads to crashes and the loss of life, injuries, and property damage.
     Funding: $418,825.00 (402)

5.   *Computer Equipment and Software.* This task will provide assistance from up to 50 law enforcement agencies for the purchase of computers (including laptops) and software used in highway safety-related activities. Agency policy limits federal funding assistance for computers to 50 percent not to exceed $2,500. per unit and software to 50 percent with a $1,500. per unit ceiling.
     Funding: $65,000.00 (402)

6.   *Highway Safety Conferences/Training.*   This task will provide funds to cover expenses associated with Agency staff and others attending NHTSA conferences/training sessions, GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and the NH Highway Safety Agency to conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.
     Funding: $2,000.00 (402)

7.   *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
     Funding: $890.00 (402)

8.   *Motorcycles.* This task will provide funding for the lease of motorcycles for a six-month period for up to 20 local police departments during summer months when traffic is extremely congested.
     Funding: $7,999.75 (402)

9.   *TAR Equipment.* This task will provide funds to assist twenty (20) local, county, and state law enforce-ment agencies with the purchase of equipment (cameras, total station computer/laser equipment, laptops, etc.) to be used to reconstruct traffic crashes. Agency policy limits funding assistance to 50 percent for the purchase of this equipment.
     Funding: $69,000.00 (402)

10. *Tire Deflation Devices.* This task will provide funds to assist twenty (20) local, county, and state law enforcement agencies in the purchase of tire deflation devices (including training)to be used to stop vehicles attempting to elude police.
     Funding: $5,000.00 (402)

11. *PS&TC Officer Training.* This task will enable the NH Police Standards & Training Council to contract for training to be offered to local, county, and state law enforcement officers in areas related to highway safety. Based on the identification of need, funds will cover trainings costs for two (2) courses to be determined.
     Funding: $20,000.00 if available (402)

12. *Red Light Running Enforcement Patrols.* This task will support overtime to enable up to twenty-five (25) state/county/local law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.
     Funding: $65,000.00 (402)

13. *School Bus Enforcement Patrols.* This task will provide funds to enable up to twenty (20) state/county/local law enforcement agencies to conduct overtime enforcement of RSA 265.54 (overtaking and passing school buses). These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in "school zones" during the morning and afternoon hours when students are being transported to and from school.
Funding: $25,000.00 (402)

14. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 14-01, Occupant Protection and PSP 14-02, Alcohol in Relation to Highway Safety.
Funding: $2,300.00 (402)

15. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 14-01, Occupant Protection and PSP 14-02, Alcohol in Relation to Highway Safety.
Funding: $700.00 (402)

16. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed $2,000. per unit, while contracting to upgrade the Agency's grants management database system is estimated at $10,000.-$15,000. Funding also included in PSP 14-02, Alcohol; 14-04, Traffic Records, and PSP 14-06, Planning and Administration.
Funding: $1,250.00 (402)

17. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 14-01, Occupant Protection and PSP 14-02, Alcohol in Relation to Highway Safety. 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 speed, distracted driving, and alcohol and/or drug impaired driving.
Funding: $37,000.00 (402)

Project Titles	(1) MAP 402 MOSC Current Year	(2) 402 Prior Year	(3) MAP 402 MOPM Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. State Police Overtime Enforcement Patrols (SC)	115.7			22.1		137.8	
2. Local Police Overtime Patrols (SC)	212.2	280.0			133,000.0 496.8*	133,989.0	492.2
3. Additional Radars (SC)	117.0	45.0			75.0*	237.0	117.0
4. Operation Safe Commute Campaign (SC)	175.0	243.8		16.9		435.7	320.00
5. Computer Equipment/Software	MAP 402 MOPT 35.0	30.00			35.0 30.0*	130.0	65.0
6. HSA Conferences/Training	2.0					2.0	
7. Audit Expense	.6	.3				.9	
8. Motorcycles	8.0				8.0	16.0	8.0
9. TAR Equipment	18.0	51.0			18.0 51.0*	138.0	69.0
10. Tire Deflation Devices	3.0	2.0			3.0 2.0*	10.0	5.0
11. PS&TC Training (if available)							
12. Red Light Running Enforcement	35.0	30.0				65.0	65.0
13. School Bus Enforcement	20.0	5.0				25.0	25.0
14. NHTSA Attitude Survey	2.3					2.3	
15. HSA Photocopier		.7				.7	
16. HSA Computerization	1.3					1.3	
17. HSA Media Campaign (PM)			37.0			37.0	37.0
Totals	745.1	687.8	37.0	39.0	133,718.8	135,227.7	1,203.2

*402 Prior Year Match

PSP 14-04

TRAFFIC RECORDS

PROBLEM IDENTIFICATION

Chart 2 provides motor vehicle and fatality data supplied by the NH Department of Safety, Transportation, Office of State Planning, NHTSA, FHWA, and other agencies which summarize highway safety related traffic records data that identify problems/needs to be addressed in 2014.

TARGETS

1. To work with the NH Department of Safety to partially fund the FARS Reporting System and overtime to update traffic crash records and to improve the Highway Safety Agency's computer capabilities to track motor vehicle fatalities, injuries, and crashes.

PROGRAM SOLUTION TASKS

1. *Fatal Accident Reporting System.* The Fatal Accident Reporting System (FARS) gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. 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 task will supplement other federal funds that support the data analyst position.
Funding: $42,000.00 (402)

2. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed $2,000. per unit, while contracting to upgrade the Agency's grants management data-base system is estimated at $10,000-$15,000. Funding also provided in PSP 14-02, Alcohol in Relation to Highway Safety; PSP 14-03, Police Traffic Services; and PSP 14-06, Planning and Administration.
Funding: $2,500.00 (402)

3. *DMV Traffic Crash Records Update.* This task will enable the NH Division of Motor Vehicles to hire staff (overtime basis) for the manual data entry of crash reports (not including comercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.
Funding: $25,000.00 (402)

4. *Highway Safety Conferences/Training.* This task will provide funds to cover travel expenses associated with Agency staff and others attending conferences/training sessions related to traffic records improvement.
Funding: $1,000.00 (402)

PSP NO. 14-04 TR
TRAFFIC RECORDS

Project Titles	(1) 402 MAP/ MO TR Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Other Federal Funds	(7) Total	(8) Amount To Local
1. Fatal Accident Reporting System (FARS)	22.0	20.0				17.9 17.9*	77.8	
2. HSA Computerization		2.5					2.5	
3. DMV Traffic Crash Records Update	12.0	13.0					25.0	
4. HSA Conferences/Training	1.0						1.0	
Totals	35.0	35.5				35.8	106.3	

*402 Prior Year Match

PSP 14-05

EMERGENCY MEDICAL SERVICES

<u>PROBLEM IDENTIFICATION</u>

Time is of the essence in reaching the victims of highway crashes and providing definitive care and treatment. Sometimes it is nearly impossible to remove victims from heavily damaged vehicles without the use of special extrication equipment, and it is imperative that it be moved to the scene without delay. Frequently such equipment is only available from other communities which may be some distance away. Therefore, the purpose of this countermeasure is to assist in locating extrication equipment strategically throughout the state.

<u>TARGETS</u>

1.   To continue to provide assistance to local entities in the purchase of extrication equipment.

<u>PROBLEM SOLUTION TASKS</u>

1.   *Emergency Medical Services.* The goal of the Bureau of Emergency Medical Services is to ensure adequacy and appropriateness of all emergency medical services throughout the state. This task is included to show the cost to local entities in maintaining services. There are approximately 4,733 EMTs in the state who have to be recertified every two years at a cost ranging from approximately $250-$500 each. There are 301 licensed EMS services (171 transporting and 130 non-transporting) in the state that utilize 490 licensed and inspected ambulances.

2.   *Extrication Equipment.* This task will provide funds to assist up to 15 county/local agencies, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories, etc.). The cost of pieces of extra-cation equipment ranges from $500.00 for accessories to over $5,000.00 for a set of airbags or a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed $4,500.00 of the total cost, with the applicant agency responsible for providing the balance.
        Funding: $17,382.00 (402)

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PSP NO. 14-05 EM
EMERGENCY MEDICAL SERVICES

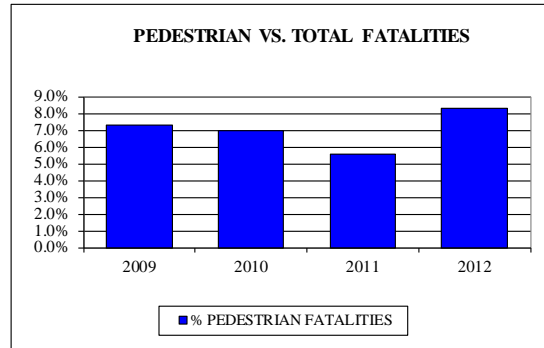| Project Titles	(1) MAP 402/ MO EM Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Emergency Medical Services							
2. Extrication Equipment	17.4				17.4	34.8	17.4
Totals	17.4				17.4	34.8	17.4

PROGRAM MANAGEMENT

PROBLEM IDENTIFICATION

In an effort to reduce motor vehicle crashes and the resulting deaths, injuries, and property damage (see Chart 2), 13 percent of Section 402 funds will support operation of the NH Highway Safety Agency.

TARGETS

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

2.   The Agency will continue to provide public information to develop support for the goal of the highway safety program: the reduction of traffic crashes and the resulting loss of life, personal injuries, and property damage.

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

PROBLEM SOLUTION TASKS

1.   *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, computer hardware/software, etc.). Highway Safety Agency staff will review and evaluate the 2013 Strategic Action Plan, analyze all available traffic records data and identify highway safety problems, implement state and local projects designed to solve these problems, monitor and evaluate current projects, audit completed projects, and develop the Year 2015 Strategic Action Plan.
Funding: $228,998.25 (402)

PSP NO. 14-06 PA/FPA
PROGRAM MANAGEMENT

Project Titles	(1) MAP 402/ MO PA Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Program Management Personnel Services/Other Expenses	229.0			444.6		673.6	
Totals	229.0			444.6		673.6	

PSP 14-07

PEDESTRIAN AND BICYCLE SAFETY

CHART NO. 24
PEDESTRIAN FATALITIES

Year	Child	Adult	Total	Total Fatalities	Pedestrian % Of Total
2009	1	7	8	110	7.3%
2010	0	9	9	128	7.0%
2011	0	5	5	90	5.6%
2012	2	7	9	108	8.3%
Totals	3	28	31	436	7.1%

PEDESTRIAN VS. TOTAL FATALITIES

[Bar chart showing % PEDESTRIAN FATALITIES for years 2009, 2010, 2011, 2012 with a vertical axis from 0.0% to 9.0%]

■ % PEDESTRIAN FATALITIES

PROBLEM IDENTIFICATION

There was an average of 8.0 pedestrian fatalities during the four-year period 2009-2012 (Chart No. 24).

TARGET- PEDESTRIANS

1.   To reduce pedestrian fatalities 10 percent from the 2012 calendar base year of 9 to 8 by December 31, 2014. (C-10)

CHART NO. 25
BICYCLIST FATALITIES

Year	Child	Adult	Total	Total Fatalities	Bicyclist % of Total
2009	1	0	1	110	0.9%
2010	0	0	0	128	0.0%
2011	1	3	4	90	4.4%
2012	0	0	0	108	0.0%
Totals	2	3	4	436	0.9%

BICYCLIST VS. TOTAL FATALITIES

[Bar chart showing BICYCLIST FATALITIES for years 2009, 2010, 2011, 2012 with a vertical axis from 0.0% to 5.0%]

■ BICYCLIST FATALITIES
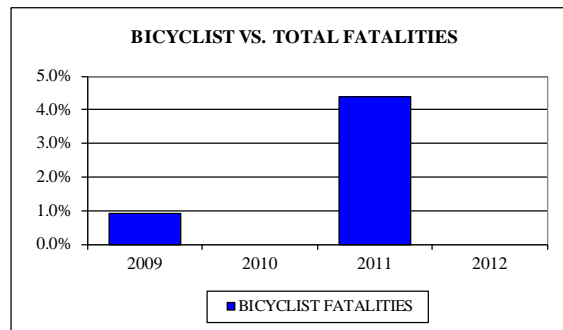
NOTE: Child is 15 years old or younger.

Year	Bicycle Crashes	Injuries					
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	Fatality
2009	138	6	85	0	30	16	1
2010	166	3	89	0	27	21	0
2011	125	8	0	42	6	0	4
2012	127	6	2	36	7	4	0
Total	556	23	176	78	70	41	5
4-Year Average	139	6	44	19	17	10	1

New Hampshire RSA 265:144, x, mandates the use of bicycle helmets by persons "no less than 16 years of age" when riding a bicycle on any public way. The NH Highway Safety Agency continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006.

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 1.0 bicycle fatality during the four-year period 2009-2012 (Chart No. 25).

There was an average of 139 crashes involving bicycles during the four-year period 2009-2012 (Chart No. 26) resulting in 6 bicyclists suffering incapacitating injuries and 44 suffering non-incapacitating injuries.

TARGETS - BICYCLISTS

1.   To have no bicyclist fatalities through the year 2013 but not to exceed 1 bicycle fatality.

PROBLEM SOLUTION TASKS

1.   *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 700 bicycle helmets to be distributed by local law enforcement agencies that will be conducting bicycle safety programs.
       Funding: $3,000.00 (402)

2.   *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable up to 20 state/county/local law enforcement agencies to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws.
       Funding: $65,000.00 (402)

PSP NO. 14-07 PS
PEDESTRIAN & BICYCLE SAFETY

Project Titles	(1) MAP 402/ MO PS Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Bicycle Helmets	3.0					3.0	3.0
2. Pedestrian/Bicycle Enforcement Patrols	20.0	45.0				65.0	65.0
Totals	23.0	45.0				68.0	68.0

MOTORCYCLE SAFETY

					No. Victims Wearing Helmets	No. Victims NH Residents
CHART NO. 27 MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS 2009 – 2012						
Year	Operators	Passengers	Total	Percent of Fatalities		
2009	16	5	21	19.1	8	11
2010	26	2	28	21.9	8	26
2011	14	0	14	15.6	4	10
2012	25	4	29	26.4	8	22
Total	81	11	92		28	69
4-Year Average	20	3	23		7	17

CHART NO. 28 FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED 2009 – 2012			
Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2009	20	4	20.0
2010	28	8	28.6
2011	14	5	35.6
2012	27	8	29.6
Total	89	25	28.1
4-Year Average	22	6	27.3

CHART 29 MOTORCYCLE CRASHES & INJURIES ALCOHOL-RELATED 2009-2012						
	All Motorcycle Crashes			Injury Crashes Involving Motorcycles		
Year	Total Motorcycle Crashes	Alcohol-Related Crashes	Percent Alcohol-Related	Motorcycle Injury Crashes	Alcohol Related Injury Crashes	Percent Alcohol Related
2009	851	35	4.1	626	30	4.8
2010	782	23	2.9	626	21	3.7
2011	662	23	3.5	524	18	3.4
2012	638	91	14.3	859	63	7.3
Total	2,933	172	5.9	2,635	132	5.0

<u>Problem Identification</u>

During the four-year period 2009-2012 there were 92 motorcycle fatalities; 28, or 30.80 percent, were wearing helmets (Chart No. 27).

During the four-year period 2009-2012 there were 89 fatal crashes involving motorcycles; 25, or 28.1 percent, involved alcohol (Chart No. 28).

Of the 2,933 crashes in the years 2009-2012 involving motorcycles, 172, or 5.9 percent, were alcohol-related (Chart No. 29).

During the years 2009-2012 of the 2,933 motorcycle crashes, 2,635, or 89.8 percent, resulted in injury crashes (Chart No. 29).

During the years 2009-2012 alcohol was involved in 132, or 5.0 percent of the 2,635 motorcycle crashes resulting in injuries (Chart No. 29).

<u>Targets</u>

1. To decrease motorcyclists fatalities 10 percent from the 2012 calendar base year of 29 to 26 by December 31, 2014. (C-7)

2. To decrease unhelmeted motorcyclist fatalities 10 percent from the 2012 calendar base year of 21 to 19 by December 31, 2014. (C-8)

3. To increase the number of motorcycle operators who complete the state-sanctioned basic, intermediate, and advanced rider safety courses.

<u>Problem Solution Tasks</u>

1. *Motorcycle Rider Education Program.* This task is provided for informational purposes. The Rider Education Program within the Division of Motor Vehicles, NH Department of Safety, is responsible for offering the 20-hour Basic Rider Course, one-day Intermediate Rider Course, and one-day Experienced Rider Course. In order to make the courses available to more riders, the state contracts with two vendors (Meredith Harley Davidson and the Motorcycle Operator Safety Training (MOST) program) that also offer the various training courses. In 2002 a total of 2,382 operators completed the courses compared to 3,029 in 2006, 3,024 in 2007, 2,991 in 2008, and 2,927 in 2009, 2850 in 2010, 2912 in 2011, and 2975 in 2012.

2. *Highway Safety Conference/Training.* This task will provide funds to cover travel expenses associated with Agency staff, Task Force members, and others attending conferences/training sessions related to motorcycle safety.
    Funding: $1,000.00 (402)

PSP NO. 14-08 MC
MOTORCYCLE SAFETY

Project Titles	(1) MAP 402/ MO MC Current Year	(2) 402 Prior Year	(3) Funds	(4) State Funds	(5) Local Share	(6) Total	(7) Amount To Local
1. Motorcycle Rider Education							
2. Highway Safety Conferences/Training	1.0					1.0	
Totals	1.0					1.0	

PSP 14-09

PUPIL TRANSPORTATION

CHART NO. 30 SCHOOL BUS CRASHES/INJURIES 2009-2012		
Year	Number of Crashes*	Number of Injuries
2009	208	27
2010	223	22
2011	112	31
2012	127	30
*All school bus crashes, regardless of amount of property damage and/or injury, are reported to the Division of Motor Vehicles.		

Source: NH Department of Safety

Currently there is no data available on the severity of injuries.

CHART NO. 31 NUMBER OF SCHOOL BUSES INSPECTED 2009-2012				
Year	2009	2010	2011	2012
Number	2,255	3,534	2,978	1,969

Source: NH Department of Safety

PROBLEM IDENTIFICATION

The number of school buses inspected by the Department of Safety fluctuates, and New Hampshire continues to have a very safe record in the pupil transportation area. However, personal observations by state officials, school bus drivers, and the New Hampshire School Transportation Association confirm there are an increasing number of motorists disregarding laws governing proper driving in the vicinity of school buses where students are boarding or exiting buses.

TARGETS

1.   To continue to work with those interested in improving the safety of pupil transportation and enforcing the laws regarding school bus and pupil transportation.

PROBLEM SOLUTION TASKS

1.   *Pupil Transportation Safety.* This task is included for informational purposes to show the state's annual expenditure for school bus inspections and driver training/certification. In 2012 the Enforcement Bureau at the Department of Safety inspected 1,969 school buses that transport New Hampshire's children to and from school.

PSP NO. 14-09 SB
PUPIL TRANSPORTATION SAFETY

Project Titles	(1) MAP 402/ MO SB Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Pupil Transportation Safety							
Totals							

PSP 14-10

ROADWAY SAFETY/FHWA

This PSP encompasses the areas of Traffic Engineering Services; Identification of Accident Locations; and Highway Design, Construction and Maintenance.

PROBLEM IDENTIFICATION

In addition to Operation Lifesaver meetings that are held every 6-8 weeks during the year (i.e. meeting announcements, minutes, etc.), particular attention will continue to be devoted to educating seacoast area citizens of the dangers inherent with operation of the Boston/Portland Amtrak Rail system.

TARGETS

1.   Educate the public regarding potential hazards at railroad crossings and promote safety at railroad crossings through a contractual agreement with New Hampshire Operation Lifesaver, Inc.

PROBLEM SOLUTION TASKS

1.   *"Operation Lifesaver".* This task will provide funds through a contractual agreement with New Hampshire Operation Lifesaver, Inc., to promote safety at railroad crossings. This will involve holding training sessions and distribution of such items as lapel pins, key rings and activity books to the motoring public and school children, and attendance by the state coordinator at the Operation Lifesaver annual conference.
Funding: $12,500.00 (402)

Project Titles	(1) MAP 402/ MO RH Current Year	(2) 402 Prior Year	(3) Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. "Operation Lifesaver"	12.5					12.5	10.0
Totals	12.5					12.5	10.0

SECTION 410 & MAP-21 SECTION 405(d) – DRUNK DRIVING PREVENTION PROGRAMS

PROBLEM IDENTIFICATION

There is a continued need to address the highway safety problem of the alcohol/drug-impaired driver. The percentage of alcohol/drug-related fatalities has fluctuated over recent years from a high of 37.0 percent in 2003 to a low of 24.1 percent in 2012. (New Hampshire alcohol-related fatalities: .02 BAC drivers under age 21 and .04 BAC for all other drivers conforms with National CDL level)

TARGETS

1. Section 410 Incentive Grant funds will enable state, county, and local law enforcement agencies to conduct overtime patrols dedicated to the detection and apprehension of impaired drivers. In addition, the state, county, and local law enforcement community will coordinate their activities and conduct sobriety checkpoints throughout the state. Funding will assist in the purchase of additional in-cruiser video equipment, support attendance at appropriate conferences, support of the "Last Drink" Survey, and the DUI mobile van. Funds will continue the services of a traffic safety resource prosecutor at the NH Department of Justice, a part-time position to manage/coordinate the Interlock Ignition program at the Department of Safety and administration of the DRE program, training, travel, etc.

PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds to assist up to 50 local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between $2,000.00 and $5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed $2,500.00 per unit, for the purchase of video equipment.
    Funding: $138,000.00 (405); $200,000.00 (410)

2. *DWI/DUI Patrols.* This task will provide funds for up to 125 state, local and county police departments to conduct overtime DWI patrols. Local and county law enforcement agencies made approximately 2,010 DWI arrests while the State Police made approximately 1,331 DWI arrests in 2012, an average of 5.5 for each of the Traffic Division's 251 personnel. This task will provide funds for law enforcement to conduct overtime DWI/DUI Enforcement Patrols. For every overtime detail hour the State Police incurs approximately $12.60 per hour to cover additional related expenses. For 2,312 hours of overtime DWI/DRE patrols this equates to approximately $29,131.00
    Funding: $748,000.00 (405); $1,062,000.00 (410)

3. *Sobriety Checkpoints.* This task will provide funds to enable the State Police, county sheriff's, and local police departments to work together to conduct approximately 35 overtime sobriety checkpoints throughout the state.
    Funding: $260,000 (405); $595,900.00 (410)

4. DUI Van Administration/"Last Drink Survey". This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints and educational events throughout the state, as well as covering van upgrades. Funds will also enable the Enforcement Bureau to conduct "Last Drink Surveys" on an overtime basis at sobriety check-points. The collection of the place of the "Last Drink" data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol.
    Funding: $40,000.00 (405); $25,000.00 (410)

5. Audit Expense. This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
    Funding: $2,000.00 (405); $2,100.00 (410)

6. Conferences. This task will provide funds for prosecutors, police officers, public health labora-tory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving.
    Funding: $10,000.00 (405); $20,000.00 (410)

7. Traffic Safety Resource Prosecutor (Department of Justice). This task will provide funds to en-able the NH Department of Justice 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, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community.
    Funding: $280,000.00 (405); $140,000.00 (410)

8. DOS Interlock Ignition Program. This task will provide funds that will allow the NH Department of Safety to continue the services of a part-time person to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. This employee will deploy a training program on interlocks 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. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders.
    Funding: $100,000.00 (405); $75,000.00 (410)

9. DRE Program Administration. This task will enable the NH Liquor Commission's Bureau of Enforce-ment to continue to coordinate/administer the state's Drug Expert Recognition (DRE) program. Funding will cover the purchase of DRE kits, training costs, the purchase or printing of the necessary training manuals, travel associated with out-of-state DRE field evaluations/certifications, and travel to the Annual DRE Conference. As of June 12, 2013, New Hampshire had 112 certified Drug Recognition Experts, including 28 instructors, representing 51 law enforcement agencies throughout the state. Including training and enforcement evaluations, approximately 300 DRE evaluations are performed each year.
    Funding: $350,000.00 (405)

PSP NO. 14-11 SECTION 410 & SECTION 405(d)
DRUNK DRIVING PREVENTION PROGRAMS

Project Titles	(1) 405(d)/M6OT Current Year Funds	(2) 405(d)/M6OT Prior Year Funds	(3) 410 (K8) Prior Year Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Video Equipment	125.0	13.0	200.0		138.0 200.0*	676.0	138.0 200.0*
2. DWI/DUI Patrols	318.0	430.0	1,062.0	29.1	600.0 13,349.6*	15,788.7	450.00 913.0*
3. Sobriety Checkpoints	130.0	130.0	565.9			825.9	187.0 529.4*
4. DWI Van/Last Drink Survey	15.0	25.0	25.0			65.0	40.0 25.0*
5. Audit	1.0	1.0	2.1			4.1	
6. Conferences	10.0		20.0			30.0	
7. Traffic Safety Resource Prosecutor (DOJ)	140.0	140.0	140.0			420.0	140.0 70.0*
8. DOS Interlock Ignition Program	50.0	50.0	75.0			175.0	50.0 37.5*
9. DRE Administration/Training	175.0	175.0				350.0	297.5
Totals	964.0	964.0	2,090.0	29.1	14,287.6	18,334.7	3,077.4

*Section 410 Match & Share to Local

PSP 14-12

SECTION 408 AND SECTION 405(C)
STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

PROBLEM IDENTIFICATION
The NH Highway Safety Agency has created an inter-agency, inter-governmental Traffic Records Task Force composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's Traffic Records System with the mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma.

The two-tier Task Force is established with membership from the: NH Highway Safety Agency, NH Department of Safety, NH Department of Transportation, NH Department of Information Technology, NH Department of Health & Human Services, Administrative Office of the Courts, NH Insurance Department, and the NH Association of Chiefs of Police.

The Task Force includes the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data systems managers, and data users with the technical expertise to look at the following data systesm: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

TARGETS

1. Traffic records data for all agencies represented on the Traffic Records Task Force is integral to the completion of their shared mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma. The Task Force promotes the effective use of information technology in support of the highway safety goals and objectives of the State of New Hampshire and plays a major role in insuring that the statewide traffic records system implementation is successfully completed. The Task Force will adopt a comprehensive view of the data required to make the business of highway safety work, develop information systems and business processes that promote the sharing of highway safety data among all agencies involved, and support data improvements that eliminate duplication, improve uniformity, promote electronic data collection, and facilitate data access and use. This will result in the accurate, complete, and timely collection of traffic safety data that can be analyzed and made available for decision making among the appropriate partners.

PROBLEM SOLUTION TASKS

1. Traffic Safety Information System Improvement Grant. This task will provide funds to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs. For more detailed information regarding this task please see New Hampshire's grant application that is part of the FY 2014 Strategic Action Plan (Appendix A).
    Funding: $1,000,000.00 (405(d); $487,000.00 (408)

PSP NO. 14-12 Section 408 & 405(c)
STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT

Project Titles	(1) 405(c)/M3DA Current Year Funds	(2) 405(c)/M3DA Prior Year Funds	(3) 408(k9)	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Traffic Safety Information System Audit	499.5 .5	499.5 .5	486.5 .5	250.0 121.8*		1,858.8	
Totals	500.0	500.0	487.0	371.8		1,858.8	

*408 Match – FY2013

PSP 14-13

SECTION 2010 AND SECTION 405(f)
MOTORCYCLIST SAFETY

PROBLEM IDENTIFICATION

During the last three years (2010-2012) motorcycle fatalities have contributed to an average of 22.7 percent of motor vehicle related fatalities in New Hampshire. However, motorcycle crashes decreased.

Chart 32 Motorcycle Fatalities & Crashes			
	2010	2011	2012
Motorcycle Operators	26	14	24
Motorcycle Passengers	2	0	4
Total	28	14	28
Total Fatalities	120	84	99
Percent Motorcycle	23.3%	16.6%	28.3%
Motorcycle Crashes	782	662	638

TARGETS

1. The motorcycle Rider Education Program is located in the Division of Motor Vehicles, NH Department of Safety. The Motorcycle Rider Program offers three courses (Basic Rider, Intermediate Rider, and Experienced Rider) to New Hampshire citizens to train new and experienced riders in motorcycle safety which leads to crash avoidance and safety-oriented operational skills for riding a motorcycle. During the last three years individuals taking the courses have increased from 2,850 in 2010 to 2,912 in 2011 to 2,975 in 2012.

PROBLEM SOLUTION TASKS

1. Motorcyclist Safety Grant. Section 2010 and MAP-21 Section 405(f) will be used for motorcyclist safety training and motorcyclist awareness programs throughout New Hampshire. More detailed information regarding this task is contained in the Section 405(f) 2013 grant application (Appendix B).
   Funding: $100,000.00 (405(f); $247,495.74 (2010)

PSP NO. 14-13 Section 2010 & 405(b)
MOTORCYCLE SAFETY

	(1) 405(f)/M9 MT Current Year Funds	(2) 405(f)/M9MT Prior Year Funds	(3) 2010(K6)	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Motorcyclists Safety Grant Audit		99.9 .1	247.1 .4	25.0		372.6	99.9 247.1*
Totals		100.0	247.5	25.0		372.6	347.0

*Section 2010 Match

MAP-21 SECTION 405(e)
DISTRACTED DRIVING – TEXTING BAN

PROBLEM IDENTIFICATION

During the last four years (2009-2012) driver inattention/distraction has been the cause of fatal crashes, as well as motor vehicle crashes resulting in incapacitating and non-incapacitating injuries. The use of electronic devices for texting is a component of inattention/distraction when utilized by motor vehicle operators.

Chart 33 Driver Inattention/Distraction In Motor Vehicle Crashes/Fatalities				
	2009	2010	2011	2012
Fatal Crashes	97	120	84	101
Caused by Inattention/Distraction	11	14	14	8
Percentage	11.3	11.7	16.7	7.9
Motor Vehicle Crashes Incapacitating Injuries	81	74	22	68
Non-Incapacitating Injuries	1,254	1,179	453	573

TARGETS

1. Section 405(e) Distracted Driving – Texting Ban funds will be used to promote the dangers of texting/using cell phone while driving through public advertising; notify drivers of the State's distracted driving law through traffic signs; or paying overtime to enable law enforcement officers to enforce New Hampshire's text messaging law while operating a motor vehicle; and supporting other eligible Section 402 projects and activities.

PROBLEM SOLUTION TASKS

1. Distracted Driving Texting Ban Grant. Section 405(e) funds will be used to address the issue of distracting driving and the use of texting while driving through public information campaign, signs promoting the law, overtime enforcement, and Section 402 projects.
   Funding: $100,000.00 405(e)

PSP NO. 14-14 Section 405(e)
DISTRACTED DRIVING TEXTING BAN

Project Titles	(1) 405(e)/M8PE Current Year Funds	(2) 405(e)/M8PE Prior Year Funds	(3) PRIOR YEAR	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Distracted Driving/Texting Ban Grant Audit		99.9 .1		25.0		125.0	
Totals		100.0		25.0		125.0	

APPENDIX A

TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT

State of New Hampshire TRCC Charter

OBJECTIVE

To create an inter-agency, inter-governmental Traffic Records Task Force composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's Traffic Records System with the mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma.

The two-tier Task Force is established with membership from the:

> NH Highway Safety Agency
> NH Department of Safety
> NH Department of Transportation
> NH Department of Information Technology
> NH Department of Health & Human Services
> Administrative Office of the Courts
> NH Insurance Department
> NH Association of Chiefs of Police

The Task Force will include the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data systems managers, and data users with the technical expertise to look at the following data systems: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

MISSION AND GOAL

Traffic records data for all agencies represented on the Traffic Records Task Force is integral to the completion of their shared mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma. Therefore, the Task Force will promote the effective use of information technology in support of the highway safety goals and objectives of the State of New Hampshire and will play a major role in insuring that the statewide traffic records system implementation is successfully completed. The Task Force will adopt a comprehensive view of the data required to make the business of highway safety work, develop information systems and business processes that promote the sharing of highway safety data among all agencies involved, and support data improvements that eliminate duplication, improve uniformity, promote electronic data collection, and facilitate data access and use. This will result in the accurate, complete, and timely collection of traffic safety data that can be analyzed and made available for decision making among the appropriate partners.

The State of New Hampshire TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the 2008 Traffic Records Assessment. As a result of this review, the State of New Hampshire TRCC has identified and prioritized the 10 projects listed in the table below.

State of New Hampshire TRCC FY2014 Budget

Project Number and Title	Agency/Bureau	Proposed 405c FY 2014 Funds
NH-P-07 Audit	HSA	$500
NH-P-06 Traffic Records Consultant	HSA	$45,000
NH-P-17 E-Ticketing Integration	DOS	$150,000
NH-P-18 E-Crash Integration	DOS	$150,000
NH-P-19 Trauma Training	EMS	$75,000
NH-P-20 E-Ticketing / Crash Location Analysis	DOT	150,000
NH-P-16 J-One VPN Installation Assistance	DOS	$150,000
NH-P-21 EMS Interstate Reconciliation	EMS	$20,000
NH-P-22 Training – Crash and Citation	DOS	$150,000
NH-P-23 CODES	EMS	$75,000
Total		**$965,500**

NEW HAMPSHIRE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)
MEETING MINUTES
September 25, 2012

NH Liquor Commission Bureau of Enforcement Conference Room
57 Regional Drive, Suite 8 - Concord, NH

PARTICIPANTS:
Peter Thomson (NHHSA), Debra Garvin (NHHSA), Brian Lumbert (DOS/DoIT), Richard "Chip" Cooper (DOS/EMS), Glenn Davison (DOT), Lieutenant Mark Liebl (DOS/SP), Rick Sheldon (DOS/DoIT), Shawn Mills (DOS/DoIT), Stuart Thompson (DOT), Martin Calawa (FHWA - NH Division), Dan Schuessler (Deep River LLC), Mike Knizeski (Deep River LLC) and Paul Valente (Deep River LLC).

The TRCC Meeting was called to order at 1:35 PM by Mr. Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency.

1.) **INTRODUCTION:**
   - Peter Thomson welcomed everyone and asked that they introduce themselves to the group.

   - Dan Schuessler said that representatives from the Department of Public Safety Office of Information Technology were present to demonstrate the stand-alone pilot Crash Reporting System that they have built and he suggested that they do the presentation first before the TRCC Meeting business is conducted.

2.) **CRASH RECORDS REPORTING SOFTWARE DEMONSTRATION:** Brian Lumbert, Manager, Department of Public Safety Office/Information Technology (DPS/DoIT)
   - Rick Sheldon and Shawn Mills from his office have been instrumental in the development of a stand-alone State Police Crash Records Reporting Software.
   - DPS/DoIT has used the same standards and technology that was used with the State Police Pilot E-Citation Client (XML to Oracle Server).
   - State Police Troopers have been testing the Crash Reporting Software and so far there has been positive feedback.
   - Brian Lumbert introduced Rick Sheldon and Shawn Mills from the Department of Public Safety Office of Information Technology (DPS/DoIT). Rick and Shawn would be showing the TRCC Committee how the State Troopers will be using the in-house (DoIT) developed Crash Records Reporting software that was created for the Statewide Crash Reporting Pilot Project that will allow the Troopers and local officers to create and print an electronic version of the hand-written crash report.
   - Rick Sheldon and Shawn Mills reviewed their PowerPoint presentation and then demonstrated how the Crash Records Reporting Software works and printed crash reports utilizing one of the E-Citation Mobile Data

Printers. This Crash Records Reporting Software demonstration lasted approximately 30 minutes.

3.) SECTION 408 GRANT APPLICATION STATUS:

- Daniel Schuessler said that NHTSA has approved the New Hampshire Section 408 Grant Application, and the FY2013 funded projects will be issued by Deb Garvin at the Highway Safety Agency and the expenditure of funds will commence after October 1st.

4.) TRCC DATA SYSTEM STATUS – UPDATES:

Crash Records Management System (CRMS):

- Dan Schuessler discussed the Department of Public Safety Office of Information Technology (DPS/DoIT) demonstration and asked if any of the University of New Hampshire (UNH) Crash Reporting Software Project features were used.
- Brian Lumbert said that his team reviewed the UNH Crash Reporting Project deliverables and incorporated most of the UNH features into the stand-alone Crash Records Reporting software.
- State Police Lieutenant Mark Liebl said that it would be nice if the insurance companies would provide a barcode on their insurance documents. The barcode would need to be standardized so that law enforcement can utilize their barcode readers similar to the Driver License and Vehicle Registration barcodes.
- Dan Schuessler said that the insurance industry has a listing of 5 digit NAIC Numbers that are assigned to insurance companies.

E-Citation:

- Dan Schuessler spoke with Keith Lohmann last week and Keith stated that State Police have deployed E-Citation to each of their Troopers and, as of August, approximately 1/4th to 1/5th of the total number of traffic citations issued by State Police were E-Citations.
- Keith Lohmann also reported that system testing of the IMC/TriTech E-Citation solution has begun which should make E-Citation possible for the 140 police departments using the IMC/TriTech Records Management Software by early 2013.
- In Keith Lohmann's status report, he said that with IMC/TriTech E-Citation capabilities being available in early 2013 to the 140 Local Law Enforcement Agencies they will be looking for assistance with procuring E-Citation Printers and Mounting Hardware in order to utilize the IMC/TriTech E-Citation Software and the TRCC should consider direct funding to this project.

State Police Laptop and Mobile Data Printer Project: State Police Lieutenant Mark Liebl

- The vendor has been installing E-Citation Printers and Computer Mounting Brackets in approximately 50 cruisers per month and 230 have been completed.
- The last group of State Police cruiser's modifications (20 cruisers) to install the E-Citation Mobile Data Printers and Computer Mounting Hardware should be completed this week.
- Troopers love the E-Citation Project and they are saving time writing multiple tickets.

State Police Laptop Mounting Hardware and Air Card Project: State Police Lieutenant Mark Liebl

- State Police have decided that they will only be installing 250 Air Cards instead of the 300 Air Cards that are needed due to budget constraints.
- Verizon is currently charging a monthly rate of $41.00 per Air Card and State Police must absorb the monthly cost once the Section 408 funding is over; therefore, State Police were only installing 250 Air Cards.

Emergency Medical Services (EMS): Chip Cooper, New Hampshire Bureau of Emergency Medical Services (EMS)

- Updated the EMS Schema last spring and American Medical Response (AMR) who provides approximately 1/4[th] of the Electronic Patient Care Reports (ePCR) in the state is in the process of cleaning-up their software to comply with the New Hampshire EMS Schema.
- EMS is updating the ePCR auto narrative.
- EMS has delayed the National EMS Information System (NEMSIS) Version 3 upgrade from Version 2 until 2014 due to major changes that will be required to the EMS Schema.
- Image Trend Emergency Data Systems is New Hampshire's EMS Web Based Software Vendor and New Hampshire is currently using Version 8 of this software and approximately 22 other states are already using Version 9 of the software and AOT is fixing stability issues before EMS will upgrade to Version 9.
- A new ePCR run format is being developed and they are cleaning-up and deleting data elements that are not being used.
- Using FY2013 Section 408 Grant Funds EMS will implement a Computer Aided Dispatch (CAD) integration to clean-up the Location of the Call Dispatch Address on the Electronic Patient Care Reports (ePCR).
- EMS is hoping to upgrade the Image Trend Emergency Data Systems "Field Bridge Software" by December 2012.
- EMS intends to issue a Request for Proposals (RFP) for the Statewide Trauma Registry next spring and is hoping to have the Statewide Trauma Registry in-place by the summer of 2013. There are 2 vendors who have the Statewide Trauma Registry Software including Image Trend Emergency Data Systems.

5.) VOTE TO AMEND THE TRAFFIC RECORDS PLAN:
- Dan Schuessler suggested that the TRCC Members amend the Traffic Records Plan by taking a vote to allow Deb Garvin, Highway Safety Agency Program Manager, to carry-over available FFY2012 to FFY2013 Section 408 Grant Project Funds to continue to support the E-Citation Project, State Police Laptop Conversion, and Air Card projects.
- Motion by State Police Lieutenant Mark Liebl to move all the available carry-over FFY 2012 Section 408 Grant Project Funds to the FFY 2013 E-Citation Project, State Police Laptop Conversion, and Air Card Projects. Second by Chip Cooper, and unanimously passed with no opposition.
-

6.) FY2013 NHTSA TRAFFIC RECORDS ASSESSMENT:
- Dan Schuessler said that NHTSA requires every state to have a NHTSA Traffic Assessment Team perform an assessment every 5 years and New Hampshire is due for their Traffic Records Assessment.
- Deb Garvin has sent a letter to NHTSA requesting they schedule a Traffic Records Assessment for New Hampshire.
- Dan Schuessler explained the process that NHTSA uses and said that the NHTSA Traffic Records Assessment Team will be in New Hampshire for 6 days (Sunday thru Friday), and the State is required to pick-up all of their expenses as described in the NHTSA Traffic Records Assessment Guidance. New Hampshire can expect the NHTSA Traffic Records Assessment Team to schedule their visit between December 2012 and March 2013.
- *Addendum: Subsequent to the TRCC Meeting, Deb Garvin spoke with NHTSA and learned that the process for the Traffic Records Assessment had changed. Apparently, on-site assessment teams will no longer be used and some form of web-based assessment will be conducted.*

7.) SCHEDULE FOR THE NEXT TRCC MEETING:
The TRCC members decided not to set a meeting date until the NHTSA Traffic Records Assessment date is received. The TRCC Members will be contacted via email with the future meeting date.

8.) MEETING ADJOURNED:
Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency, adjourned the TRCC Meeting at 2:47 PM.

NEW HAMPSHIRE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)
MEETING MINUTES
February 26, 2013

Held at the NH Liquor Commission Bureau of Enforcement Conference Room
57 Regional Drive, Suite 8 - Concord, NH

PARTICIPANTS:
Peter Thomson (NHHSA), Debra Garvin (NHHSA), Richard "Chip" Cooper (DOS/EMS), Glenn Davison (DOT), Tim Harmon (DOT), Denise Lamy (Insurance), Keith Lohmann (DOS/OOC), Joanne Miles (DHHS/Injury Surveillance), Rick Sheldon (DOS/DoIT), Glen Wilder (DOS/DMV), Charlene Oakley (NHTSA - Region 1), Daniel Schuessler (Deep River, LLC) and David Sistare (Deep River, LLC).

The TRCC Meeting was called to order at 1:37 PM by Mr. Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency.

1.)   INTRODUCTION:
Peter Thomson welcomed everyone and asked that they introduce themselves to the group.

Daniel Schuessler said Charlene Oakley the Traffic Records Regional Coordinator from NHTSA Region 1 in Boston was attending the meeting via conference call.

2.)   MAP-21 Section 405c Grant Information:
Daniel Schuessler said that the **Moving Ahead for Progress in the 21st Century Act (MAP-21)** is a result of Federal Legislation that passed last summer which replaces the traffic safety information system improvements grant program authorized under the **Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** legislation and Section 408 Legislation. **MAP-21** Section 405c Grant Application covers FFY 2013 and FFY 2014 (http://www.fhwa.dot.gov/map21/summaryinfo.cfm).

Daniel Schuessler said that MAP-21 has added 2 new requirements specific to the operation of the TRCC:
    a) The TRCC has specific review and approval authority with respect to state highway safety data and traffic records systems.
    b) The TRCC is required to meet at least three times annually.

Daniel Schuessler said that the National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) collaboratively developed the Model Performance Measures for State Traffic Records Systems and all of the States TRCC's must use this format to submit at least 1

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performance measure using this standard starting this year in order to apply for MAP-21 funds.

Chip Cooper asked if Daniel Schuessler had any information regarding the new Model Performance Measures.

Daniel Schuessler said that there is a document that describes the new Model Performance Measures that is quite lengthy, some examples of the performance measures include:
   a) Timeliness for the amount of days it takes to get Crash Data into the database.
   b) Timelines for getting Citation Data into the Citation, DOT and Court databases.
   c) Essentially it is similar to the performance measures that NH has been using in the past couple of years.

Daniel Schuessler said that MAP-21 has added additional data standards for systems:
   1. Model Impaired Driving Records Information System (MIDRIS)
   2. Model Inventory of Roadway Elements (MIRE)

Daniel Schuessler said that the state does not need to certify MMUCC and NEMSIS compliance; however, the MMUCC, MIRE, MIDRIS and NEMSIS model data sets continue to be central to States' efforts to improve their highway safety data and traffic records systems. For this reason, in order to demonstrate measurable progress, the Interim Final Rule strongly encourages a state to achieve a higher level of compliance with a national model inventory.

Daniel Schuessler said that the State Traffic Records Assessment must be conducted and/or updated within a five years prior to the application due date, along with an in-depth, formal assessment of the State's Highway Safety Data and Traffic Records System that complies with the NHTSA Traffic Records Highway Safety Program Advisory.

Daniel Schuessler said that NHTSA requires that every state that updates their Traffic Records Assessment must submit with its application an assessment update report including the following information:
   a) The date on which the most recent Traffic Records Assessment was completed.
   b) A listing of all recommendations to the state contained in the Traffic Records Assessment report.
   c) An explanation of how the state has addressed each recommendation since the date the Traffic Records Assessment was completed.
   d) The date on which the Traffic Records Assessment update report was prepared.

Daniel Schuessler said that MAP-21 requires the state to maintain its aggregate expenditures from all state and local sources for state traffic safety information

system programs at or above the average level of such expenditures in fiscal years 2010 and 2011 and the agency has the authority to waive or modify this requirement for not more than one fiscal year.

Daniel Schuessler provided a handout to each TRCC Member that was developed by Andrew Koziol, the Rhode Island Office of Highway Safety Program Coordinator, showing the MAP-21 405c Timeline comparison and this timeline was discussed.

Charlene Oakley from NHTSA-Region 1 said that the document that Andrew Koziol from RI developed is correct and consistent with what NHTSA has and all of the Highway Safety Offices are currently trying to collect the FFY 2013 Grant information required so that they can submit their MAP-21 405c Grant Applications by the March 25th due date. NHTSA anticipates the distribution of FFY 2013 MAP-21 405c Grant funds in the May 15th timeframe and the Highway Safety Offices will be required to submit their FFY 2014 MAP-21 405c Grant Applications by July 1, 2013 and NHTSA anticipates the distribution of FFY 2014 MAP-21 405c Grant funds at some point after October 2013.

3.)   **New Hampshire Traffic Records Assessment:**
Daniel Schuessler said that New Hampshire Traffic Records Assessment was last completed in April 2008; therefore, there is no need for an assessment prior to the March 2013 MAP-21 Section 405c Grant Application submission. The assessment requirement is once every five years.

The state will need to apply for a waiver from NHTSA for the July 2013 MAP-21 Section 405c Grant Application submission for the FFY 2014 grant funds since the State Traffic Records Assessment will now fall outside of the 5 year review date requirement.

4.)   **Section 405c Interim Progress Report Status**
Daniel Schuessler said that the FFY 2013 EMS Accuracy Performance Measure was submitted to NHTSA on January 31, 2013 with the following:
   a) For the baseline period there were 49,824 total Electronic Patient Care Reports (ePCR) with 46,593 that passed the NEMSIS business rules equaling a 93.51% compliance rate.
   b) For the current period there were 36,397 total Electronic Patient Care Reports (ePCR) with 34,282 that passed the NEMSIS business rules equaling a 94.18% compliance rate.
   c) This has provided an increase of 0.67% over the baseline period.

Daniel Schuessler said that New Hampshire is still awaiting the response from NHTSA for the FFY 2013 EMS Accuracy Performance Measure and that NHTSA has already responded to Maine and Vermont with approval for their Interim Progress Reports and he is not sure if Rhode Island has received their approval yet.

Charlene Oakley from NHTSA-Region 1 said that she forwarded the FFY 2013 New Hampshire Interim Progress Report down to DC and is still awaiting the reply. Charlene also said that there is another committee meeting on March 4, 2013

Daniel Schuessler said that it would be great to receive a YES memo for the Interim Progress Report for EMS Accuracy before the FFY 2013 MAP-21 Section 405c Grant Application submission. However, there should not be any concerns if it's not received by then because they used the EMS Accuracy Performance Measure and this one was also used last year and there is an improvement in accuracy between both measures.

Charlene Oakley from NHTSA-Region 1 said that the FFY 2014 New Hampshire Interim Progress Report will need to be accomplished and accompany the FFY 2014 MAP-21 Section 405c Grant Application submission.

5.) **TRCC DATA SYSTEM STATUS – UPDATES:**

NH-P-01 - Crash Records Management System (CRMS):
Keith Lohmann said that Crash Records is a DOIT Project and he knows that they have finished the User Acceptance Testing (UAT) and are in the process of making some minor changes to CRMS and they are expecting to "Go Live" around March 21, 2013.

Rick Sheldon from DOS/DOIT said that the Acceptance Testing Team will meet next week to review the changes that DOIT has made to CRMS and around March 23, 2013 the New Hampshire State Police will be going "Live" with approximately 300 State Troopers using CRMS for a 6 month period to verify that there are no usage problems and then other law enforcement agencies will be going "Live."

Rick Sheldon from DOS/DOIT said that E-Citation and CRMS are built on the same MAP framework platform.

Daniel Schuessler asked if there will be any CRMS Performance Measures available by July 2013 so that they can be submitted to NHTSA FFY 2014 MAP-21 Section 405c Grant Application.

Rick Sheldon from DOS/DOIT said that he is not aware of any measurable CRMS Performance Measures that will be reached by July 1st however they are trying to obtain the following with CRMS:
   a) Ease of use by Troopers and Local Law Enforcement Officers
   b) Less time spent on the side of road during Crash Investigations
   c) The quality of data being collected
   d) More data being collected

Daniel Schuessler asked if the State Police were using a paper form to collect Crash Reports last year.

Rick Sheldon from DOS/DOIT said that the State Troopers were using the paper Crash Reporting Form last year.

Daniel Schuessler said that if State Police can determine how many days on average it took the paper Crash Forms to get from the Troopers to entry into the Crash Database that this can be used as a baseline.

Daniel Schuessler said that another item to look at would be Model Minimum Uniform Crash Criteria (MMUCC) compliance by counting up the number of MMUCC compliant data elements collected on the paper Crash Form and comparing them with the Electronic Crash Reporting System.

Keith Lohmann said that after State Police had used CRMS for the 6 months that they will then offer CRMS to Local Law Enforcement and give them the option of using their own 3rd party Records Management System (RMS) so long as it is compliant with the CRMS data elements or they can use the stand-alone CRMS module that DOIT has put together.

Chip Cooper asked if there were any plans of bringing in the 3rd party RMS data into CRMS.

Keith Lohmann said that this is being considered and is included in Project NH-P-11 - E-Crash Reporting Extension - 3rd Party Contracts.

NH-P-02 - E-Citation:
Keith Lohmann said that E-Citation system testing will begin next Monday, March 4, 2013.

Keith Lohmann said that E-Ticketing for State Police was delayed a bit because the same people from DOIT that have been working on CRMS are the same people doing the coding on the State Police E-Ticketing Project which is a good thing for the end user because E-Ticketing and CRMS are built on the same MAP framework platform.

Keith Lohmann said that E-Citation for the 140 Local Law Enforcement Agencies currently using IMC/TriTech Records Management Software will be available by March 31, 2013 from IMC/TriTech because IMC/TriTech already had a Citation Module tied into their RMS and they have modified this module to include E-Citation and will export the E-Citation XML Data Elements via J-One to the State DMV and State Courts.

Keith Lohmann said that by September 30, 2013 the E-Ticket and E-Citation data flow from the Courts back to DMV will be operational before the FFY 2013 grant expires.

NH-P-03 - Emergency Medical Services (EMS):

Chip Cooper said that the New Hampshire Bureau of Emergency Medical Services (EMS) is getting ready to transfer to the new National Emergency Medical Systems Information System (NEMSIS) Version 3 data set in January 2014.

Chip Cooper said that EMS has been reviewing the NEMSIS Version 3 data set and a new EMS Schema and Electronic Patient Care Reports (ePCR) run format is being developed and they are cleaning-up and deleting data elements that are not being used and expect this to be completed by July 2013.

Chip Cooper said that they will then be notifying their 3rd Party Vendors of the Revised New Hampshire EMS schema so that they can upgrade their ePCR software.

Chip Cooper said that Image Trend Emergency Data Systems is New Hampshire's EMS Web Based Software Vendor and New Hampshire is currently using Version 8 of this software and approximately 22 other states are already using Version 9 of the software and Image Trend is working with EMS to transition to the NEMSIS Version 3 and their Version 9 software by January 2014 or in the 1st Quarter of 2014.

Chip Cooper said that Image Trend and the other 3rd Party Vendors will be storing the current NEMSIS Version 2 data elements separately because they "are not" compatible with the NEMSIS Version 3 data elements and will build new ePCR Date Systems using the NEMSIS Version 3 data elements.

Daniel Schuessler asked if EMS has a paper Patient Care Report (PCR) Form that agencies can use.

Chip Cooper said that there is not a paper PCR form because EMS went live with the Electronic Patient Care Reports (ePCR) run format in January of 2011.

Daniel Schuessler asked if the NEMSIS Version 3 data elements were significantly different from the NEMSIS Version 2 data elements.

Chip Cooper said no, that Image Trend was allowing New Hampshire EMS to collect unique data elements and with NEMSIS Version 3 these same data elements are now being collected by NHTSA.

Chip Cooper said that last month EMS instituted a strict data import requirement and there have been several EMS providers who have been struggling with this requirement, however the data quality is significantly better and there is movement from those agencies to comply with this requirement and EMS is seeing better electronic data from these EMS providers.

NH-P-04 - Crash Data Analysis Tool:
Glenn Davison said that they are developing a Web Based Crash Location Tool to help locate Crashes listed in the CRMS that cannot be located electronically so that they can manually locate the Crash location.

Glenn Davison said that they have contracted with ESRI GIS Mapping to use the Location Data Fields in the CRMS to help locate the Crash Locations in order to perform accurate location analysis of Crash sites and they have been using ESRI for approximately 2 months now.

Glenn Davison said that DOT is currently referencing a Crash location by using:
   a) Valid address listed on CRMS
   b) Location in distance from an Intersection listed on CRMS
   c) Location Mile Marker listed on CRMS

Daniel Schuessler asked if DOT utilized Section 408 Grant funds toward this project.

Glenn Davison said that DOT did not utilize Section 408 Grant funds, they utilized another funding source.

Daniel Schuessler said that even though DOT did not utilize Section 408 Grant funds that they could write-up Performance Measures for this project and they could be submitted with the FFY 2014 MAP-21 405c Grant Application.

NH-P-05 - Roadway Inventory Updates:
Glenn Davison said that DOT has been upgrading the GIS Mapping Layers to be +- 4 feet of the actual location and DOT is now utilizing the E911 Street locations instead of maintaining their own GIS Mapping which has improved upon the actual street names being used by DOT.

Glenn Davison said that DOT has been working with the University of New Hampshire (UNH) to map Crash Locations to correspond with EMS in order for Law Enforcement to better understand the locations and frequency of crashes.

Daniel Schuessler asked if DOT utilized Section 408 Grant funds toward this project.

Glenn Davison said that DOT did not utilize Section 408 Grant funds, they utilized another funding source.

Daniel Schuessler said that even though DOT did not utilize Section 408 Grant funds that they could write-up Performance Measures for this project and they could be submitted with the FFY 2014 MAP-21 405c Grant Application.

NH-P-11 - E-Crash Reporting Extension - 3rd Party Contracts:

Keith Lohmann said that he has nothing to report at this time other than he plans on engaging these 3rd Party Vendors over the next couple of months.

NH-P-12 - E-Ticketing Extension - 3rd Party Contracts:
Keith Lohmann said that this grant includes all of the Law Enforcement Agencies that are not IMC/TriTech Software System Customers.

Keith Lohmann said that this will make the work for all of the other RMS Vendors easier because they will be using the E-Citation XML schemer provided by DOIT that IMC/TriTech Software Systems used and it will have prior testing.

Keith Lohmann said that he has nothing else to report at this time other than he plans on engaging these 3rd Party Vendors over the next couple of months.

NH -P-13 – EMS Trauma Registry:
Chip Cooper said that this project is currently in the RFP process with the various State Agencies and they are hoping to get it out to the two vendors who provide this service within a month.

NH-P-14 - EMS Statewide CAD Integration:
Chip Cooper said that this project is awaiting approval of a contract amendment with Image Trend Emergency Data Systems to add this module. Approval is currently expected on March 20, 2013.

Chip Cooper said that there are over 60 Computer Aided Dispatch (CAD) Centers throughout the State and he sees integration with these CAD Centers as a project that will take some time to implement.

NH-P-15 - EMS Statewide Field Bridge:
Chip Cooper said that this project is awaiting approval of a contract amendment with Image Trend Emergency Data Systems to add this module. Approval is currently expected on March 20, 2013.

Chip Cooper said that with this Field Bridge, EMS Provider Services will have access via Mobile Date Terminals (MDTs), Web Based Tablets, 35 iPad Licenses (so far 22 EMS Services have signed-up for the iPad Licenses) or their In-House internet connections to access the ePCR System.

NH-P-16 - J-One VPN Installation Assistance:
Keith Lohmann said that there was a FFY 2012 Section 408 grant issued to DPS for $50,000.00 and they are almost ready to proceed with this project and have determined that there will be a need to request additional funding through the MAP-21 Section 405c Grant Application.

Keith Lohmann said that the VPN is actually the highway for data flow from the State Police vehicles and computer networks and the Local Law Enforcement vehicles and computer network to DMV and the Courts.

Keith Lohmann said that many of the Local Law Enforcement Agencies do not have the Information Technology (IT) staff available to set-up VPNs at their agencies so this additional MAP-21 Section 405c Grant funds will take care of these needs.

Debra Garvin from the Highway Safety Agency (HSA) said that she has been receiving bills for the various project and has not been receiving Quarterly Project Progress Reports for each billing period and is reminding each agency representative that they need to provide written Quarterly Progress Reports for all of their projects so that she has this back-up for all of the billings should NHTSA audit these accounts.

6.) **March 25th 405c Grant Application, Review New Project Submissions, Prioritize Projects, Allocation of Funds and TRCC/TREC Approval of Prioritized Project List:**
Daniel Schuessler said that he has heard that the funding range is from $450,000.00 to $3,000,000.00 and he asked Charlene Oakley from NHTSA – Region 1 if she could confirm the amount of FFY 2013 MAP-21 Section 405c Grant funds that are available.

Daniel Schuessler said that $500,000.00 was usually received by the New Hampshire Highway Safety Agency for the Section 408 Grant funding and he would suggest over budgeting the FFY 2013 MAP-21 Section 405c Grant Application just in case some states don't apply for these funds because of the short application period and/or they do not qualify for the grant and NHTSA appropriates these unused funds to other states like New Hampshire.

Charlene Oakley from NHTSA – Region 1 said to plan for $500,000.00 and said that she always advocates for planning to receive more grant funds than what is advertised by NHTSA.

Daniel Schuessler asked if anyone had FFY 2013 MAP-21 Section 405c Grant funded projects they wanted to bring forward.

Keith Lohmann said that he wanted to propose the following DPS Projects:
1. **E-Ticketing (State Police Integration):** This project will add 15-20 requested changes that Troopers in the field requested. This funding will provide for one consultant position for 10-12 months. **$150,000.00**
2. **E-Crash (State Police Integration):** This will allow for a query directly into the CRMS System to get Driver's License and Vehicle Registration Data into the Crash Report without having to type all of these data fields.

DPS would like to merge E-Ticket with E-Crash which are 2 separate programs so that Troopers can easily issue Traffic Citations while investigating Crashes and possibly issue more Citations because of the ease of doing this while investigating Crashes. This funding will provide for one consultant position for 10-12 months. **$150,000.00**

3. **Virtual Private Network (VPN) Installation Assistance:** Provided by DPS on-site at Local Law Enforcement Agencies who lack the IT staff needed to set-up VPN's at their agencies. This funding will provide for one consultant position for 10-12 months. **$150,000.00**

4. **Crash and Citation Training:** Keith Lohmann said that he is constantly hearing from State Troopers that they are happy to receive electronic software to do their jobs, however they have been inundated with new electronic ways of doing their jobs and if they don't immediately use these skills they require further training. What DPS would like to do is Data Cast Training Videos from the Channel 11 B-Top Project to send audio and video data to Troopers and Local Law Enforcement Officers in the field to show them how to use E-Crash, E-Ticketing, E-Citation and Trooper and Local Law Enforcement VPN 2 Factor Authentication that is required every 90 days. This funding will provide for hiring an outside consultant/contractor to develop professional training videos for these and other projects as required. **$150,000.00**

Chip Cooper said that he wanted to propose the following EMS Projects:

1) **Trauma Registry Training:** Bring in a consultant to train representatives at participating hospitals on how to input data into the system and how to obtain reports from the data entered. **$75,000.00**

2) **National CODES Program:** The last time CODES were entered by New Hampshire EMS was 2009 when EMS ran out of grant funds. **$75,000.00**

3) **EMS Interstate Reconciliation:** All of the surrounding states are receiving patients from New Hampshire EMS Providers and each of these states use the same EMS Software Vendor and they have been researching the comparing of data across states that would be warehoused in one state and shared by everyone in the EMS community. Chip Cooper said that the pricing is based upon how many staff positions are needed and perhaps this program should be held off until the July 2013 FFY 2014 MAP-21 Section 405c Grant Application is submitted. **$20,000.00**

Charlene Oakley from NHTSA – Region 1 left the conference call at this stage of the meeting and asked everyone to email her with questions so that she can reply in writing.

Glenn Davison said that he wants to propose the following DOT Project:

1) **E-Ticketing / Crash Location Analysis:** UNH has been asked to do a pilot analysis and Glenn Davison would like to request that $150,000.00 be put aside to bring in a GIS Software Vendor to streamline some of the

processes for DOS, DOT and DMV personnel. There is a demonstration scheduled for April 4th at DOS and at that time they will know if this project will be moving forward. **$150,000.00**

Deb Garvin said that she wants to propose the following HSA Projects:
1) **MAP-21 Section 405c Grant Audit:** **$500.00**
2) **Traffic Records Consultant:** **$45,000.00**

MARCH 2013 - FFY 2013 MAP-21 Section 405c Grant Application Projects

Priority	Project Number and Title	Agency/Bureau	Proposed FY 2012 Funds
1	**NH-P-07 Audit**	**HSA**	**$500**
2	**NH-P-06 Traffic Records Consultant**	**HSA**	**$45,000**
3	**NH-P-17 E-Ticketing Integration**	**DOS**	**$150,000**
4	**NH-P-18 E-Crash Integration**	**DOS**	**$150,000**
5	**NH-P-19 Trauma Training**	**EMS**	**$75,000**
6	**NH-P-20 E-Ticketing / Crash Location Analysis**	**DOT**	**150,000**
7	**NH-P-16 J-One VPN Installation Assistance**	**DOS**	**$150,000**
8	**NH-P-21 EMS Interstate Reconciliation**	**EMS**	**$20,000**
9	**NH-P-22 Training – Crash and Citation**	**DOS**	**$150,000**
10	**NH-P-23 CODES**	**EMS**	**$75,000**
	Total		$965,500

The above listed FFY 2013 MAP-21 Section 405c Grant Application Projects were reviewed, prioritized, voted on and approved by the TRCC Members.

Daniel Schuessler asked everyone who has requested a FFY 2013 MAP-21 Section 405c Grant Projects to complete a Section 405c Project Submission Form for each of their projects with a brief Project Narrative and to return the completed forms via email to Dan by March 8th in order to be eligible for their requested project.

7.) **SCHEDULE FOR THE NEXT TRCC MEETING:**
The TRCC members decided not to set a next meeting date at this time. The TRCC Members will be contacted via email with the future meeting date.

8.) **MEETING ADJOURNED:**
Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency adjourned the TRCC Meeting at 3:11 PM.

**NEW HAMPSHIRE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)
MEETING MINUTES
May 08, 2013**

Held at the NH Liquor Commission Bureau of Enforcement Conference Room
57 Regional Drive, Suite 8 - Concord, NH

PARTICIPANTS:
Peter Thomson (NHHSA), Debra Garvin (NHHSA), Richard "Chip" Cooper (DOS/EMS), Glenn Davison (DOT), Paula Hurley (COURTS), Julie Lamson (COURTS), Lieutenant Mark Liebl (DOS/SP), Keith Lohmann (DOS/OOC), Michelle Marshall (DOT), Joanne Miles (DHHS/Injury Surveillance), Kevin O'Brien (DOS/OOC), Dr. Angela Shepard (DOS/EMS), Sandy Wentworth (COURTS), Glen Wilder (DOS/DMV), Lang Spell (NHTSA STRAPP Contractor), Charlene Oakley (NHTSA - Region 1 Program Manager), Daniel Schuessler (Deep River LLC) and Paul Valente (Deep River LLC).

The TRCC Meeting was called to order at 1:36 PM by Mr. Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency.

1.)   INTRODUCTION:
Peter Thomson welcomed everyone and asked that they introduce themselves to the group.

Peter Thomson introduces Mr. Langston "Lang" Spell who will be the NHTSA Traffic Records Assessment Facilitator assigned for the upcoming NH Traffic Records Assessment that is starting today.

Peter Thomson said that Mr. Lang Spell formerly worked at NHTSA and in the past has participated in 79 NHTSA Traffic Records Assessments.

2.)   TRAFFIC RECORDS ASSESSMENT:
Daniel Schuessler said that NHTSA requires states to participate in a Traffic Records Assessment every 5 years. This in-depth, formal assessment of the state highway safety data and traffic records system is required in order to apply for NHTSA Section 405c Highway Safety Grant funds.

Daniel Schuessler said that the current NH Traffic Records Assessment was due in April of this year so in order for NH to be eligible for FFY2014 Section 405c Grant Funds this assessment must be completed before NHTSA approves next year's grant funds.

Dan Schuessler said that the Traffic Records Assessment is a peer review of a State's traffic records system and an opportunity for open, non-threatening

dialogue that is collegial, constructive, and non-punitive. The final report is a consensus-based document from the NHTSA Assessment Team Members who are subject matter experts in traffic records systems.

Charlene Oakley the NHTSA - Region 1 Program Manager said that there is a 102 page Traffic Records Assessment advisory listed on the NHTSA website for anyone who would like to read the document.

Dan Schuessler said that the Traffic Records Assessment requires coordination among NHTSA's Traffic Records Team, NHTSA Regional Program Managers, expert subject matter assessors, and offices within the state being assessed, including the State Traffic Records Coordinator, the State Traffic Records Coordinating Committee (TRCC), and the State Highway Safety Agency.

Dan Schuessler said that NHTSA has developed a new "online" Traffic Records Assessment process and Indiana was the first and only other state so far to undergo this new assessment process.

Dan Schuessler said that NHTSA formerly sent the Assessment Team Members to conduct an "on-site" assessment that lasted 7 days and the state was responsible for providing lodging, meeting facilities, meals, travel expenses, etc. and with this new "online" process all expenses will be paid for by NHTSA.

Dan Schuessler said that today is the Traffic Records Assessment "kick-off" and the following timeline will be followed:

- May 9th Daniel Schuessler will email NH Agency Representatives the questions that need to be answered by their respective agencies.
- May 9th Daniel Schuessler will email NHTSA the NH Agency Representatives contact information (Names and Email Addresses) so that NHTSA can assign State Traffic Records Assessment Process (STRAP) Accounts to each of these representatives.
- May 9th NHTSA will assign STRAP accounts and will email NH State Representatives their token required to access and verify their STRAP accounts.
- May 10th through May 31st state answers and entries are inputted into the NHTSA STRAP System.
- June 1st through June 5th NH State Highway Safety Agency and Dan Schuessler will review the responses entered into STRAP by the various State Agency Representatives for accuracy and will have this time period to contact agency representatives for clarification answers and/or obtain justification documents.
- June 6th through June 28th NHTSA Traffic Records Assessment Team will review the agency responses and ask for clarification as needed.
- June 29th through July 19th State Representatives will provide the NHTSA Traffic Records Assessment Team with answers, clarification and supporting documents.

- July 20th through July 31st NHTSA Traffic Records Assessment Team will review and determine rankings.
- August 1st through August 7th NH State Highway Safety Agency receives the final review of the Draft NH Traffic Records Assessment Report.
- August 8th through 15th NHTSA Traffic Records Assessment Team puts the final finishes to the NH Traffic Records Assessment Report.
- August 26th NHTSA Traffic Records Assessment Team delivers the Final NH Traffic Records Assessment Report to the State Highway Safety Agency.

Dan Schuessler said that the Final NH Traffic Records Assessment Report will be a document that gives the state information on the contents, capabilities, and data quality of an effective *traffic records system* by describing an *ideal system* that supports high-quality decisions and leads to cost-effective improvements in highway and traffic safety.

Dan Schuessler reviewed the Respondent List for Crash, Roadway, Driver/Vehicle, Adjudication/Citation, Injury Surveillance System (ISS), Data Integration and TRCC and asked everyone to review their respective discipline and email him if the listing needs to be updated prior to him sending the list to NHTSA for them to set-up the STRAP accounts.

3.)   <u>SECTION 405c INTERIM PROGRESS REPORT STATUS:</u>
Daniel Schuessler said that the FFY2013 EMS Accuracy Performance Measure was submitted to NHTSA on January 31, 2013 with the following:
  a) For the baseline period there were 49,824 total Electronic Patient Care Reports (ePCR) with 46,593 that passed the NEMSIS business rules equaling a 93.51% compliance rate.
  b) For the current period there were 36,397 total Electronic Patient Care Reports (ePCR) with 34,282 that passed the NEMSIS business rules equaling a 94.18% compliance rate.
  c) This has provided an increase of 0.67% over the baseline period.

Daniel Schuessler said that the FFY2013 EMS Accuracy Performance Measure submitted to NHTSA showed over 90% compliance and there needed to be other performance measures submitted this year.

Daniel Schuessler suggested that new Performance Measures will need to be submitted based upon Crash and/or Citation since they can't use EMS Accuracy.

Charlene Oakley the NHTSA - Region 1 Program Manager said that the Crash and/or Citation Interim Performance Measures should be submitted ASAP so that they can be reviewed by NHTSA and the yes/no letter is received prior to the FFY2014 Section 405c Grant Application being submitted.

4.)   TRCC DATA SYSTEM STATUS – UPDATES:

NH-P-01 - Crash Records Management System (CRMS):
Lieutenant Mark Liebl said that the new Crash Records Reporting Software is being rolled-out at State Police and there are currently 4 out of the 6 Troop Stations using this Crash Records Reporting Software.

Keith Lohmann said that the Department of Safety has contracted with TriTech Perform (IMC) Software to update their Crash Reporting Software with the 2011 Crash Schema and once completed there will be approximately 140 local law enforcement agencies using the new Crash Records Reporting Software.

NH-P-02 - E-Citation:
Keith Lohmann said that the State Police E-Citation Project System is operational and has been well received by the State Troopers.

Keith Lohmann said that the Department of Safety contracted with TriTech Perform (IMC) Software to provide E-Citation for the 140 local law enforcement agencies currently using IMC/TriTech Records Management Software and that the E-Citation XML Data Elements will be electronically exported to the State DMV and State Courts utilizing the J-One Information Exchange System.

Keith Lohmann said that DOS is currently sorting out the needs for local law enforcement agencies for E-Citation printer hardware and driver's license scanners.

Keith Lohmann said that he estimates it will cost approximately $1,000.00 per police vehicle to provide this hardware and would like to re-direct FFY2013 E-Citation Grant Funds for this purpose.

Charlene Oakley, the NHTSA - Region 1 Program Manager, said that under MAP21 guidance the State Highway Safety Agency "must" submit any change request to the Region – 1 Administrator so Keith's request to revise the E-Citation Grant to include E-Citation printers and driver's license scanners to local police departments should be forwarded to her attention at the NHTSA – Region 1 Office and she will up-channel the request for approval.

Deb Garvin from the State Highway Safety Agency asked Keith Lohmann to submit his proposed E-Citation printer hardware and driver's license scanner change request to the FFY2013 E-Citation Sub-Grant that will be needed to fund local law enforcement and she will prepare a request to NHTSA to modify this sub-grant.

Daniel Schuessler asked Keith Lohmann for a timeframe to acquire E-Citation printers and driver's license scanners for local police departments.

Keith Lohmann said that he would like to accomplish this ASAP so that this is completed by September 15th at the end of the FFY2013 Grant.

Daniel Schuessler asked Charlene Oakley the NHTSA - Region 1 Program Manager how long it will take to receive written approval from the NHTSA – Region 1 Administrator for this requested change that Keith Lohmann was proposed.

Charlene Oakley the NHTSA - Region 1 Program Manager said that Deb Garvin from the State Highway Safety Agency should receive a response within 10 business days.

Keith Lohmann said that DOS is planning on passing these funds along to each respective police department so that they can contract with their own vendors for the E-Citation printers and driver's license scanners.

Paul Valente said that based upon lessons learned during the Rhode Island E-Citation Project that began approximately 7 years ago it would be best if DOS utilized 1 or 2 of their vendors to purchase and provide 1 E-Citation Printer and 1 Driver's License Scanner per police vehicle that has a Mobile Data Terminal (MDT) as a turn-key operation so that all of the local police departments are utilizing the same manufacturers as the State Police and he suggest that DOS piggy-back the State Police RFP and Bid Award to purchase these hardware items.

Keith Lohmann said that he will check to see if DOS can piggy-back the State Police RFP and Bid Award in order to accomplish this task in a timely manner.

Keith Lohmann said that the Courts have provided DOS with a list of which Courts will first be participating with the E-Citation Project.

Keith Lohmann said that the first Court selected was Salem District Court and the first local law enforcement agencies participating in E-Citation will be the Windham Police Department, Pelham Police Department and Salem Police Department.

Sandy Wentworth said that the Courts are looking forward to getting citation data electronically from the police departments and is working closely with Keith Lohmann and his team to accomplish this goal.

Charlene Oakley wanted to remind everyone that the FFY2013 Section 405c Grant Funds "do not" automatically roll-over. The State Highway Safety Agency "must" submit a written request to NHTSA and a written reply will be forwarded back to the Highway Safety Agency.

NH-P-03 - Emergency Medical Services (EMS):

Chip Cooper said that the New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for their EMS contracts that will be funded by Section 405c Grant Funds.

Chip Cooper said that EMS plans on submitting a request to utilize FFY2014 Section 405c Grant Funds to purchase three licenses from 3rd party vendors for the Computer Aided Dispatch (CAD) integration for Fire Department and EMS Providers.

Chip Cooper said that the three EMS software providers are building new Electronic Patient Care Records (ePCR) Date Systems using the new National Emergency Medical Services Information System (NEMSIS) Version 3 Dataset.

Chip Cooper said that by purchasing a single upgrade to TriTech/IMC Software the State EMS Office will be providing 60 to 70% of the Fire Departments and EMS Providers an upgrade to their TriTech Perform (IMC) Software.

Chip Cooper said that EMS will be storing the current NEMSIS Version 2 data elements separately because they "are not" compatible with the NEMSIS Version 3 data elements so NEMSIS Version 2 data will be stored in a separate data warehouse.

NH-P-11 - E-Crash Reporting Extension - 3rd Party Contracts:

Keith Lohmann said that this grant includes all of the local law enforcement agencies that are not IMC/TriTech Software System customers.

Keith Lohmann said that he has nothing to report at this time other than he plans on engaging these 3rd party vendors over the next couple of months.

NH-P-12 - E-Ticketing Extension - 3rd Party Contracts:

Keith Lohmann said that this grant includes all of the local law enforcement agencies that are not IMC/TriTech Software System customers.

Keith Lohmann said that this will make the work for all of the other RMS Vendors easier because they will be using the E-Citation XML schema provided by DOIT that IMC/TriTech Software Systems used and it will have prior testing.

Keith Lohmann said that he has nothing else to report at this time other than he plans on engaging these 3rd party vendors over the next couple of months.

NH -P-13 – EMS Trauma Registry:

Angela Shepard said that the New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for the EMS Trauma Registry Contract.

Angela Shepard said that the Trauma Registry Data collection will come from three hospitals in the state.

Angela Shepard said that there are a total of 26 acute hospitals in the state.

Angela Shepard said that the Public Health Master conducted a survey and to date 19 hospitals have responded. Seven hospitals are utilizing commercial software products and three hospitals are using an in-house Excel Software program.

Angela Shepard said that EMS needs to provide incentives and support services to smaller hospitals in order to obtain their data electronically.

NH-P-14 - EMS Statewide CAD Integration:

Chip Cooper said that the New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for this contract amendment with Image Trend Emergency Data Systems to add this module.

Chip Cooper said that there are over 60 Computer Aided Dispatch (CAD) Centers throughout the state and he sees integration with these CAD Centers as a project that potentially will take some time to implement.

NH-P-15 - EMS Statewide Field Bridge:

Chip Cooper said that the New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for this contract amendment with Image Trend Emergency Data Systems to add this module.

Chip Cooper said that with this Field Bridge EMS Provider Services will have access via Mobile Date Terminals (MDTs), Web Based Tablets, 35 iPad licenses (so far 22 EMS Services have signed-up for the iPad licenses) or their In-House internet connections to access the ePCR System.

Charlene Oakley wanted to remind everyone that the FFY2013 Section 405c Grant Funds "do not" automatically roll-over and all of the sub-grants end on September 30, 2013.

Charlene Oakley said that the State Highway Safety Agency "must" submit a

written request to NHTSA for a time extension using the same FFY2013 grant name and a written reply will be forwarded back to the Highway Safety Agency allowing these sub-grants to extend their ending date to September 30, 2014 so that the projects submitted can be completed.

Daniel Schuessler asked the TRCC Members for their approval of the same project listing and prioritization as the March 2013 FFY2013 Section 405c Grant contained with one modification to the NH-P-12 E-Ticketing Extension Project for approval of the DOS E-Citation Printer and Driver's License Scanners for local law enforcement that Keith Lohmann has requested. This was voted on and passed unanimously.

5.)   FFY2014 SECTION 405c GRANT APPLICATION:
Daniel Schuessler said that the FFY2014 MAP-21 Section 405c Grant Application is due to NHTSA by July 01, 2013.

Daniel Schuessler said that as mentioned before the State Highway Safety Agency needs to submit the Crash and/or Citation Interim Performance Measures ASAP so that they can be reviewed by NHTSA and the yes/no letter is received prior to the FFY2014 Section 405c Grant Application being submitted so he's asking for an immediate response from both of these entities in order for him to accomplish this submittal.

Daniel Schuessler said that to date NHTSA has provided approximately 2.8 million dollars to the State of New Hampshire to improve various data systems.

Daniel Schuessler said that the FFY2013 Section 405c Grant Application submitted on March 2013 requested funding for projects that can be re-evaluated once the amount of the awards are determined.

6.)   MEETING ADJOURNED:
Peter Thomson, Coordinator for the New Hampshire Highway Safety Agency adjourned the meeting at 3:34 PM.

Regional Reviewer:

System to be Impacted	**Injury Surveillance / EMS**
Performance Area(s) to be Impacted	**Accuracy**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** **NH-M-021 - Injury Surveillance / EMS / Accuracy - For the baseline period there were 194,360 total reports with 183,767 that passed NEMSIS business rules (94.55%); for the current performance period there were** **187,496 total reports with 177,665 that passed; indicating the current performance period accuracy is 94.76%.** **NOTE: The EMS Accuracy performance measure indicates an improvement in accuracy for the performance period as described in the latest FY2014 guidance and is an increase in accuracy over the FY2013** **Interim Progress Report.**
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** **NH-P-03-EMS** **NH-P-14 -EMS Statewide CAD Integration** **NH-P-15-EMS Statewide Field Bridge** **NH-P-21-EMS Interstate Reconciliation**
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)**
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** **Calculate the percentage of reports from the baseline period of April 01, 2011 through March 31, 2012 compared to the April 01, 2012 through March 31, 2013 period that did not have critical errors. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.**
Date and Baseline Value for the Measure	**Baseline Date** **Baseline Value** **31-MAR-12** **94.55**
Date and Current Value for the Measure	**Current Measurement Date** **Current Measurement Value** **31-MAR-13** **94.76**
Regional Reviewer's Conclusion	**Check one** **_____ Measurable performance improvement *has* been documented** **_____ Measurable performance improvement has *not* been documented** **_____ Not sure**

If "has not" or "not sure": What remedial guidance have you given the State?

June 17, 2013   Version: 3.0

NH EMS Accuracy Performance Measure

	Records TEMSIS (NH)	Records Accepted to NEMSIS (National)	% Imported
2010 1st Quarter	36171	24697	68.28%
2010 2nd Quarter	37614	33179	88.21%
2010 3rd Quarter	42042	39073	92.94%
2010 4th Quarter	42848	39607	92.44%
2010 Year Totals	**158675**	**136556**	**86.06%**
2011 1st Quarter	48583	45788	94.25%
2011 2nd Quarter	47886	45889	95.83%
2011 3rd Quarter	49824	46593	93.52%
2011 4th Quarter	49166	45815	93.18%
2011 Year Totals	**195459**	**184085**	**94.18%**
2012 1st Quarter	47484	45470	95.76%
2012 2nd Quarter	45927	42767	93.12%
2012 3rd Quarter	48314	45816	94.83%
2012 4th Quarter	48066	44578	92.74%
2012 Year Totals	**189791**	**178631**	**94.12%**
2013 1st Quarter	45189	44504	98.48%

Baseline Period 2011 Q2 through 2012 Q1

	194360	183767	**94.55%**

Performance Period 2012 Q2 through 2013 Q1

	187496	177665	**94.76%**

0.21% Increase in Accuracy

Note: The numbers above include addition records NH resubmitted to NEMSIS for CY 2012 (after January 2013 FY2013 IPR).

Regional Reviewer:

System to be Impacted	**Crash**
Performance Area(s) to be Impacted	**Completeness**
Performance Measure used to track Improvement(s)	Narrative Description of the Measure **Crash Completeness - The percentage of crash records with no missing Manner of Crash (MMUCC-compliant) data elements.**
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates **NH-P-01-Crash Records Management System (CRMS)** **NH-P-11 -E-Crash Reporting Extension - 3rd Party Contracts** **NH-P-18-E-Crash Integration** **NH-P-20-E-Ticketing / Crash Location Analysis** **NH-P-22-Training – Crash and Citation**
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method **Calculate the percentage of crash records with no missing Manner of Crash elements. The Manner of Crash is a newly collected data element and is only currently being collected in the new electronic CRMS client being used by the NH State Police. All numbers in this performance measure are limited to NH State Police crash reports.** **The Crash Records Management System entered production on 16-APR-2013. There have been 176 completed and approved new, MMUCC-compliant electronic reports added to the system since it went into production. There continues to be old format paper reports being collected using the previous version of the paper crash report form.** **This performance measure demonstrates the increase in completeness of the Manner of Crash data element. This data element did not exist on the old paper form. It exists on the new MMUCC compliant form and is currently being collected in the new electronic crash data client and entered into the database.** **Baseline Report Counts - June 1, 2011 through May 31, 2012** **3576 Data Entered Paper Reports** **0 Reports have Manner of Crash completed** **0% Reports have Manner of Crash completed** **Performance Period Report Counts - June 1, 2012 through May 31, 2012**

	2197 Data Entered Paper Reports* + 176 new, MMUCC-compliant electronic reports = 2373 Total Reports 86 Reports have Manner of Crash completed 3.62 % Reports have Manner of Crash completed 48.86% of new, MMUCC-compliant electronic reports have Manner of Crash completed *There is a backlog of paper reports not yet entered. None of these have the Manner of Crash data element on the form.
Date and Baseline Value for the Measure	**Baseline Date** 31-MAY-12 **Baseline Value** 0
Date and Current Value for the Measure	**Current Measurement Date** 31-MAY-13 **Current Measurement Value** 3.62
Regional Reviewer's Conclusion	Check one _____ Measurable performance improvement *has* been documented _____ Measurable performance improvement has *not* been documented _____ Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	

From: Charlene.Oakley@dot.gov [mailto:Charlene.Oakley@dot.gov]
Sent: Thursday, May 16, 2013 4:04 PM
To: Garvin, Debra; Thomson, Peter
Cc: michael.geraci@dot.gov; Gabriel.Cano@dot.gov
Subject: RE: 2012 Traffic Records Revision -- E-Ticketing

Good afternoon Deb,

The NHHSA agency request to modify the NH-P-12 E-Ticketing Extension project to purchase printers, mounting hardware and scanners with Section 408 funds has been approved.

We understand that this project will be limited to three pilot police departments (Salem, Windham and Pelham) and will be limited to patrol vehicles with data communications capabilities. The modification will not exceed $25,000 (limited to a maximum of $1,000 per vehicle).

A formal letter of approval will be sent next week.

Please let us know if you have any questions.

Thanks,
Charlene

From: Garvin, Debra [mailto:Debra.Garvin@nhhsa.nh.gov]
Sent: Tuesday, May 14, 2013 2:17 PM
To: Oakley, Charlene (NHTSA)
Cc: Geraci, Michael (NHTSA); dschuessler@gmail.com
Subject: 2012 Traffic Records Revision -- E-Ticketing

Hi, Charlene: Attached is a letter requesting a revision to New Hampshire's 2012 Traffic Records grant for the purchase of printers, mounting hardware and scanners for three local law enforcement agencies. Approved by the TRCC on May 8, 2013, we now await approval by NHTSA. Should you have any questions, please feel free to give me a call. The original letter and attachment should arrive vie US Mail within a few days. Thanks much for your assistance with this. Deb

Debra H. Garvin, Program Manager
NH Highway Safety Agency
78 Regional Drive, Building #2, Concord, NH 03301
Telephone: 603-271-2131   FAX: 603-271-3790
New Email: debra.garvin@nhhsa.nh.gov

NH Highway Safety Agency
78 Regional Drive, Building #2, Concord, NH 03301
Telephone: 603-271-2131   FAX: 603-271-3790
New Email: debra.garvin@nhhsa.nh.gov
From: Charlene.Oakley@dot.gov [mailto:Charlene.Oakley@dot.gov]
Sent: Tuesday, June 11, 2013 12:31 PM

To: Garvin, Debra
Cc: michael.geraci@dot.gov; Gabriel.Cano@dot.gov; Thomson, Peter

Subject: RE: 2012 Traffic Records Revision -- E-Ticketing

Deb,

I checked with Mike and he has approved your modification to add an additional $1,000 in section 408 funds. We will send a formal letter out by the end of the week.

Please let me know if you have any questions,
Charlene

From: Garvin, Debra [mailto:Debra.Garvin@nhhsa.nh.gov]
Sent: Tuesday, June 11, 2013 10:19 AM
To: Oakley, Charlene (NHTSA)
Cc: Geraci, Michael (NHTSA); Cano, Gabriel (NHTSA); Thomson, Peter

Subject: 2012 Traffic Records Revision -- E-Ticketing

Good Morning, Charlene:
The purpose of this email is to request an additional $1,000.00 in Section 408 funds for NH-P-12 E-Ticketing Extension for the purchase of printers, mounting hardware and scanners for the Town of Windham. Because of the cost of the various pieces of equipment is higher than anticipated, we anticipate the need for up to $1,000.00 in order to cover the equipment for Windham.

Should you have any questions, please feel free to contact me. Look forward to hearing from you in the near future.
Have a great day, Deb

Debra H. Garvin, Program Manager
NH Highway Safety Agency
78 Regional Drive, Building #2, Concord, NH 03301
Telephone: 603-271-2131   FAX: 603-271-3790
New Email: debra.garvin@nhhsa.nh.gov
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Charlene

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Cc: Geraci, Michael (NHTSA); dschuessler@gmail.com
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Hi, Charlene: Attached is a letter requesting a revision to New Hampshire's 2012 Traffic Records grant for the purchase of printers, mounting hardware and scanners for three local law enforcement agencies. Approved by the TRCC on May 8, 2013, we now await approval by NHTSA. Should you have any questions, please feel free to give me a call. The original letter and attachment should arrive vie US Mail within a few days. Thanks much for your assistance with this. Deb

Debra H. Garvin, Program Manager
NH Highway Safety Agency
78 Regional Drive, Building #2, Concord, NH 03301
Telephone: 603-271-2131   FAX: 603-271-3790
New Email: debra.garvin@nhhsa.nh.gov

New Hampshire Strategic Plan

June 19, 2013

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New Hampshire Strategic Plan Report

State Plan Information

Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:

(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)

Name: **Mr. Peter Thomson**
Title: Coordinator
Agency: New Hampshire Highway Safety Agency
Office:
Address: 78 Regional Drive
City, Zip: Concord 03301
Phone: (603) 271-2131
Email: peter.thomson@nhhsa.nh.gov

Last Updated: 17-JUN-2013
Revision Date: 17-JUN-2013

Crash Data Systems – MMUCC Review:

The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this review process if provided with the most current crash database documentation.

The last crash database review was performed by TSASS on 21-AUG-09 based upon a data dictionary dated 03-APR-08 which was reported to have an implementation data of Unknown.

EMS Data Systems – NEMSIS Review:

The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this review process if provided with the most current EMS database documentation.

The last EMS database review was performed by TSASS on Unknown based upon a data dictionary dated Unknown which was reported to have an implementation data of Unknown.

Traffic Records Assessment:

The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.

The date of the last Traffic Records Assessment is 04-18-2008.

TRCC Representation:

This section contains information about the TRCC membership.

Executive Level TRCC

Name	System	Email	Title	Member Status
Chf. Robert Wharem	None	rwharem@metrocast.net	NH Association of Chiefs of Police	
Christopher Clement Sr.	None	cclement@dot.state.nh.us	Commissioner	
Mr. Roger Sevigny	None	Roger.sevigny@ins.nh.gov	Commissioner	
Mr. Donald Goodnow	None	dgoodnow@courts.state.nh.us	Director	
Mr. Nicholas Toumpas	None	ntoumpas@dhhs.state.nh.us	Commissioner	
Mr. John Barthelmes	None	john.barthelmes@dos.nh.gov	Commissioner	
Mr. Peter Thomson	None	peter.thomson@nhhsa.nh.gov	Coordinator	

Technical Level TRCC

Name	System	Email	Title	Member Status
Keith Lohmann	Citation Data System	keith.lohmann@dos.nh.gov	Administrator	
Lt. Mark Liebl	Crash Data System	mliebl@safety.state.nh.us	New Hampshire State Police	
Mr. Richard Cooper	Injury Surveillance Data System	richard.cooper@dos.nh.gov	Research and Quality Management Coordinator	

Name	System	Email	Title	Member Status
Ms. Charlene Oakley	None	charlene.oakley@dot.gov	Regional Program Manager	
JoAnne Miles	None	joanne.e.miles@dhhs.state.nh.us		
Robert Bollinger	None	rbollinger@dot.state.nh.us		
Sandra Wentworth	None	swentworth@courts.state.nh.us		
Sally Gunn	None	sgunn@dot.state.nh.us		
Glen Wilder	None	glen.wilder@dos.nh.gov		
Sgt. Matt Shapiro	None		Sergeant	
Rick Sheldon	None	albert.sheldon@doit.nh.gov		
Ms. Roberta Bourque	None	roberta.bourque@dos.nh.gov	Business Systems Analyst	
Sgt. John Begin	None	jbegin@dos.nh.gov		
Mr. Nathan Boothby	None	nboothby@safety.state.nh.us	Lieutenant	
Mr. Peter Hastings	None	peter.hastings@oit.nh.gov		
Mr. Kevin O'Brien	None	kevin.obrien@dos.nh.gov		
Col. Robert Quinn	None	robert.quinn@dos.nh.gov		
Mr. Earl Sweeney	None	esweeney@dos.nh.gov		

Name	System	Email	Title	Member Status
Mr. Richard Bailey	None	richard.c.baileyjr@dos.nh.gov		
Chf. Kevin Cyr	None	kcyr@newmarketnh.gov		
Mr. Marty Calawa	None	martin.calawa@dot.gov		FHWA Representative
Mr. James Ryan Esq.	None	jamesc.ryan@dot.gov	Regional Program Manager (team leader)	NHTSA Representative
Sgt. John Fisher	None	fisher@nashuapd.com		
Ms. Gail Matson	None	gail.matson@ins.nh.gov		
Mr. Gary Fowler	None	gfowler@courts.state.nh.us		
Mr. Geoffrey Souther	None	gsouther@dhhs.state.nh.us		
Ms. Mary Kulacz	None	mary.kulzca@doit.nh.gov		
Mr. Craig Green	None	cgreen@dot.state.nh.us		
Mr. Steve DuBois	None	SDuBois@dot.state.nh.us	Assistant Administrator	
Mr. William Watson	None	bwatson@dot.state.nh.us		
Mr. William Lambert	None	wlambert@dot.state.nh.us		
Mr. Lyle Knowlton	None	lknowlton@dot.state.nh.us		
Mr. Jeff Brillhart	None	dbrillhart@dot.state.nh.us		

Name	System	Email	Title	Member Status
Ms. Debra Garvin	None	Debra.Garvin@nhhsa.nh.gov	Program Manager	Vice Chair
Mr. Peter Thomson	None	peter.thomson@nhhsa.nh.gov	Coordinator	Chair
Mr. Glenn Davison P.E.	Roadway Data System	gdavison@dot.state.nh.us	GIS Project Manager	
Angela Shepard MD	Trauma Data System	angela.shepard@dos.nh.gov	Trauma System Coordinator	

TRCC Operation:

The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation

Do you have an executive (policy level) TRCC? Yes

    If so, how often does it meet? As Needed/Other

Do you have a technical (working level) TRCC? Yes

    If so, how often does it meet? As Needed/Other

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

Yes	*The TRCC has the authority to approve the Strategic Plan.*
Unknown	*The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*
Yes	*The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*
Yes	*The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*
Yes	*The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*
Unknown	*The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*
Yes	*The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

Project Prioritization:

The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.

Project Prioritization and Budget

The State of New Hampshire TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the 2008 Traffic Records Assessment. As a result of this review, the State of New Hampshire TRCC has identified and prioritized the 10 projects listed in the table below.

Project Number and Title	Proposed 405c FY 2014 Funds
NH-P-07 Audit	$500
NH-P-06 Traffic Records Consultant	$45,000
NH-P-17 E-Ticketing Integration	$150,000
NH-P-18 E-Crash Integration	$150,000
NH-P-19 Trauma Training	$75,000
NH-P-20 E-Ticketing / Crash Location	$150,000
NH-P-16 J-One VPN Installation Assistance	$150,000
NH-P-21 EMS Interstate Reconciliation	$20,000
NH-P-22 Training – Crash and Citation	$150,000
NH-P-23 CODES	$75,000
Total	$965,500

12 Month TRCC Meeting Schedule
  September 24, 2013
  February 18, 2014
  May 20, 2014

Deficiencies and Objectives

NH-D-001 - NH-D-001 - Citation / Adjudication - Accessibility

Area: *Accessibility*
System: *Citation / Adjudication*
Type: *Deficiency*
Status: *Addressed - Pending Action*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *The system lacks data analysis tool for evaluating problem areas and for developing countermeasures.*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-002 - NH-D-002 - Citation / Adjudication - Accuracy

Area: *Accuracy*
System: *Citation / Adjudication*
Type: *Deficiency*
Status: *Addressed - Some Progress*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *Handwritten records and incorrectly entered data compromise data accuracy. Need to automate record keeping and data entry.*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-003 - NH-D-003 - Citation / Adjudication - Completeness

Area: *Completeness*
System: *Citation / Adjudication*

Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *20-MAY-2011*
Revision Date:

Deficiency-Objective Description: *Incomplete and under reporting of mandatory data fields.*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-12	E-Ticketing Extension - 3rd Party Contracts

NH-D-004   - NH-D-004 - Citation / Adjudication - Uniformity

Area: *Uniformity*
System: *Citation / Adjudication*
Type: *Deficiency*
Status: *Addressed - Some Progress*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *Manual data entry produces numerous errors and inconsistencies.*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-12	E-Ticketing Extension - 3rd Party Contracts

NH-D-005   - NH-D-005   - Citation / Adjudication - Integration

Area: *Integration*
System: *Citation / Adjudication*
Type: *Deficiency*
Status: *Addressed - Pending Action*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *Lack of statewide standard for citation system. There is no direct access to centralized citation data for law enforcement agency.*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-007   - NH-D-007 - Citation / Adjudication - Accessibility

Area: Accessibility
System: Citation / Adjudication
Type: Deficiency
Status: Addressed - Pending Action
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: Lack of a centralized citation database. Multiple data entry systems and platforms hinder ready access to standardized criminal justice data.

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-008   - NH-D-008 - Citation / Adjudication/Timeliness

Area: Timeliness
System: Citation / Adjudication
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Reduce number of days that the conviction information is received by DMV from Courts.

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-009   - NH-D-009 - Citation / Adjudication/Timeliness

Area: Timeliness
System: Citation / Adjudication
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Reduce number of days that the DMV takes to make citation/conviction information available system wide to law enforcement.

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository

NH-D-010   - NH-D-010 - Citation / Adjudication / Timeliness

Area: Timeliness
System: Citation / Adjudication
Type: Deficiency
Status: Addressed - Some Progress
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: Need to get electronic transfer of conviction data out, and electronic transfer of tickets in.

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-16	J-One VPN Installation Assistance

NH-D-011   - NH-D-011 - Citation / Adjudication/Timeliness

Area: Timeliness
System: Citation / Adjudication
Type: Deficiency
Status: Addressed - Some Progress
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012

Revision Date:

Deficiency-Objective Description: *The current citation/adjudication data collection process is time-consuming and largely a manual process. The data is manually collected and paper copies are submitted to NHDOS for manual entry into a legacy relational database. While the data is sometimes entered into a records management system (RMS) at the law enforcement level, those systems are not connected so that electronic data flows through the system from end to end. Further, the inability to link crash data to enforcement data hamper's the state's ability to get a "holistic view" of traffic trends that are needed to effectively create a highway safety strategy.*

Linked Items		
Type	**Label**	**Name**
Performance Measure	CA-T-01B	Citation Timeliness
Project	NH-P-02	E-Citation
Project	NH-P-16	J-One VPN Installation Assistance

NH-D-012 - NH-D-012 - Crash - Timeliness

Area: *Timeliness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The current crash data collection process is time-consuming and a large manual process. The data is manually collected and paper copies are submitted to NHDOS for manual entry into a relational database. The crash data is transferred to NHDOT by data tapes.*

Linked Items		
Type	**Label**	**Name**
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-16	J-One VPN Installation Assistance

NH-D-013 - NH-D-013 - Crash - Completeness

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*

Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *Crash data is stored at the DMV and a subset is shared with NHDOT for GIS processing and highway safety analysis. The data is shared on mainframe computer data tapes, transferred manually to NHDOT, and converted to PC-based text files.*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-014   - NH-D-014 - Crash - Completeness

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The PAR is not being completed with consistency among law enforcement agencies and officers.*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-015   - NH-D-015 - Crash - Completeness

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The DMV receives numerous commercial motor vehicle reports that have incorrect data or missing information.*

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Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-016   - NH-D-016 - Crash / Completeness

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Addressed - Some Progress*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *Limited number of MMUCC elements completed on the state crash report*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Performance Measure	C-U-01	Crash Uniformity
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-017   - NH-D-017 - Crash/Completeness

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The DMV receives numerous Police Accident Reports (PARs) that have incorrect data or missing location referencing information.*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-04	Crash Data Analysis Tool

NH-D-018   - NH-D-018 - Crash - Uniformity

Area: *Uniformity*
System: *Crash*
Type: *Deficiency*
Status: *Addressed - Significant progress*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *The current Police Accident Report (PAR) data needs to be evaluated for current user needs and compliance with MMUCC national standards.*

Linked Items

Type	Label	Name
Performance Measure	C-U-01	Crash Uniformity
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-019   - NH-D-019 - Crash - Accessibility

Area: *Accessibility*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *Crash data is stored at the DMV and a subset is shared with NHDOT for GIS processing and highway safety analysis. The data is shared on mainframe computer data tapes, transferred manually to NHDOT, and converted to PC-based text files.*

Linked Items

Type	Label	Name
Project	NH-P-01	Crash Records Management System (CRMS)

NH-D-020   - NH-D-020 - Injury Surveillance / EMS - Timeliness

Area: *Timeliness*
System: *Injury Surveillance / EMS*
Type: *Deficiency*

Status: Addressed - Completed
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: Data is recorded in the electronic charting Trauma and Emergency Medical Services Information System (TEMSIS) by licensed EMS providers throughout the state. While there are improvements in the timeliness of the data collection process, only 80% of the EMS Units in NH are reporting today. This means 20% continue to report on a paper PCR which takes up to 45 days before the data can be used.

Within the hospital data, there are two data sets, in-patient and ambulatory care/emergency department. The data is submitted by all hospitals to an outside contractor who cleans the data and sends it back to NH Health and Human Services. The data comes back to NH 12 to 18 months later.

Linked Items		
Type	**Label**	**Name**
Project	NH-P-03	EMS

NH-D-021 - NH-D-021 - Injury Surveillance / EMS - Accuracy

Area: Accuracy
System: Injury Surveillance / EMS
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: TEMSIS relies completely on user input to produce the patient record, whereas the hospital records move through two additional sets of layers. From the user, the medical chart is handed to a staff member who abstracts the data elements that are then sent off for cleaning. Without a Trauma Registry, we are limited to generic, non-descriptive injury data. There is no link between both TEMSIS and the existing crash report or between any of the trauma registries and the crash report. The current hospital and pre-hospital data collection systems do not connect automatically at this time, causing duplication with data input and collection, therefore raising questions about data compromise within the process. There is no linkage between these data systems to deliver outcome related information on victims of motor vehicle crashes.

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-021	NH-D-021 - Injury Surveillance / EMS - Accuracy
Deficiency / Objective	NH-D-021	NH-D-021 - Injury Surveillance / EMS - Accuracy
Performance Measure	NH-M-021	NH-M-021 - Injury Surveillance / EMS / Accuracy
Project	NH-P-03	EMS
Project	NH-P-13	Trauma Registry

NH-D-022   - NH-D-022 - Injury Surveillance / EMS - Completeness

Area: Completeness
System: Injury Surveillance / EMS
Type: Deficiency
Status: Addressed - Completed
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: Some of the EMS Units are not reporting using TEMSIS, whereas all hospitals are submitting their data as required to the Department of Health and Human Services (DHHS). Trauma system data remains incomplete and unreported. Not all EMS services are reporting.

Linked Items

Type	Label	Name
Performance Measure	NH-M-022	NH-M-022 - Injury Surveillance / EMS / Completeness
Project	NH-P-03	EMS

NH-D-023   - NH-D-023 - Injury Surveillance / EMS - Uniformity

Area: Uniformity
System: Injury Surveillance / EMS
Type: Deficiency
Status: Addressed - Pending Action
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: New Hampshire is one of three states submitting data to the NEMSIS Data repository. However, hospital medical data on an injury is not available within an ISS or trauma registry in the same time frame as data about the crash is available from TEMSIS. There is only one trauma center within the state using

a Trauma Registry. This hospital is moving towards the National Trauma Data System (NTDS) standard for its Trauma Registry. The NTDS utilized up to 40% of the data collected in the NEMSIS standard. Trauma Registries contain detailed, reliable, and readily accessible data needed to operate both an individual Hospital Trauma Programs and a Statewide Trauma System.

Linked Items

Type	Label	Name
Project	NH-P-03	EMS
Project	NH-P-13	Trauma Registry

NH-D-024   - NH-D-024 - Injury Surveillance / EMS - Integration

Area: Integration
System: Injury Surveillance / EMS
Type: Deficiency
Status: Addressed - Some Progress
Source: 2008 Traffic Records Assessment
Last Updated: 16-MAY-2012
Revision Date:

Deficiency-Objective Description: TEMSIS resides on a web-based server, and EMS providers complete the form via internet-connected computers. This will allow for the entering and collection of information one time by one person at one location. Upon completion of the remainder of the hospital data entry, the information is processed by a third party vendor and then stored at a central state local where it could be linked with related information (crash reports, police reports, etc.). These datasets do not automatically cross populated common fields up front, therefore promoting duplication, complicating, and delaying linkages. Not all EMS records are entered into the system.

Linked Items

Type	Label	Name
Project	NH-P-03	EMS
Project	NH-P-13	Trauma Registry
Project	NH-P-14	EMS Statewide CAD Integration

NH-D-025   - NH-D-025 - Injury Surveillance / EMS - Accessibility

Area: Accessibility
System: Injury Surveillance / EMS
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: *The current system is accessible to the users, planners, and policy makers with varying levels of security. However, we are limited to only the data collected, which historically on the hospital side has limited population and gender data. Therefore, injuries descriptions are not readily accessible. The current TEMSIS dataset is highly descriptive and compliant with the National EMS Information System 2.2.1 requirements. However, it limits NH to only one side of the crash and injury information.*

Access to injury trend data and the severity of motor vehicle crashes and roadway-related incidents is limited. Stakeholders and policy makers are unable to receive data that is useful for making decisions. There is no active programming process in place to link the crash, EMS, and hospital data into a single data set for analysis. Though a Trauma Registry link into TEMSIS will assist in the EMS to hospital linkage, there should be a mechanism developed into the Crash Management Reporting System (CMRS) to link to both the EMS and the hospitalization cases.

Linked Items

Type	Label	Name
Project	NH-P-03	EMS

NH-D-026   - NH-D-026 - Injury Surveillance/ EMS /Uniformity

Area: *Uniformity*
System: *Injury Surveillance / EMS*
Type: *Deficiency*
Status: *Addressed - Completed*
Source: *2008 Traffic Records Assessment*
Last Updated: *16-MAY-2012*
Revision Date:

Deficiency-Objective Description: *Not all licensed units (298) are submitting Run reports using the state NEMSIS compliant system.*

Linked Items

Type	Label	Name
Project	NH-P-03	EMS

NH-D-027   - NH-D-027 - Driver License / History - Timeliness

Area: *Timeliness*
System: *Driver License / History*
Type: *Deficiency*
Status: *Unknown / Not Defined*

Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Licensing data must be retrievable by varying demographics and be entered electronically. Driver records by definition include information about the driver's violation/citations, crash and confirmation of driver improvement educational courses (educational courses include safety and/or impairment courses) taken. Each area cited above incurs varying schedules for entry upon the driver record. Violations/citations are entered within 48 hours – 2 months after receipt. Crash data is entered between 48 hours and 6 weeks after receipt. Educational courses whether mandated by court or voluntary are entered within 48 hours after receipt. Aside from the varying entry times outlined above, information is stored and retrieved via mainframe. Tools for analysis and timely retrieval are not in place.

Linked Items		
Type	*Label*	*Name*

NH-D-028   - NH-D-028 - Driver License / History - Completeness

Area: Completeness
System: Driver License / History
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Data is checked both electronically and manually. Location data on the crash report needs to be constantly reported. Need to identify feedback loop to confirm that all reportable crash reports are sent to DMV.

Linked Items		
Type	*Label*	*Name*

NH-D-029   - NH-D-029 - Driver License / History - Uniformity

Area: Uniformity
System: Driver License / History
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: *Need to standardize reporting and processing of the driver record.*

Linked Items

Type	Label	Name

NH-D-030   - NH-D-030 - Driver License / History - Integration

Area: *Integration*
System: *Driver License / History*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *Driving records should be integrated with the court and crash databases.*

Linked Items

Type	Label	Name

NH-D-031   - NH-D-031 - Driver License / History - Accessibility

Area: *Accessibility*
System: *Driver License / History*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *Only state and law enforcement agencies are able to access driver records via the DMV mainframe and J-Link.*

Linked Items

Type	Label	Name

NH-D-032   - NH-D-032 - Driver License / History / Accuracy

Area: *Accuracy*
System: *Driver License / History*

Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Entry is accurate within prescribed procedures. Should a record need modification, the feedback loop for correction is either electronic or manual. Though minimal, accuracy concerns are typically human error and are addressed through supervisory channels. Management oversees this process via the Financial Responsibility Bureau within the Division of Motor Vehicles. Should corrective action be necessary, it will happen within this bureau. *Minimal errors are reflective of illegible transcripts. With the anticipation of CRMS and linkage with a citation/violation system, electronic transfer will correct such errors.

Linked Items

Type	Label	Name

NH-D-033   - NH-D-033 - Roadway - Timeliness

Area: Timeliness
System: Roadway
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: The NHDOT updates their GIS state maintained road inventory based on field collection of new construction or road improvement projects. There is excessive time between when the NHDOT completes projects and the roadway data is updated and entered into the NHDOT's GIS road inventory file.

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

NH-D-034   - NH-D-034 - Roadway - Timeliness

Area: Timeliness
System: Roadway
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment

Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The NHDOT partners with the Regional Planning Commissions (RPC) to collect local road inventory data to update the NHDOT's GIS road inventory file. There is presently a project (ongoing since 1999) that is approximately 75% complete, where each town is being reinventoried. However, there is also a need to update local town inventories to account for minor changes/additions that occur on a regular basis.*

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

NH-D-035 - NH-D-035 - Roadway - Completeness

Area: *Completeness*
System: *Roadway*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *NHDOT owns and maintains thousands of traffic signs on all the State maintained highways. Having an electronic inventory of the specific types of signs, their location, and condition would assist them in correlating different signing setups and conditions with crash frequency. It would also assist them in setting up a sign maintenance/replacement system for ensuring MUTCD compliance signs with minimum levels of retro reflectivity.*

NHDOT has a general paper inventory of traffic signs, but could benefit from having a comprehensive sign database which would include sign type, size, age, and GIS location for their entire highway system.

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

NH-D-036 - NH-D-036 - Roadway - Completeness

Area: *Completeness*
System: *Roadway*
Type: *Deficiency*

Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: The Roadway Inventory should include geometric data such as the degree of horizontal and vertical roadway curvature, so crash rates on sharp curves, tangents, and steep or flat grades can be determined. This would require the collection of data on the extent of curvature and grade of roadways segments and adding that data to the road inventory system.

Inventory does not include data on curvature or profiles of roadways. The data is collected for sample sections in the HMS system, but is not collected for all state maintained roadways.

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

NH-D-037   - NH-D-037 - Roadway / Completeness

Area: Completeness
System: Roadway
Type: Deficiency
Status: Unknown / Not Defined
Source: 2008 Traffic Records Assessment
Last Updated: 23-MAY-2011
Revision Date:

Deficiency-Objective Description: Safety analysis uses traffic counts to calculate crash rates for roadways and intersections and identify hazard locations. NHDOT has actual traffic counts where state roads intersect state roads and various intersections where state roads intersect local roads.

Additional state/local intersection traffic counts need to be collected, with a focus on collector roadways identified by functional classification to enhance NHDOT's ability to identify hazard locations.

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

NH-D-038   - NH-D-038 - Roadway - Integration

Area: *Integration*
System: *Roadway*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2008 Traffic Records Assessment*
Last Updated: *23-MAY-2011*
Revision Date:

Deficiency-Objective Description: *The road inventory database needs to be adequately integrated with the crash records database so that analysis of the effect of roadway features on crash rates can be determined.*
NHDOT does not have timely access or a direct link to DMV's crash data. NHDOT integrates a subset of DMV's crash data into their GIS on a yearly basis after DMV closes the crash data file for the calendar year, typically April-May of the following year.

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates

Performance Measures and Goals

C-C-02 - Crash Completeness

Status of Improvement: *Demonstrated Improvement*
Active Status: *Active*
Last Updated: *17-JUN-2013*
Revision Date: *17-JUN-2013*

This performance measure is based on the C-C-02 model.

New Hampshire will improve the Completeness of the Crash system as measured in terms of a Increase of:
The percentage of crash records with no missing Manner of Crash (MMUCC-compliant) data elements.

The state will show measureable progress using the following method:
Calculate the percentage of crash records with no missing Manner of Crash elements. The Manner of Crash is a newly collected data element and is only currently being collected in the new electronic CRMS client being used by the NH State Police. All numbers in this performance measure are limited to NH State Police crash reports.

The Crash Records Management System entered production on 16-APR-2013. There have been 176 completed and approved new, MMUCC-compliant electronic reports added to the system since it went into production. There continues to be old format paper reports being collected using the previous version of the paper crash report form.

This performance measure demonstrates the increase in completeness of the Manner of Crash data element. This data element did not exist on the old paper form. It exists on the new MMUCC compliant form and is currently being collected in the new electronic crash data client and entered into the database.

Baseline Report Counts - June 1, 2011 through May 31, 2012
3576 Data Entered Paper Reports
0 Reports have Manner of Crash completed
0% Reports have Manner of Crash completed

Performance Period Report Counts - June 1, 2012 through May 31, 2012
2197 Data Entered Paper Reports* + 176 new, MMUCC-compliant electronic reports = 2373 Total Reports
86 Reports have Manner of Crash completed
3.62 % Reports have Manner of Crash completed
48.86% of new, MMUCC-compliant electronic reports have Manner of Crash completed

There is a backlog of paper reports not yet entered. None of these have the Manner of Crash data element on the form.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2013		0	0	31-MAY-12	2012 - 2013	0
2013		0	0	31-MAY-12	2011 - 2012	0
2014		0	3.62	31-MAY-13	2013 - 2014	3.62
2019		3.62			2018 - 2019	
2015		3.62			2014 - 2015	
2016		3.62			2015 - 2016	
2017		3.62			2016 - 2017	
2018		3.62			2017 - 2018	

Intermediate Measurements

Measurement Date	Measurement
31-MAY-2012	0
31-MAY-2013	3.62

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-013	NH-D-013 - Crash - Completeness
Deficiency / Objective	NH-D-014	NH-D-014 - Crash - Completeness
Deficiency / Objective	NH-D-015	NH-D-015 - Crash - Completeness
Deficiency / Objective	NH-D-016	NH-D-016 - Crash / Completeness
Deficiency / Objective	NH-D-017	NH-D-017 - Crash/Completeness
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-11	E-Crash Reporting Extension - 3rd Party Contracts
Project	NH-P-18	E-Crash Integration
Project	NH-P-20	E-Ticketing / Crash Location Analysis
Project	NH-P-22	Training – Crash and Citation
Recommendation	NHTRA08001	Continue the development of the Web-Based Crash Reporting System for field testing in February 2009, and full deployment by end of 2009.
Recommendation	NHTRA08002	Institute the use of the Web-Based Crash Reporting System by all Law Enforcement Agencies in the state.
Recommendation	NHTRA08003	Develop a training manual and law enforcement officer training in the use of the Web-Based Crash Reporting System. Include instruction on the value of the data importance to highway safety management.
Recommendation	NHTRA08004	Ensure data compatibility with other traffic records systems (Driver & Vehicle system, E-Citation, etc.).

Linked Items

Type	Label	Name
Recommendation	NHTRA08028	Ensure that data quality checks and logic checks are designed into the electronic data collection system.
Recommendation	NHTRA08058	Seek improvements in the quality of traffic records data (e.g., timeliness, completeness and accessibility of crash data, citation/adjudication data, DUI, DWI, etc.).
Recommendation	NHTRA08060	Continue the support for the development of the improvements in the crash data system, and provide strong guidance to the Traffic Records Coordinating Committee to garner support from all components o

C-I-01   - Crash Integration

Status of Improvement: *Unknown - No Final Data*
Active Status: *Planned*
Last Updated: *13-MAR-2013*
Revision Date: *11-MAR-2013*

This performance measure is based on the C-I-01 model.

New Hampshire will improve the Integration of the Crash system as measured in terms of a Increase of:
The percentage of appropriate records in the crash database that are linked to another system or file.

The state will show measureable progress using the following method:
Calculate the number of crash records linked to another system as a percentage of total crash records.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference

Intermediate Measurements

Measurement Date	Measurement

Linked Items

Type	Label	Name
Project	NH-P-23	CODES
Recommendation	NHTRA08004	Ensure data compatibility with other traffic records systems (Driver & Vehicle system, E-Citation, etc.).
Recommendation	NHTRA08006	Link Blood Alcohol Concentration (BAC) file data to the Crash Repository.
Recommendation	NHTRA08009	Provide electronic upload of files to federal data systems such as MCMIS/SafetyNet, and others.

Linked Items

Type	Label	Name
Recommendation	NHTRA08020	Upgrade the license and driver history system to provide real time access to all system users.
Recommendation	NHTRA08056	Establish a Safety Data Warehouse that is the central repository of all highway safety data to enhance accessibility, analysis, linking, and usability by the safety community
Recommendation	NHTRA08060	Continue the support for the development of the improvements in the crash data system, and provide strong guidance to the Traffic Records Coordinating Committee to garner support from all components o
Recommendation	NHTRA08062	Automate the posting of crash involvement into the driver history file.
Recommendation	NHTRA08068	Explore the development of a Data Warehouse/Decision Support System for the State Traffic Records at a central location.

C-T-01B   - C-T-01B - Crash - Timeliness

Status of Improvement: *Unknown - No Final Data*
Active Status: *On Hold*
Last Updated: *13-MAR-2013*
Revision Date:

This performance measure is based on the C-T-01B model.

New Hampshire will improve the Timeliness of the Crash system as measured in terms of a Decrease of:
The average (arithmetic mean) number of days from (A) the crash date to (B) the date the crash report is entered into the database within a period determined by the State.

The state will show measureable progress using the following method:
The average (arithmetic mean) number of days from (A) the crash date to (B) the date the crash report is entered into the database within a period determined by the State.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2006		96	96	14-JUN-06	2005 - 2006	0
2007		96	96	14-JUN-07	2006 - 2007	0
2008		96	18.5	14-JUN-08	2007 - 2008	-77.5
2017		18.5			2016 - 2017	
2019		18.5			2018 - 2019	
2016		18.5			2015 - 2016	
2015		18.5			2014 - 2015	
2014		18.5			2013 - 2014	
2013		18.5			2012 - 2013	
2012		18.5			2011 - 2012	
2011		18.5			2010 - 2011	
2010		18.5			2009 - 2010	
2009		18.5			2008 - 2009	
2018		18.5			2017 - 2018	

Intermediate Measurements

Measurement Date	Measurement
14-JUN-2006	96
14-JUN-2007	96
14-JUN-2008	18.5

Linked Items

Type	Label	Name
Project	NH-P-16	J-One VPN Installation Assistance

C-U-01   - Crash Uniformity

Status of Improvement: *Unknown - No Final Data*
Active Status: *Completed*
Last Updated: *13-MAR-2013*
Revision Date:

This performance measure is based on the C-U-01 model.

New Hampshire will improve the Uniformity of the Crash system as measured in terms of a Increase of:
The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.

The state will show measureable progress using the following method:
The number of MMUCC-compliant data elements entered into the crash database for the baseline period and compare against the number of MMUCC-compliant elements in the current period.

The actual measurement is based on the count of MMUCC elements that are added to the revised state crash form and are available in the state crash centralized repository database. The state crash repository was redesigned to accept all MMUCC elements that were added when the crash reporting form was revised in 2007. The new crash form along with the database schema was sent to TSASS for review against the old crash form and database. There are fifty (50) additional MMUCC elements that are now being collected by the state.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2006		19	19	14-JUN-07	2005 - 2006	0
2007		19	19	14-JUN-07	2006 - 2007	0
2008		19	69	14-JUN-08	2007 - 2008	50
2009		69			2008 - 2009	
2010		69			2009 - 2010	
2011		69			2010 - 2011	
2012		69			2011 - 2012	
2013		69			2012 - 2013	
2014		69			2013 - 2014	
2015		69			2014 - 2015	
2016		69			2015 - 2016	
2017		69			2016 - 2017	
2018		69			2017 - 2018	
2019		69			2018 - 2019	

Intermediate Measurements

Measurement Date	Measurement
14-JUN-2007	19
14-JUN-2008	69

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-016	NH-D-016 - Crash / Completeness
Deficiency / Objective	NH-D-018	NH-D-018 - Crash - Uniformity
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-11	E-Crash Reporting Extension - 3rd Party Contracts
Project	NH-P-18	E-Crash Integration

Linked Items

Type	Label	Name
Recommendation	NHTRA08001	Continue the development of the Web-Based Crash Reporting System for field testing in February 2009, and full deployment by end of 2009.
Recommendation	NHTRA08002	Institute the use of the Web-Based Crash Reporting System by all Law Enforcement Agencies in the state.
Recommendation	NHTRA08004	Ensure data compatibility with other traffic records systems (Driver & Vehicle system, E-Citation, etc.).

C-X-01 - C-X-01 - Crash - Accessibility

Status of Improvement: *Unknown - No Final Data*
Active Status: *Planned*
Last Updated: *14-MAR-2013*
Revision Date:

This performance measure is based on the C-X-01 model.

New Hampshire will improve the Accessibility of the Crash system as measured in terms of a Increase of:
The ability of legitimate users to successfully obtain desired crash data

The state will show measureable progress using the following method:
Count the number of legitimate users that have access to the data as a percentage of all legitimate users..

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference

Intermediate Measurements

Measurement Date	Measurement

Linked Items

Type	Label	Name
Project	NH-P-04	Crash Data Analysis Tool

CA-T-01B - Citation Timeliness

Status of Improvement: *Unknown - No Final Data*
Active Status: *On Hold*
Last Updated: *13-MAR-2013*

Revision Date: *09-APR-2012*

This performance measure is based on the CA-T-01B model.

New Hampshire will improve the Timeliness of the Citation / Adjudication system as measured in terms of a Decrease of:
The mean number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.

The state will show measureable progress using the following method:
The State of New Hampshire has begun a pilot deployment of an E-Citation project for the NH State Police commencing February 2, 2012 and continuing to the present. The E-Citation system is expected to be deployed throughout the State Police by September 30, 2013. This initial deployment involves 7 State Troopers who entered a total of 292 citations from February 2, 2012 to March 28, 2012.

Note that the State of New Hampshire has been receiving paper citations at the State and has data entered them into an IDMS database at the NH DMV. Last year there was a backlog of 4 weeks for data entering citations at the DMV not including the time between issuance and receipt at the DMV.

This performance measure is based on the pilot E-Citation data using a baseline period of February 2, 2011 to March 28, 2011 and a current period of February 2, 2012 to March 28, 2012. E-Citations created in this initial deployment of the E-Citation system are entered into the database within 2 days compared to the baseline period's minimum of 28 days.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2011		28	28	28-MAR-11	2010 - 2011	0
2013		28	2	28-MAR-12	2012 - 2013	-26
2012		28	2	28-MAR-12	2011 - 2012	-26
2018		2			2017 - 2018	
2017		2			2016 - 2017	
2016		2			2015 - 2016	
2015		2			2014 - 2015	
2014		2			2013 - 2014	

Intermediate Measurements

Measurement Date	Measurement
28-MAR-2011	28
28-MAR-2012	2

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-011	NH-D-011 - Citation / Adjudication/Timeliness
Project	NH-P-02	E-Citation
Project	NH-P-10	E-Citation Central Repository
Project	NH-P-12	E-Ticketing Extension - 3rd Party Contracts
Project	NH-P-17	E-Ticketing Integration
Project	NH-P-20	E-Ticketing / Crash Location Analysis
Project	NH-P-22	Training – Crash and Citation
Recommendation	NHTRA 063	Investigate the use of E-Citation application by law enforcement and conduct a proof of concept project.
Recommendation	NHTRA08022	Provide electronic data collection tool (i.e., bar code reader) to take advantage of the new driver license 2-D bar code and to improve the quality of the data.
Recommendation	NHTRA08025	Design and implement a centralized statewide citation tracking system containing information about a citation from issuance to disposition. Each record in the system should contain information about a
Recommendation	NHTRA08028	Ensure that data quality checks and logic checks are designed into the electronic data collection system.
Recommendation	NHTRA08050	Implement an electronic data transfer of E-Citation data from Law Enforcement Agencies to the District Courts.

I-C-03   - Trauma Registry Completeness

Status of Improvement: *Unknown - No Final Data*
Active Status: *Planned*
Last Updated: *14-MAR-2013*
Revision Date:

This performance measure is based on the I-C-03 model.

New Hampshire will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Decrease of:
The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.   *This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

The state will show measureable progress using the following method:
The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.   *This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference

Intermediate Measurements

Measurement Date	Measurement

Linked Items

Type	Label	Name
Project	NH-P-13	Trauma Registry
Project	NH-P-19	Trauma Training
Recommendation	NHTRA08026	Develop a trauma data dictionary that provides a solid format for consistent and data quality to establish a Centralized Trauma Registry in the state.

NH-M-021 - NH-M-021 - Injury Surveillance / EMS / Accuracy

Status of Improvement: *Demonstrated Improvement*
Active Status: *Active*
Last Updated: *14-JUN-2013*
Revision Date: *14-JUN-2013*

This performance measure is based on the I-A-01 model.

New Hampshire will improve the Accuracy of the Injury Surveillance / EMS system as measured in terms of a Increase of:
For the baseline period there were 194,360 total reports with 183,767 that passed NEMSIS business rules (94.55%); for the current performance period there were 187,496 total reports with 177,665 that passed; indicating the current performance period accuracy is 94.76%.

NOTE: The EMS Accuracy performance measure indicates an improvement in accuracy for the performance period as described in the latest FY2014 guidance and is an increase in accuracy over the FY2013 Interim Progress Report.

The state will show measureable progress using the following method:
Calculate the percentage of reports from the baseline period of April 01, 2011 through March 31, 2012 compared to the April 01, 2012 through March 31, 2013 period that did not have critical errors. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2013	0	94.55	94.55	31-MAR-12	2012 - 2013	0
2012	0	94.55	94.55	31-MAR-12	2011 - 2012	0
2014	0	94.55	94.76	31-MAR-13	2013 - 2014	.21
2015	0	94.76			2014 - 2015	
2016		94.76			2015 - 2016	
2017		94.76			2016 - 2017	

Intermediate Measurements

Measurement Date	Measurement
31-MAR-2012	94.55
31-MAR-2013	94.76

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-021	NH-D-021 - Injury Surveillance / EMS - Accuracy
Project	NH-P-03	EMS
Project	NH-P-14	EMS Statewide CAD Integration
Project	NH-P-15	EMS Statewide Field Bridge
Project	NH-P-21	EMS Interstate Reconciliation

NH-M-022 - NH-M-022 - Injury Surveillance / EMS / Completeness

Status of Improvement: *Unknown - No Final Data*
Active Status: *Active*
Last Updated: *09-APR-2012*
Revision Date: *09-APR-2012*

This performance measure is based on the I-U-02 model.

New Hampshire will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of:
Number of NEMSIS Compliant Data Elements being submitted to the centralized database.

The state will show measureable progress using the following method:
Number of NEMSIS compliant data elements on the PCR paper form compared to # of NEMSIS compliant data elements in the TEMSIS.

The number of NEMSIS compliant reports was 84,890 for the baseline period of July 1, 2010 to December 31, 2010 and 98,990 for the current period of July 1, 2011 to December 31, 2011 indicating a 16.61 % increase.

Paper Form – 0 # of NEMSIS Compliant Data Elements

NH is currently collecting 252 NEMSIS data elements and 109 custom elements for a total of 361 data elements. This is an increase of 61 NEMSIS data elements, from a total of 191 NEMSIS elements in May 2011.

Note, As of Jan 1 2011, it became mandatory that all service submit records electronically to the state. Previously, some services still chose to submit paper records, which were not entered into, or part of the database. Note that there has not been any significant increase in the number of services, in fact, the number of services that have closed in the last three years is 27, and so the total number of active services has actually decreased in the last couple of years. The current total active services is 282 with 259 services that have report to the system.

As of Dec 31, 2011, NH has 849,226 EMS records submitted into the TEMSIS system.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	95	74642	74642	31-DEC-09	2009 - 2010	0
2011	0	74642	84890	31-DEC-10	2010 - 2011	10248
2012	0	84890	98990	31-DEC-11	2011 - 2012	14100
2017		98990			2016 - 2017	
2016		98990			2015 - 2016	
2015	0	98990			2014 - 2015	
2014	0	98990			2013 - 2014	
2013	0	98990			2012 - 2013	

Intermediate Measurements

Measurement Date	Measurement
31-DEC-2009	74642
31-DEC-2010	84890
31-DEC-2011	98990

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-022	NH-D-022 - Injury Surveillance / EMS - Completeness
Project	NH-P-03	EMS

Linked Items

Type	Label	Name
Project	NH-P-21	EMS Interstate Reconciliation

R-A-01 - Roadway Accuracy

Status of Improvement: *Unknown - No Final Data*
Active Status: *Planned*
Last Updated: *14-MAR-2013*
Revision Date:

This performance measure is based on the R-A-01 model.

New Hampshire will improve the Accuracy of the Roadway system as measured in terms of a Increase of:
The percentage of all road segment records with no errors in critical data elements.

The state will show measureable progress using the following method:
The percentage of all road segment records with no errors in critical data elements.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference

Intermediate Measurements

Measurement Date	Measurement

Linked Items

Type	Label	Name
Project	NH-P-05	Roadway Inventory Updates
Recommendation	NHTRA08015	Establish and implement a roadway network system that will include all data sets required for evaluating high hazard locations by roadway intersection and sections, calculate statewide crash rates, an
Recommendation	NHTRA08063	Establish a process for periodic updates to the roadway system.

Projects

NH-P-01 - Crash Records Management System (CRMS)

Priority: High
Last Updated: 14-MAR-2013
Revision Date: 11-JUN-2010
Status: Active
Lead Agency: New Hampshire Department of Transportation
Partners: State and Local Police Departments
Website:

> *Project Director*
>> Name: **Keith Lohmann**
>> Title: Administrator
>> Agency: NH Department of Safety
>> Office: Office of the Commissioner
>> Address: 33 Hazen Drive Room 308
>> City, Zip: Concord, 03305
>> Phone: (603) 271-2791
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Project Description: The State of New Hampshire has redesigned its uniform police traffic crash report, and additionally has developed a program to capture the data from the new form in electronic form. This electronic system is nearing completion, and in this phase of the project, we want to move the system to production, as well as to make it available to other police departments in the State of New Hampshire. This will result in a single repository crash data, and stop the redundant entry of data multiple times. In addition, we hope to add analysis capabilities so that all State and local agencies contributing data would have the same tools at their disposal for analysis purposes.

This solution includes several elements.

(1) A server is required to provide the storage for the data. Currently, NHDOS has a development server that is used for the prototype system, but we need the prototype server for continued development activities. This server would be used to capture the electronic data, and make it available to other system(s) as appropriate.

(2) A data capture methodology would have to be created. The goal would be the ability of State and Local law enforcement to access the forms, without regard to the platform that they were using: browser, MDT, or operating system. It is likely that some form of html "web" form can be used to accomplish this.

(3) Integral to this effort is to build the capability for analysis of the data that is collected. This is important for several reasons, most obvious of which is the enhanced public safety. Another important reason for building the platform in this fashion is that it provides analysis capabilities to the locals, which gives them an incentive to participate in the program. It also provides them with a capability that they might not otherwise have. In addition, this provides more data (because of the local incentive) for analysis, as well as providing the tools for analysis to the State as well.

Basis for Project:
The current crash data collection process is time consuming and a largely manual process. The data is collected manually and paper copies are submitted to NHDOS for manual entry into a relational database. The new system that has been built for the New Hampshire State Police can be extended for use by local law enforcement.

Expected Impact:
We want to decrease the amount of time from crash occurrence to data availability to the State. In addition, we will likely see increases in accuracy, completion of reports, and (by definition) integration of data between agencies.

Per the September 13th, 2011 TRCC meeting the following has been added to this project:

In an effort to better utilize the Division's limited resources, mainly sufficient man-power to cover the various patrol area responsibilities, Division personnel have been looking to newer technology and alternative means of completing certain aspects of the job. Various software applications are under development, most notable are the E-Citation and Crash Reporting (CRMS) systems currently being designed and tested here within the State of New Hampshire.

In conjunction with the need to develop an efficient system to assist in the completion of these field related tasks, Division members needed a timely and efficient manner with which to electronically transport these documents from the cruiser, which may be located anywhere in the State, to the NH Dept. of Motor Vehicle, in the case of the E-Citations, and to the respective Supervisory personnel responsible for the review of reports, in the case of the CRMS accident reporting. The ultimate goal was / is to keep

the Trooper in their respective patrols to the greatest extent possible.

As the various options were being considered, it was believed that cellular air-card technology would ultimately serve to enhance the Trooper's efficiency while in patrol and also save a considerable amount of time with the administrative, or business process, side of a given transaction.   Testing of the air-card technology, by a select group of Troopers, began this past Spring and we quickly realized that the embedded PCs that we had previously been using in the cruisers were too small and under-powered to serve our needs. Additional software requirements, such as McAfee anti-virus, as well as VPN client software, air-card client software and another software application referred to as BigFix, were all vying for limited PC resources inherent in the embedded PC configuration. As an alternative to the embedded PC we began testing the cellular air-card technology through department issued laptops and found that this was a viable and perhaps the most cost effective alternative; given that every Trooper is already in possession of a Division issued DELL laptop PC.

The new challenge then would be to convert the mobile data terminals of our existing fleet of approximately 300 marked cruisers, from one with an embedded PC to one which utilized a laptop PC and docking station. Additional hardware considerations included trays, or cradles in which the laptops would be mounted, screen-stiffener to provide greater support of the laptop monitor, external keyboard lighting for low light conditions, DC – DC power supplies, RAM upgrades and solid state hard-drives for the laptops; the latter being a consideration given the harsher mobile environment that these laptops would now be used in versus the office environment for which they were originally designed. While bids are still being obtained, preliminary figures suggest that the hardware costs alone for this conversion are approximately $300,000. In addition, contract labor for the installation of the PC upgrades and reimaging of the laptops is estimated at $30,000.; hiring outside contract labor to facilitate the hardware installation in the cruisers is estimated at $80,000.; indirect costs at $34,030. for a total projected cost estimate of $444,030.

We cannot stress enough the importance of this conversion, on the successful implementation of the CRMS and E-Citation projects currently underway.   This PC conversion will facilitate Division personnel being able to utilize air-card technology with which to send and receive data in a timely and efficient manner. The efficiencies gained will allow the Trooper to spend more time engaged in their given patrol responsibilities and to be more vigilant in the enforcement of our laws and regulations.

Milestones

Milestone Description	Target Date	Actual Date	Status
Bring programmers on board for CRMS enhancements	06-30-2012	06-30-2012	Completed
Complete CRMS Enhancements	09-30-2013		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
		05-24-2011	Glenn Davison

Activity	The Crash Record Management System project (CRMS) is in the process of formally accepting the new MMUCC-compliant crash form through the State's Code of Administrative Rules. The State plans to phase in the use of the form starting October 1, 2011 through July 1, 2012, which at this time the form use is mandatory. State Police, local law enforcement, and the Department of Transportation are testing the web based data capture module and management system for final user acceptance testing.
Problems	CRMS shares data and developing core technology with other safety record systems. This sharing and developing technology has caused delays in testing and implementation schedules.
Plans	The CRMS project team has implemented an interagency crash record improvement committee made up of users, project team members, and executive decision makers from NH Departments of Safety, Transportation, Information Technology, and the University of New Hampshire to coordinate solutions in a timely manner to address issues that arise during testing and implementation.
Comments	The CRMS project is refocusing available resources towards finalizing testing and moving implementation forwards.

Report Start	Report End	Report Date	Provided By
05-25-2011	08-31-2011	08-31-2011	Glenn Davison

Activity	The Crash Record Management System project (CRMS) is in the process of formally accepting the new MMUCC-compliant crash form through the State's Code of Administrative Rules. The State plans to phase in the use of the form starting October 1, 2011 through July 1, 2012, pending successful completion of the user acceptance testing. State Police, local law enforcement, and the Department of Transportation are in the preliminary user acceptance testing phase.
Problems	CRMS shares data and developing core technology with other safety record systems. This sharing and developing technology initially caused delays in testing and implementation schedules. Another issue this project faces is the State Police's need for the high level of data security, which limits the software vendor's ability to directly interface with supporting IT infrastructure, causing delay in response to software issues.
Plans	The CRMS project team and interagency crash record improvement committee, made up of users, project team members, and executive decision makers from NH Departments of Safety, Transportation, Information Technology, and the University of New Hampshire are working together to coordinate the user acceptance testing and address issues in a timely manner.
Comments	The CRMS project is refocusing available resources towards user acceptance testing and moving implementation forwards.

Report Start	Report End	Report Date	Provided By
09-01-2011	01-24-2012	01-24-2012	Glenn Davison

Activity	The Crash Record Management System project (CRMS) is in the process of formally accepting the new MMUCC-compliant crash form through the State's Code of Administrative Rules. The State plans to phase in the use of the form starting October 1, 2011 through July 1, 2012 pending successful completion of the user acceptance testing. State Police, local law enforcement, and the Dept of Transportation are in the user acceptance testing phase.

Problems	During the acceptance phase several enhancements and business rule changes were identified. These enhancements in business rule changes were somewhat anticipated. As technology evolves so have users expectations. One of the highly recommended enhancements is the location map look up future. Based on available technology the local map feature used a static tile approach. Today's technology makes it feasible to have interactive web maps, such as Google or Bing. The development of CRMS involved updating the crash form and business rules that were initially developed almost 20 years ago for system that was primarily manual. This leap in technology and business rules form the legacy crash management system to CRMS it was anticipated to some features and business rule would be missed or require change. The general consensus of the DOS, DoIT, and DOT are these changes are necessary prior to statewide implementation to ensure acceptance and a smooth transition to the use of CRMS by state police and local law-enforcement.
Plans	Users will continue testing of CRMS to identify essential enhancements and business rules. Once updates to CRMS are complete and verified implementation can begin.
Comments	

Report Start	Report End	Report Date	Provided By
01-25-2012	05-29-2012	05-29-2012	Keith Lohmann

Activity	An enhancement of the electronic CRMS system is progressing; candidates (programmers) have been chosen, and are currently undergoing their mandatory background investigations, and should be on-board by mid-June. They will complete requirements work first, and will begin coding (along the same model as e-ticketing) shortly thereafter.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
05-30-2012	09-25-2012	09-25-2012	Keith Lohmann

Activity	DoIT and the contractor hired to do CRMS work has taken the existing application as a model and done a "proof of concept" of an updated application intended for law enforcement to use at their option (and State Police as a requirement). This updated application is available for demonstration and input at this time, and we plan on moving forward given approval of the work as it stands.
Problems	Work is constrained by available resources and other project demands, but we are doing our best to work around those challenges and have a product available for use as soon as possible. We feel that the new design improves on the original work done by the University of New Hampshire, and moves us toward the goal of Statewide electronic transmission of crash reports.
Plans	With approval of the current proof of concept (with whatever changes are desired), and approval of the rollover of funds to next federal fiscal year, we will move into production, first for State Police, and then to other law enforcement entities. We can also consider for discussion at what point we wish to start contracting with other RMS (records management system) vendors servicing local law enforcement to enhance their own systems to meet the new identified requirements, or whether we will wait for them to meet those requirements independently.
Comments	I would like to commend DoIT-DOS and the contractors for their work on this project. They have produced a proof of concept in record time, and have a solid basis for us to move forward on our electronic crash records goals.

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Keith Lohmann

Activity	*In the final phase of User Acceptance Testing (UAT) and are in the process of making some minor changes to CRMS. Expecting to "Go Live" around March 21, 2013.*
Problems	
Plans	*The Acceptance Testing Team will meet next week to review the changes that DOIT has made to CRMS and around March 23, 2013 the New Hampshire State Police will be going "Live" with approximately 300 State Troopers using CRMS for a 6 month period to verify that there are no usage problems and then other law enforcement agencies will be going "Live."*
Comments	

Report Start	Report End	Report Date	Provided By
02-27-2013	*05-08-2013*	*05-08-2013*	*Lt. Mark Liebl*

Activity	*The new Crash Records Reporting Software is being rolled-out at State Police and there are currently 4 out of the 6 Troop Stations using this Crash Records Reporting Software.*
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-012	NH-D-012 - Crash - Timeliness
Deficiency / Objective	NH-D-013	NH-D-013 - Crash - Completeness
Deficiency / Objective	NH-D-014	NH-D-014 - Crash - Completeness
Deficiency / Objective	NH-D-015	NH-D-015 - Crash - Completeness
Deficiency / Objective	NH-D-016	NH-D-016 - Crash / Completeness
Deficiency / Objective	NH-D-017	NH-D-017 - Crash/Completeness
Deficiency / Objective	NH-D-018	NH-D-018 - Crash - Uniformity
Deficiency / Objective	NH-D-019	NH-D-019 - Crash - Accessibility
Performance Measure	C-C-02	Crash Completeness
Performance Measure	C-U-01	Crash Uniformity
Project	NH-P-20	E-Ticketing / Crash Location Analysis
Project	NH-P-22	Training – Crash and Citation

NH-P-02 - E-Citation

Priority: High
Last Updated: 14-MAR-2013
Revision Date: 11-JUN-2010
Status: Active
Lead Agency: New Hampshire Department of Safety
Partners: State and Local Police Departments
Website:

Project Director
Name: **Keith Lohmann**
Title: Administrator
Agency: NH Department of Safety
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Project Description*:* This project will convert the Division of State Police, NH Department of Safety, and ultimately, the State of New Hampshire, from paper-based citations to electronic citations, from their creation in the cruiser, filing at the Division of Motor Vehicles, and on to prosecution in the New Hampshire Court System, when appropriate. This is part of a larger project called "J-One" that is connecting law enforcement, prosecutors, courts and corrections within the State of New Hampshire together to share information. This system as a whole is being created with other sources of funding. This proposal seeks to add citations to the range of data traversing the system and thus available for analysis.

To facilitate electonic citation data transfer this project will purchase up to three hundred (300) wireless computer air cards (wireless modems) and equip each trooper with one of these cards. The use of these wireless computer air cards would allow each trooper to transfer citation data via a wireless network to a centralized location from the cruiser's MDT. Allowing for mobile transfer of data will keep Troopers on the road in their assigned patrol areas responding to calls and taking enforcement action.

Basis for Project:
The current system of paper citations is slow (the current backlog in entering citations at the Division of Motor Vehicles is 4+ weeks) and the paper system is also subject to errors and incomplete information. The handwritten citations must be interpreted by police department staff, Department of Motor Vehicle staff, and the courts (when applicable). This results in several problems, including a lack of timely data for operational decisions, as well as analysis, both of which have an adverse impact on highway safety.   All of this data must also be entered multiple times on multiple

computer systems, which results in additional errors and delays. The current flow of paper complaint data is represented in the process flow below, which shows that there are 9 discrete steps for the data among three different agencies. The process itself is complicated and fraught with possibility of error, based on the level of complication alone.

This multi-phase proposal would add to the existing J-One system by adding citations that would be generated at the cruiser, then sent to a database at the Division of Motor Vehicles, and initially entered into the electronic system.   This data would then be electronically sent on to the Court in those cases where citizens have either chosen to have their cases heard in courts, or, in the case of a more serious violations, when appearance is mandatory. During this phase, the server at the Division of Motor Vehicles would be modified to accept electronic submissions. The initial phase of the project created the framework where the New Hampshire State Police would be able to create electronic citations in the field and print copies for the violators, and additional copies for use "downstream" in the system. Once the server is upgraded, we will be able to electronically send the citation data to DMV and on to the Courts as appropriate. This will be the model for rolling out other RMS systems in phase three.   This is an interim step to full automation, that will become a reality when more police department RMS systems are integrated into J-One (expected to be Phase III), and the replacement to the current DMV mainframe is put into place (expected to be phase IV).

Milestones

Milestone Description	Target Date	Actual Date	Status
Printers purchased	09-30-2011	09-30-2011	Completed
Aircards go out to bid.	10-01-2011	10-01-2011	Completed
Resources identified / on board	01-28-2012	01-28-2012	Completed
Coding / Testing Complete	09-30-2012	09-30-2012	Completed
100% Participation by State Police	09-30-2013		

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
		05-27-2011	Keith Lohman
Activity	The NH State Police are currently evaluating printers for use in the state police mobile environment. Evaluation criteria include heat / cold / vibration and multifunction capabilities (citations, other forms). Once evaluation is complete (projected to be August), an RFP will be developed and printers purchased. The NH State Police's VALOR records management system includes a MOBILE VALOR component that will contain the ecitation module. The ecitation module will include an interface for scanners that will allow for pre-populating ecitation data. Current status is VALOR CAD is finished, VALOR RMS is currently being developed followed by Mobile VALOR. The NH State Police are conducting field testing with Aircards (mobile wireless modems). The field test consists of 10 units with three different vendors, Sprint, At&t, & Verizon. Field testing is scheduled for completion by the end of August.		
Problems	Still evaluating the best methodology to use to carry ecitation data to state repository.		
Plans	Printers will be purchased prior to Sept 30, 2011. By end of third quarter, aircards will go out to bid.		
Comments	The State plans to make ecitation available for other municipalities.		

Report Start	Report End	Report Date	Provided By
05-28-2011	08-31-2011	08-31-2011	Keith Lohman

Activity	*The New Hampshire State Police have identified a printer and associated mounting hardware with the capabilities needed for their use on this project. They have committed to making the purchase request on or about 9/12/2011. They have also determined that because of delays in the completion of the Valor System, that a separate citation module is going to be built by in-house staff and that will be used in place of Valor Mobile in the near term. The requirements and design of that system are in process currently. We are also purchasing licenses for a "plug-in" to that aforementioned system that will allow us to do both pre-built and ad-hoc reporting and statistical analysis. This can later be extended for use with the crash records management system. The field testing of "air cards" continues, and should be completed in the 4th quarter.*

Problems	The time needed for evaluation and purchase of the printers and associated hardware was longer than anticipated, and the field testing of air cards is more extensive than originally anticipated. Having said that, both projects are moving forward.
Plans	We expect that the NHSP e-citation module will be complete around year end, and that testing will then occur in the 1st quarter. Once we have "live" data in the system, we will be able to work on the reporting and "dashboard" components.
Comments	The State plans to make ecitation available for other municipalities. Also, we have a contract in principal with IMC (a Division of Tri-Tech) to make modifications to their existing e-ticketing component to adapt it for use in the State's "J-One" system. This contract is currently in the approval process at NHDoIT. Once in place, it will enable approximately 170 of the State's 240 police departments to move citation data electronically through the system. This should facilitate timely analysis and processing of these events.

Report Start	*Report End*	*Report Date*	*Provided By*
09-01-2011	01-24-2012	01-24-2012	Lt. Mark Liebl
Activity	As the Project Manager, Lt. J. Maslan reports that all appears to be going as planned. The matter of funding just recently went before the State's Fiscal Committee, as well as G&C, and has been approved by both. Coordinating with the different areas of responsibility within DoIT continues to be on-track. The configuration set-up of the laptops, as well as the process required to retro-fit the laptops into their mobile environment will begin shortly.

An old (end-of-life) cruiser is being set up with all of the necessary equipment and will be used for testing purposes here at 33 Hazen Drive. From this vantage point our DoIT staff will be able to test the new software and hardware configuration in a replicated mobile environment much like the one that will actually be in use. Benefits of "night-colors", "day-bright" screens, touch-screens and the like will become readily apparent. | | |
Problems	A short delay was encountered when DoIT recently lost personnel. This problem has been addressed and resolved in the interim. The team is about half-way thru addressing the business requirements for SIT testing on the laptops, with only a few minor issues encountered to date.		
Plans	2 – 3 hours of training is anticipated on, or around, January 27th. SIT testing on the road is scheduled to begin the week of January 30th and is expected to last 2 weeks. E-ticket transfers to the server …. and from the server on to IDMS as well as both the ASD and DMV will be thoroughly tested during this time period. This will be followed by 4 weeks of on-the-road UAT (User Acceptance Testing). The plan is to have at least 1 person from each Troop Station assigned and involved with the UAT.		
Comments	The goal is to begin the process of retro-fitting and installing all the hardware and equipment in the laptop conversion process, which will include the installation of the new e-ticketing printers, in February. The goal is to complete 38 – 40 installs a month and thereby finish the conversion on or before Sept. 30th. Funding is available to sub-contract work corresponding to the installation of the hardware, as well as support the DoIT staff that will be responsible for the software installation and configuration changes that will need to be done to the 275 +/- laptops involved in this project.		

Report Start	*Report End*	*Report Date*	*Provided By*
01-25-2012	05-29-2012	05-29-2012	Keith Lohmann
Activity	Citation reporting via electronic means is progressing within the Division of State Police with 493 citation records (i.e. Warnings, Checkups, Plea by Mail, and Must Appear) created between April 9, 2012 through May 20, 2012.

DOS is working on a tabular report as a temporary replacement for the court copies of the paper citations moving from the courts back to DMV, until the coding to the IDMS mainframe is complete. | | |

Problems
Plans
Comments

Report Start	Report End	Report Date	Provided By
05-30-2012	09-25-2012	09-25-2012	Keith Lohmann

Activity	E-Citation is moving forward on two separate fronts at the moment - State Police has deployed E-Citation to each of their troops, and as of August, between 1/5 and 1/4 of the total number of citations issued by State Police were issued electronically. The number of cruisers equipped for E-Citation is dependent on the ability of SP to physically outfit the cruisers (laptops with appropriate software, aircards, docking stations, etc.), but is steadily increasing. A recent report will be sent separately. On the local law enforcement front, we have begun system testing of the Imc-Tritech eCitation solution, which should make electronic citations possible for approximately 140 departments in the State by early 2013. The current project plan has a production date of December 12, but I expect at this point that the actual date will be early 2013. We are in the process of selecting test sites (which at this point will probably include Salem, Pelham and Windham), with User Acceptance Testing likely to begin during October. The combination of these two parallel projects will mean that by early 2013, the State will be capable of transmitting a majority of the citations issued electronically. Internally, we have NOT expended resources on building the portion of the system that allows communication BACK from the courts to the DMV mainframe computer (IDMS). We decided internally to expend all of our programming energies into CRMS so that we would have a product to showcase for the upcoming meeting, but expect to divert some of those resources into getting the "back end" dispositions from the Courts to DMV working shortly, given approval to roll over the funds that were originally allocated for this purpose. We are very interested in completing this work, but decided that focusing all of our energies on CRMS was a more appropriate strategy.
Problems	Obviously, resource concerns continue to plague us, as AOC is working on eCourts in addition to other J-One projects, including eCitation. A new project manager was just put in place at AOC (9/17/2012), so that some of the preliminary work on the Courts to IDMS link for eCitation can commence. In the meantime, we continue to work on a paper tabular report that will be used in lieu of individual copies of citations until such time as the electronic interface is complete. Even this, however, requires a reconciliation of legacy IDMS codes to the new Uniform Charge Table (UCT), which is on-going with personnel from the Division of Motor Vehicles. With the move to eCitation production by Imc in early 2013, local law enforcement will be looking for assistance with procuring printers capable of working with the newly developed software. ECitation software without the associated hardware in the cruisers will be of little benefit to law enforcement agencies. So, we urge the TRCC to consider setting aside funding for these (potentially 140 agencies) to purchase printers for eCitation, and additional agencies as more vendors come on board.
Plans	As stated above, rollout of eCitation for SP and local Imc agencies is moving ahead. With approval of rollover funding, we will work on the Courts to IDMS interface that will allow truly 'full-circle' electronic transmission of eCitation data over the next year.
Comments	It is exciting to see a project that had it's genesis many years ago finally coming to fruition. It is only with the help of the New Hampshire Highway Safety Agency and the TRCC that this is possible. We thank you for your support and appreciate the faith that you have put in us to complete this work.

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Keith Lohmann

Activity	E-Ticketing for State Police was delayed a bit because the same people from DOIT that have been working on CRMS are the same people doing the coding on the State Police E-Ticketing Project. This is a benefit for the end user because E-Ticketing and CRMS are built on the same MAP framework platform.
Problems	
Plans	E-Citation for the 140 Local Law Enforcement Agencies currently using IMC/TriTech Records Management Software will be available by March 31, 2013 from IMC/TriTech because IMC/TriTech already had a Citation Module tied into their RMS and they have modified this module to include E-Citation and will export the E-Citation XML Data

	Elements via J-One to the State DMV and State Courts.		
	The E-Ticket and E-Citation data flow from the Courts back to DMV will be operational by September 30, 2013 and before the FFY 2013 grant expires.		
Comments			

Report Start	*Report End*	*Report Date*	*Provided By*
09-26-2012	02-26-2013	02-26-2013	Lt. Mark Liebl
Activity	State Police Laptop Conversion The mass laptop conversion that was undertaken within the Division and affected the patrol cruisers was essentially completed by the end of September 30th, 2012. Those marked cruisers that were not converted are ones that are either assigned to Troopers not specifically in a patrol function, or were cruisers identified with high-mileage in which case it wasn't deemed cost effective to pursue a retro-fit. As older, high-mileage, cruisers are being replaced the Trooper is issued a replacement vehicle that has been configured to facilitate the use of a laptop. State Police Air-Cards Progress: The vast majority of the 250 air-cards were assigned during the laptop conversion process. As of this date roughly 240 air-cards have been assigned with the remaining air-cards to be assigned with the issuance of new cruisers to those not previously in possession of the air-card technology. Air-card technology and it's corresponding functionality has been very well received. Air-card technology is being utilized in conjunction with the e-ticketing system and will also be utilized in conjunction with the new CRMS (Crash Reporting Module Software) that is currently being finalized and tested. VPN accounts have been set up and each of the Troopers have been provided with access. This combined with software resident on the client has provided us with the ability to encrypt the data and transfer the data wirelessly in a secure manner.		
Problems	The only challenge … and one we recognized from the beginning is that there are still many areas all across the State (particularly in the northern half of the State) where there is no cellular coverage. While this is something we have little control over, we are looking into the possibility of using data-casting as a partial solution. That is something that will be further tested later this year.		
Plans			
Comments			

Report Start	*Report End*	*Report Date*	*Provided By*
02-27-2013	05-08-2013	05-08-2013	Keith Lohmann
Activity	The State Police E-Citation Project System is operational and has been well received by the State Troopers. The Department of Public Safety contracted with TriTech Perform (IMC) Software to provide E-Citation for the 140 local law enforcement agencies currently using IMC/TriTech Records Management Software and that the E-Citation XML Data Elements will be electronically exported to the State DMV and State Courts utilizing the J-One Information Exchange System.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
Deficiency / Objective	*NH-D-001*	*NH-D-001 - Citation / Adjudication - Accessibility*

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-002	NH-D-002 - Citation / Adjudication - Accuracy
Deficiency / Objective	NH-D-003	NH-D-003 - Citation / Adjudication - Completeness
Deficiency / Objective	NH-D-004	NH-D-004 - Citation / Adjudication - Uniformity
Deficiency / Objective	NH-D-005	NH-D-005 - Citation / Adjudication - Integration
Deficiency / Objective	NH-D-007	NH-D-007 - Citation / Adjudication - Accessibility
Deficiency / Objective	NH-D-008	NH-D-008 - Citation / Adjudication/Timeliness
Deficiency / Objective	NH-D-009	NH-D-009 - Citation / Adjudication/Timeliness
Deficiency / Objective	NH-D-010	NH-D-010 - Citation / Adjudication / Timeliness
Deficiency / Objective	NH-D-011	NH-D-011 - Citation / Adjudication/Timeliness
Performance Measure	CA-T-01B	Citation Timeliness
Project	NH-P-20	E-Ticketing / Crash Location Analysis
Project	NH-P-22	Training – Crash and Citation
Recommendation	NHTRA 063	Investigate the use of E-Citation application by law enforcement and conduct a proof of concept project.
Recommendation	NHTRA 063	Provide electronic data collection tool (i.e., bar code reader) to take advantage of the new driver license 2-D bar code and to improve the quality of the data.

NH-P-03   - EMS

Priority: High
Last Updated: 14-MAR-2013
Revision Date: 12-JUN-2008
Status: Active
Lead Agency: New Hampshire Department of Safety, Division of Fire Standards & Training and Emergency Medical Services
Partners: -
Website:

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Project Description*:* Since the TEMSIS system became available three (3) years ago, the State has been receiving feedback on how to improve the system. With contributions from experienced report writers, the State has developed over 80 pages of recommendations on how to improve the system. This project will have the State's vendor improve a number of items that have been critical in reducing the amount of time to create a report. Additionally, the improvements will improve accuracy and completeness both directly and indirectly. Items to be improved cover a spectrum of different portions of the system, including the reformatting of data fields to automating part of the documentation process.

Basis for Project:
The basis of this project creates a means to reduce the impact of how long it takes to create a report. The project will correct or improve the following deficiencies:

Timeliness of data: Data entry systems are composed of many different types of data elements. This includes multi-choice fields, free-text, pull-down menus, etc. If a report writer feels that the non free-text fields do not adequately document what transpired during the emergent event, then they will rely on the free-text fields to make up for the deficiency. This leads to longer report writing times since free-text fields can be large and require editing after completion. By improving the system with better non-text questions and automating parts, the time it takes to create a report will be reduced.

Example within TEMSIS: In one particular section the writer has the ability to document vital signs, procedures performed, and medications given. Each type has multiple fields that need to be complete in order to document a single event. The solution is to first automate the process of creating events in accordance to the statewide protocols. The second is to simplify the data entry forms to collect the necessary, but basic information first and allow an option to expand on their response.

Quality of data, Part One: The quality of the data that can be extracted depends on the type of element. For instance, a free-text field allows for the most diversity in a response because people are not constrained to any particular choice. These fields also take the longest to complete, have the most errors (spelling, etc.) and have the least value when extracting data. To both improve the quality of extractable data and to reduce the amount of time it takes to create a report, it is important to have a good set of non-text type questions that comprehensively covers the emergency incident.

Example in TEMSIS: As part of normal documentation, the report writer is required to document the patient's past medical history, current medications, and whether they have any allergies. To collect the information, TEMSIS uses a less then reliable method

of scrolling through a list to choose all of the past medical history choices. Furthermore, to document medications and allergies, the user has to choose either a "Brand" or "Generic" field to search a list of available choices. This potentially doubles the time it takes to find items and lowers the quality of the information (people will skip over this complicated process to document in the narrative section of the report). The solution is to make all field types the same where the user begins to type what item they want to enter. If the system finds a choice, the user simply hits the <Enter> key and the choice is saved to the form.

Quality of data, Part Two: There is also the ability to exploit technology to reduce the amount of time it takes to create a report. An example would be to have the writer choose what type of report they want to create. A cancellation report with no patient will have less elements to interact with compared to an incident with a patient in a motor vehicle crash. The solution will be to focus on recreating each type of report and eliminating non-relevant items according to the incident.

Expected Impact:
• A reduction in the average time to create a report from 26 minutes to approximately 20 minutes in length.
• An improvement in the quality of data for those elements not often documented.
• Better customer satisfaction as a result of employing their feedback into system improvements.
• A better ability to link data since more fields are complete and accurate.
• A better report left at the hospital to be used in the continuum of care of the patient.

Milestones

Milestone Description	Target Date	Actual Date	Status
Complete Improvement Outline (describing the improvements	06-01-2008	06-01-2008	Completed
Enter into formal contract with software vendor	09-01-2008	09-01-2008	Completed
Vendor creates improvements for testing purposes	12-01-2008	12-01-2008	Completed
New improvements are launched for the system	01-01-2009	01-01-2009	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X		X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00
Rural Health	$0.00
State	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
		05-25-2011	Richard Cooper

Activity	In 2010, EMS data increased from a first quarter submission rate of 68% to a fourth quarter submission rate of 93%. There is a 10% to 12% yearly increase in the number of PCR records submitted to the system. As of January 1, 2011, all EMS Patient Care Reports (PCR) are mandated for submission to the New Hampshire Bureau of Emergency Medical Services (NHBEMS) and they now have a 100% electronic submission rate. NH DOS/BEMS efforts in increasing data quality has shown significant results as shown in the NH Spring 2011 Interim Progress Report Performance Measures.
Problems	Approximately 45 Fire/EMS services are using Firehouse Data System which is good for fire data but not as good for EMS data collection.
Plans	National Emergency Medical Services Information System (NEMSIS) Version 3 data set will be completed within the next 6 to 9 months and they're going for HML compliance. The New Hampshire Bureau of Emergency Medical Services (NHBEMS) will be moving to the NEMSIS Version 3 data set by 2012 or 2013.
Comments	

Report Start	Report End	Report Date	Provided By
05-26-2011	08-31-2011	08-31-2011	Richard Cooper

Activity	In the first half of 2011, NH EMS Data submission rates to NEMSIS have remained consistent at 93% of total records in the NH System. The number of records in the NH system will likely continue to increase until spring of 2012 when issues related to importing data into the NH system from third-party software vendors will be resolved. At that point, the number of records coming into the system is expected to become relatively level. Currently, NH is working with these vendors to have them change to a stricter file format to resolve issues with NEMSIS exports. NH is also reviewing software validation rules to continue maximizing NEMSIS submission rates for records entered directly into our system.
Problems	Approximately 45 Fire/EMS services are using the third-party Firehouse Data System which is good for fire data but not as good for EMS data collection. Lack of technical support from the Firehouse software vendor to the services has made this an ongoing problem not only in NH, but nationally. Because the Firehouse allows for custom elements to be created at the service level and does not control them at a system level, it makes it difficult to develop a data mapping solution that can just be applied to all Firehouse services, because each service needs to have their custom elements manually reconciled.
Plans	National Emergency Medical Services Information System (NEMSIS) Version 3 data set will be finalized in October of this year. The HL7 compliance approval process continues for the dataset and is not expected to be complete until around 2015. The New Hampshire Bureau of Emergency Medical Services (NHBEMS) will be moving to the NEMSIS Version 3 data set by 2012 or 2013, depending upon when the State's software vendor completes their new programming and testing for Version 3.0 compliance. The NHBEMS has created an EMS Data Advisory Committee consisting of 17 stakeholders from around the state. This group will conduct a complete review of the current data set and the Version 3.0 data set and will determine the required EMS data elements for the State of NH. The result will be a published required NH EMS dataset with an active stakeholder review process, which, among other benefits, will help improve the EMS data being imported by third-party vendors.
Comments	

Report Start	Report End	Report Date	Provided By
09-01-2011	01-24-2012	01-24-2012	Richard Cooper

Activity	*In 2011, NH had an impressive jump in EMS records entered into the system, increasing from 158685 records in 2010 to 188752 records in 2011. The number of records from the NH system being successfully submitted to the national NEMSIS database remained around 93%. Efforts continue to work on system validations to further increase the quality of the initial data to increase the total number of records being accepted by NEMSIS. The NH EMS Data Advisory Committee is beginning the process of fully reviewing the NEMSIS Version 3 data set to determine which elements from the new dataset will comprise the complete NH EMS data set going forward. This is the first step in what will be at least a yearlong process to make the transition to the NEMSIS Version 3 data set.*
Problems	*The ability to build software validations that work down to the actual value level has been one of the limitations in building better validations to improve the quality of the data. NH has been waiting for the software vendor to provide updates in the software that allow this ability. Recently they added the ability to validate down to the actual value level, but left out the ability to recognize "blank" value, which severely limits the functionality of this new feature. NH Continues to work with the software vendor to resolve these issues.*
Plans	*NH will be conducting a complete review of the NEMSIS Version 3.0 dataset to determine which elements NH will be collecting in the future. These elements will actually be used to make up an update EMS run report once the review is complete and will comprise the complete data set moving forward. The NH Trauma system continues to mature and one of the limitations that that system currently faces-the lack of a statewide trauma registry-will be on the agenda for the system improvements.*
Comments	

Report Start	*Report End*	*Report Date*	*Provided By*
01-25-2012	*05-22-2012*	*05-22-2012*	*Richard Cooper*

Activity	*In 2011, NH had an impressive jump in EMS records entered into the system, increasing from 158685 records in 2010 to 195459 records in 2011. The number of records from the NH system being successfully submitted to the national NEMSIS database remained around 93%. Efforts continue to work on system validations to further increase the quality of the initial data to increase the total number of records being accepted by NEMSIS. The NH EMS Data Advisory Committee is beginning the process of fully reviewing the NEMSIS Version 3 data set to determine which elements from the new dataset will comprise the complete NH EMS data set going forward. This is the first step in what will be at least a yearlong process to make the transition to the NEMSIS Version 3 data set.*
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Comments	

Report Start	*Report End*	*Report Date*	*Provided By*
05-22-2012	*09-25-2012*	*09-25-2012*	*Richard Cooper*

Activity	*In early March (2012) the state turned on a more strict file import format for all importing EMS services using 3rd party software. Despite six weeks advanced notice to all of the third party vendors, no vendor made and effort to clean up their data until the system upgrade occurred, at which time records with data values that were not allowed were rejected in the import process. All of the vendors have since resolved the data issues and have resubmitted the records. One large service, who has its own EMS software, also did a major software upgrade at about the same time. Since that time, the records they were submitting were of poor quality, often passing null values that did not cause rejection, but did not reflect the original run record. That company has undertaken an effort to completely remap all of their export values I the last two months and we are expecting them to resubmit records going back to the end of February 2012. This service covers the two largest cities in the state, in addition to doing a large volume in interfacility transfers, and they represent a significant portion of the EMS records in the state system each month. Both of these upgrades are expected to have a further impact on the quality of data at the state level and in the data submitted to NEMSIS.* *The states software vendor, Image Trend, has recently made web services available for submitting records from 3rd party software available. Up to now, records had to be submitted using a manual upload on a daily basis by the service. The web services will allow for the record submission process to become automated, and therefore timelier. The State has reached out to several of the most common vendors to get them to set up the web services function. In particular, we are talking to Fire House software, who has approximately 45 services who use their software. Fire House services are more likely to not submit records in a timely manner, because many of them are small volunteer fire services who have limited, if any, full time staffing, and often don't have staff technically savvy enough to know how to export the records. This will solve that issue for all of these services. We expect this set up process to take at least several months to accomplish before we begin to see benefits in records submission and timeliness of submission.* *In general, the total number of records is expected to stabilize at around 200,000 records a calendar year for NH. We have essentially reached that goal, and much of our efforts are focused on improving the quality of the data coming into the system and the timeliness of getting that data into the system-both decreasing the time it takes to enter a runform, or the ease of importing records into the system. At the end of July, we released an updated auto-narrative function. This function will take data from the various fields in the runform, combine it with custom text questions answered, and combine it in to a structured and formatted narrative for the runform. We expect this to be a significant time-saver. Currently we do not have enough data to demonstrate the time benefit from this release.* *The Data Advisory Committee is nearly complete reviewing the entire NEMSIS version 3.0 dataset. Some of the changes in the dataset have already been incorporated into the current dataset (such as dropping data elements we have determined NH will no longer collect). Based on the software release timeline given out by Image Trend, we have revised our anticipated conversion date to be late in 2013, so that all versions of the software will be available for use (desktop and mobile). The goal is to have as little impact on the providers with the transition as possible.*

Problems	We have been having persistent, low-grade stability issues with the software for some time. Issues encountered include narratives that didn't save properly, even though the rest of the runform was complete, screen freezes for no apparent reason, unanticipated program function changes following software upgrades that no other state has experienced. Currently, NH is using a version of the base software called Coldfusion that is one version older than the other 25 states using the Image Trend Software system. The reason for this is directly related to the linkage that we have between our EMS licensing database (the database where we keep track of all our EMS providers and services) and the TEMSIS system. The newest version of the Coldfusion software does not recognize the data format that our EMS licensing database has been exporting in for the last 7 years (Access file format). We have worked out a means to upgrade the file format and automate the transfer process that will allow us to upgrade to the latest version of Coldfusion by December of this year. We hope that this will resolve many of the mystery issues that have been occurring that we have not been able to resolve to date.
Plans	A new runform format will be released in the next few weeks. This format has been condensed for smaller screen sizes, has had elements identified by the Data Advisory Committee removed, and has had several functions updated or streamlined based upon new upgrades from the software vendor. The goal of the runform was to streamline the runform visually, and help decrease entry time. We will also be releasing a comprehensive users manual that mirrors the new runform for all system users to refer to for training and reference. We expect this to have an impact on the quality of the information being entered into the system. Secondary to receiving further 408 funds, we will be obtaining two new options late in 2012 that will also help improve entry time and accuracy. First is a statewide CAD integration program. Cad stands for Computer Aided Dispatch. This program will allow for CAD records to be exported out of the services CAD system and into a new TEMSIS record. This will pull over Times, Dates, addresses, call types, etc and insert them into a runform so the provider doesn't have to retype the information by hand. There will also be a statewide Mobile application of the software that will become available to all services. This software has been available for individual service purchase to date, but it will now be available to all services to use at no additional cost. This will make it easier for services to collect patient care data at the patient side and complete the runforms during transport or transit back to the services station, therefore decreasing time delays in completing the runform after the event. Both of the se features are expected to be available by December, depending upon the contract approval process timeline.
Comments	We also received 408 funds approval to obtain a statewide Trauma Registry database. While there are essentially only a couple of vendors who provide this software, this will need to go out to RFP for bid. We hope to have a vendor in place by Spring 2013 and begin training hospitals to use the program shortly there after.

Report Start	_Report End_	_Report Date_	_Provided By_
09-26-2012	02-19-2013	02-19-2013	Richard Cooper
Activity	Work continues with several importing services to resolve import issues. The majority of these have been resolved and those services have backfilled missing records. The state is still working with the importing services to get automated web services upload of records in place to make this import system more efficient and timely. The challenges on implementing this lay with the third party software vendors primarily, so implementation time is unknown. The contract for the mobile software applications and Computer-Aided Dispatch (CAD) integration is pending approval by the state Governor and Council. Currently this is slated for March 20, 2013. Once the contract is improved, these programs will be implemented. The Cad integration is expected to be the most challenging due to reliance on cooperation from the dispatch centers, technical ability of the dispatch centers and cooperation by the dispatch software vendor. The framework will exist from the state side for this integration to occur and early adopters will help set the stage for later services to participate.

Problems	The rollout of the mobile applications has been much anticipated by the EMS community, however the extensive bureaucratic process of state approval has delayed the approval process until late March. Originally, we had hoped to have this software in place by December or January at the latest. Originally, Image Trend, the software vendor had indicated they would provide full statewide licenses for the lap top and tablet versions of the mobile software. However, the Vendor found that their costs for the tablet version of the software were higher than originally anticipated. The resulting contract included a full statewide laptop version of the software available to any service without limit, and 35 service licenses (unlimited devices per service). We will be issuing the tablet version licenses on a first-come-first services basis. So far there have only been 21 services who have applied for the tablet software, and it is felt that the 35 service licenses will prove to be an adequate number for the foreseeable future.
Plans	Nearly all future efforts over the next 12 months will be geared toward preparing NH to transition to the new NEMSIS version 3.x dataset. Currently, the state is planning to transition at the beginning of 2014. There has already been more than a years worth of work done with the EMS Data Advisory Committee reviewing the version 3.x dataset for NH. Those efforts will wrap-up and be finalized by July 2013 so the dataset will be available to provide to third party software vendors to work with and NH will be able to begin preparing education and rollout material for the transition.
Comments	NH has been working with the other New England states, most of whom use the same statewide EMS reporting software, to provide mentoring, compare system settings and work to cross-level various data elements between our states (such as destination codes) to make importing to multiple states easier. We are also working on cross-border reporting of runs to make sure the correct records end up with the correct state. This is an ongoing, collaborative and cooperative effort that will continue to benefit EMS data quality across the New England Region.

Report Start	Report End	Report Date	Provided By
02-20-2013	05-08-2013	05-08-2013	Richard Cooper

Activity	The New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for their EMS contracts that will be funded by grant funds.
Problems	
Plans	EMS plans on submitting a request to utilize grant funds to purchase 3 Licenses from 3rd party vendors for the Computer Aided Dispatch (CAD) integration for Fire Department and EMS Providers.
Comments	The three EMS software providers are building new Electronic Patient Care Records (ePCR) Date Systems using the new National Emergency Medical Services Information System (NEMSIS) Version 3 Dataset. EMS will be storing the current NEMSIS Version 2 data elements separately because they "are not" compatible with the NEMSIS Version 3 data elements so NEMSIS Version 2 data will be stored in a separate data warehouse.

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-020	NH-D-020 - Injury Surveillance / EMS - Timeliness
Deficiency / Objective	NH-D-021	NH-D-021 - Injury Surveillance / EMS - Accuracy
Deficiency / Objective	NH-D-022	NH-D-022 - Injury Surveillance / EMS - Completeness
Deficiency / Objective	NH-D-023	NH-D-023 - Injury Surveillance / EMS - Uniformity
Deficiency /	NH-D-024	NH-D-024 - Injury Surveillance / EMS - Integration

Linked Items

Type	Label	Name
Objective		
Deficiency / Objective	NH-D-025	NH-D-025 - Injury Surveillance / EMS - Accessibilty
Deficiency / Objective	NH-D-026	NH-D-026 - Injury Surveillance/ EMS /Uniformity
Performance Measure	NH-M-021	NH-M-021 - Injury Surveillance / EMS / Accuracy
Performance Measure	NH-M-022	NH-M-022 - Injury Surveillance / EMS / Completeness
Project	NH-P-14	EMS Statewide CAD Integration
Project	NH-P-15	EMS Statewide Field Bridge

NH-P-04 - Crash Data Analysis Tool

Priority: Low
Last Updated: 14-MAR-2013
Revision Date: 11-JUN-2010
Status: Completed
Lead Agency: NH Department of Transportation
Partners: State and Local Police Departments
Website:

Project Director
Name: **Mr. Glenn Davison P.E.**
Title: GIS Project Manager
Agency: New Hampshire Department of Transportation
Office: Planning Division
Address: John O. Morton Building
City, Zip: Concord, 03302-0483
Phone: (603) 271-7145
Email: gdavison@dot.state.nh.us

Project Description: Designed and developed a web-based crash data analysis tool which will serve as a vehicle to interface with other system components. The application will have a complete set of tools including a pre-defined set of standard reports, a rich-featured ad-hoc reporting tool, map-based reports, and traffic safety data integrated reports (Crash/Citation/roadway/EMS). The application will also include advanced user management tools making traffic safety data reports available to authorized users who have access to the local Intranet. Generated reports can be printed, saved to HTML, or exported to Microsoft Excel. PDF and other formats are available for further analysis, graphing, and presentations.

The application will offer highway safety managers and analysts the mechanism to examine safety data for trends, patterns, and interactive relationships between highway

safety entities. This helps highway safety data analysts predict future outcomes based on past performances.

Basis:

Integration and Accessibility

Integration –

Crash data will be integrated with other Traffic Record Systems (Roadway, Citation, Vehicle, Driver and EMS) for analysis and reporting.

Accessibility –

The system will be a web application and it will be available to all agency involved in highway safety. A public use file can also be developed and made available to the public.

Expected Impact: Increase Accessibility, Problem identification, Integration between traffic records system

Milestones

Milestone Description	Target Date	Actual Date	Status
System Integration Design	12-01-2010	12-01-2010	Completed
Develop Reporting Requirements	01-01-2011	01-01-2011	Completed
System Testing	05-01-2011	05-01-2011	Completed
Deployment	06-01-2011	06-01-2011	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Glenn Davison

Activity	Developed a Web Based Crash Location Tool to help locate Crashes listed in the CRMS that cannot be located electronically so that they can manually locate the Crash location. Contracted with ESRI GIS Mapping to use the Location Data Fields in the CRMS to help locate the Crash Locations in order to perform accurate location analysis of Crash sites and they have been using ESRI for approximately 2 months now. Glenn Davison said that DOT is currently referencing a Crash location by using: a) Valid address listed on CRMS b) Location in distance from an Intersection listed on CRMS c) Location Mile Marker listed on CRMS
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-017	NH-D-017 - Crash/Completeness
Performance Measure	C-X-01	C-X-01 - Crash - Accessibility
Recommendation	NHTRA08005	Create a crash location identification module that is based on the state roadway network for use in collecting crash location.

NH-P-05   - Roadway Inventory Updates

Priority: Medium
Last Updated: 11-MAR-2013
Revision Date: 12-JUN-2008
Status: Active
Lead Agency: New Hampshire Department of Transportation
Partners: -
Website:

> *Project Director*
>> Name: **Mr. Glenn Davison P.E.**
>> Title: GIS Project Manager
>> Agency: New Hampshire Department of Transportation
>> Office: Planning Division
>> Address: John O. Morton Building
>> City, Zip: Concord, 03302-0483
>> Phone: (603) 271-7145
>> Email: gdavison@dot.state.nh.us

Project Description: The project is to develop an accurate, efficient, and accessible Geographical Information System (GIS) based road inventory management system for the Department of Transportation. The GIS road inventory system provides a statewide Linear Reference System (LRS) for locating transportation infrastructure and assets; calculating roadway mileage for Department, State, and Federal reporting; store and manage roadway physical attributes and classifications. Currently, the NHDOT's GIS planning section have four efforts underway:

1)   Update and complete the GIS roadway centerline geometry (basis for road mileage) and physical attributes that are attainable from the imagery, such as pavement type, number of lanes, lane width, and shoulder data.

2)   Synchronizing street name attributes with NHDOS- Emergency management 911's GIS street names.

3)   Working with a consultant service provider VHB to develop a model to update intersection locations and user interface to update intersection attributes, such as traffic control devices, turn lanes, and traffic volumes.

4)   Publish the GIS road inventory data to the internet through an on-line interactive GIS mapping application.

Basis for Project:
 To meet user's needs and expectations for accuracy, completeness, and accessibility

to GIS road inventory data. The GIS LRS provides a common geospatial reference for transportation assets used for safety and safety evaluation. Examples of these assets include:

- Guardrail
- Shoulders
- Traffic Volume
- Pavement Conditions
- Crash data
- E-Ticketing

Expected Impact:

Significant increase in crash location accuracy

- Support the need and design of safety counter measures in highway project designs.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway	X			X		
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
		05-25-2011	Stuart Thompson

Activity	New Hampshire DOT has adopted SafetyAnalyst as their Safety Management System. This system implements the science-based approach developed in the Highway Safety Manual (HSM 2010). Analysis at this level requires substantial conformance of the roadway element data set outline in the Model Inventory of Roadway Elements (MIRE). The Model Inventory Roadway Elements (MIRE) improvement program is in the early stages of development. The State plans to phase in the collection of these roadway elements over the next two years (2011-2012). The State has been selected as a MIRE lead state and is in the process of developing the data collection process.
Problems	While the state has a robust roadway data set, the intersection and ramp inventories are incomplete. Collecting these elements in the traditional method is time and labor intensive.
Plans	Development of innovative methods to harvest attributes from existing data sets using latest technology are in development.
Comments	This system is imperative to the quantitative evaluation of safety.

Report Start	Report End	Report Date	Provided By
05-25-2011	09-25-2012	09-25-2012	Glenn Davison

Activity	Completed a 2010 statewide high resolution aerial imagery initative to support the GIS road inventory efforts.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Glenn Davison

Activity	DOT has been upgrading the GIS Mapping Layers to be +- 4 feet of the actual location and DOT is now utilizing the E911 Street locations instead of maintaining their own GIS Mapping which has improved upon the actual street names being used by DOT. Glenn Davison said that DOT has been working with the University of New Hampshire (UNH) to map Crash Locations to correspond with EMS in order for Law Enforcement to better understand the locations and frequency of crashes.
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-033	NH-D-033 - Roadway - Timeliness
Deficiency / Objective	NH-D-034	NH-D-034 - Roadway - Timeliness
Deficiency / Objective	NH-D-035	NH-D-035 - Roadway - Completeness

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-036	NH-D-036 - Roadway - Completeness
Deficiency / Objective	NH-D-037	NH-D-037 - Roadway / Completeness
Deficiency / Objective	NH-D-038	NH-D-038 - Roadway - Integration
Performance Measure	R-A-01	Roadway Accuracy
Recommendation	NHTRA08012	Develop a centralized Roadway Information Management System to consolidate all existing roadway files that are individually maintained.
Recommendation	NHTRA08015	Establish and implement a roadway network system that will include all data sets required for evaluating high hazard locations by roadway intersection and sections, calculate statewide crash rates, an
Recommendation	NHTRA08017	Provide training to NHDOT personnel in the collection, use, and maintenance of the roadway system.
Recommendation	NHTRA08063	Establish a process for periodic updates to the roadway system.

NH-P-06 - Traffic Records Consultant

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 11-MAY-2011
Status: Active
Lead Agency: NH HSA
Partners: HSA, TRCC
Website:

Project Director
Name: **Mr. Peter Thomson**
Title: Coordinator
Agency: New Hampshire Highway Safety Agency
Office:
Address: 78 Regional Drive
City, Zip: Concord 03301
Phone: (603) 271-2131
Email: peter.thomson@nhhsa.nh.gov

Project Description: Support the administration and activities of the Traffic Records Coordinating Committee (TRCC) and its subcommittees. This involves providing expert opinion on traffic records related subjects and ensuring 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.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X				
Driver License / History		X				
Injury Surveillance / EMS		X				
Roadway		X				
Citation / Adjudication		X				
Vehicle Registration		X				

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
		05-24-2011	Debra Garvin
Activity	The State of New Hampshire has contracted with a Traffic Records consultant		
Problems			
Plans	The contractor will provide support to the TRCC and assist in completing the State of New Hampshire Section 408 Grant Application.		
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	02-26-2013	02-26-2013	Debra Garvin
Activity	The State of New Hampshire has contracted with a Traffic Records consultant.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name

NH-P-07 - Audit

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 23-MAY-2011
Status: Active
Lead Agency: NH DOS
Partners: HSA
Website:

> *Project Director*
> Name: **Ms. Debra Garvin**
> Title: Program Manager
> Agency: New Hampshire Highway Safety Agency
> Office:
> Address: 78 Regional Drive
> City, Zip: Concord 03301-
> Phone: (603) 271-2131
> Email: Debra.Garvin@nhhsa.nh.gov

Project Description: Section 408/405c Audit

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X				
Driver License / History		X				
Injury Surveillance / EMS		X				
Roadway		X				
Citation / Adjudication		X				
Vehicle Registration		X				

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name

NH-P-10   - E-Citation Central Repository

Priority: High
Last Updated: 11-MAR-2013
Revision Date: 16-MAY-2012
Status: Proposed
Lead Agency: NH Department of Safety
Partners: NH Department of Safety, Local Law Enforcement Agencies
Website:

> *Project Director*
> > Name: **Keith Lohmann**
> > Title: Administrator
> > Agency: NH Department of Safety
> > Office: Office of the Commissioner
> > Address: 33 Hazen Drive Room 308
> > City, Zip: Concord, 03305
> > Phone: (603) 271-2791
> > Email: keith.lohmann@dos.nh.gov

Project Description*:* This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. 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.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA: by making the data that is submitted more accurate by virtue of the use of only approved categorizations (drop down fields, where appropriate) and by having fewer interpretation errors from trying to read written longhand data submitted by officers.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form and in a central repository that facilitates analysis. This efficiency should allow for enforcement activities to be targeted based on the analysis capability and therefore more efficient deployment of manpower. This

proposal is to capture e-ticketing data as it is being transmitted to J-One on a secure server at the Department of Safety and make it available for analysis for authorized users and agencies for the purpose of analyzing the data for geographic or temporal trends that will facilitate targeted enforcement activities.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	04-15-2013		Behind Schedule
Database constructed, mapped	09-01-2013		On Schedule
Production	09-30-2013		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-001	NH-D-001 - Citation / Adjudication - Accessibility
Deficiency / Objective	NH-D-002	NH-D-002 - Citation / Adjudication - Accuracy
Deficiency / Objective	NH-D-005	NH-D-005 - Citation / Adjudication - Integration
Deficiency / Objective	NH-D-007	NH-D-007 - Citation / Adjudication - Accessibility
Deficiency / Objective	NH-D-008	NH-D-008 - Citation / Adjudication/Timeliness
Deficiency / Objective	NH-D-009	NH-D-009 - Citation / Adjudication/Timeliness
Performance Measure	CA-T-01B	Citation Timeliness

NH-P-11   - E-Crash Reporting Extension - 3rd Party Contracts

Priority: Medium
Last Updated: 12-MAR-2013
Revision Date: 16-MAY-2012
Status: Planned
Lead Agency: NH Department of Safety
Partners: Local RMS Vendors, Local Law Enforcement Agencies
Website:

> *Project Director*
> Name: **Keith Lohmann**
> Title: Administrator
> Agency: NH Department of Safety
> Office: Office of the Commissioner
> Address: 33 Hazen Drive Room 308
> City, Zip: Concord, 03305
> Phone: (603) 271-2791
> Email: keith.lohmann@dos.nh.gov

Project Description: This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data will result in significant efficiencies and increase in accuracy, as well as the availability of data in a more timely fashion for numerous purposes. Specifically, this grant will fund the interface between local and State law enforcement agencies (who use a number of different records management systems (RMS) and J-One (the secure extranet carrying the data among the users of the system) carrying crash data. This will include building an interface between the central repository (that will store electronic crash data) and J-One.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA: by making the data that is submitted more accurate by virtue of the use of only approved categorizations (drop down fields, where appropriate) and by having fewer interpretation errors from trying to read written longhand data submitted by officers.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form that facilitates analysis and does not require yet another layer of re-entry by the localities. Further, electronic data transmission brings with it efficiencies for all of the users of the system, since the data does not need to be constantly re-entered at each use point in the system. This efficiency should allow for enforcement activities to increase and the timely analysis should allow for more efficient deployment of manpower.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	04-15-2013		Behind Schedule
Production handshaked between servers	09-01-2013		On Schedule
Successfully passing data between systems	09-30-2013		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X			X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Keith Lohmann
Activity	Nothing to report at this time other than plans on engaging these 3rd Party Vendors over the next couple of months.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
02-27-2013	05-08-2013	05-08-2013	Keith Lohmann
Activity	Keith Lohmann said that this grant includes all of the local law enforcement agencies that are not IMC/TriTech Software System customers. Keith Lohmann said that he has nothing to report at this time other than he plans on engaging these 3rd party vendors over the next couple of months.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Performance Measure	C-U-01	Crash Uniformity

NH-P-12 - E-Ticketing Extension - 3rd Party Contracts

Priority: Medium
Last Updated: 10-JUN-2013
Revision Date: 16-MAY-2012
Status: Active
Lead Agency: NH Department of Safety
Partners: NH Department of Safety, Local Law Enforcement
Website:

Project Director
Name: **Keith Lohmann**
Title: Administrator
Agency: NH Department of Safety
Office: Office of the Commissioner
Address: 33 Hazen Drive Room 308
City, Zip: Concord, 03305
Phone: (603) 271-2791
Email: keith.lohmann@dos.nh.gov

Project Description: This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data will result in significant efficiencies and increase in accuracy, as well as the availability of data in a more timely fashion for numerous purposes. Specifically, this grant will fund the interface between local law enforcement agencies (who use a number of different records management systems (RMS) and J-One (the secure extranet carrying the data among the users of the system).

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA: by making the data that is submitted more accurate by virtue of the use of only approved categorizations (drop down fields, where appropriate) and by having fewer interpretation errors from trying to read written longhand data submitted by officers.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form that facilitates analysis and does not require yet another layer of re-entry by the localities. Further, electronic data transmission brings with it efficiencies for all of the users of the system, since the data does not need

to be constantly re-entered at each use point in the system. This efficiency should allow for enforcement activities to increase and the timely analysis should allow for more efficient deployment of manpower.

Per the vote at the State of New Hampshire May 8th, 2013 TRCC meeting the following has been added to this project:

This grant includes funding for 3 pilot law enforcement agencies participating in the eCitation program to purchase printers, mounting hardware and license scanners for eCitation, once the development has reached production phase (a "generally available release" of the software).
The printers shall be primarily in support of the production eCitation program, and for Departments that are participating in the J-One program by transmitting citation data electronically from the source (law enforcement agency) to the State (Division of Motor Vehicles) or the appropriate court.
For this program, grants will be limited to the 3 pilot agencies (Salem, Windham, and Pelham NH PDs), limited to patrol vehicles with data communication capabilities, and limited to a maximum of $1,000 per vehicle. The allocation of funds shall be limited to a maximum of $25,000, and shall be part of total allocation under this grant.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	04-15-2013		Behind Schedule
Production system	09-01-2013		On Schedule
Path to DMV/AOC	09-30-2013		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Keith Lohmann

Activity	This grant includes all of the Law Enforcement Agencies that are not IMC/TriTech Software System Customers. This project will make the work for all of the other RMS Vendors easier because they will be using the E-Citation XML schemer provided by DOIT that IMC/TriTech Software Systems used and it will have prior testing. Nothing else to report at this time other than he plans on engaging these 3rd Party Vendors over the next couple of months.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
02-27-2013	05-08-2013	05-08-2013	Keith Lohmann

Activity	Keith Lohmann said that this grant includes all of the local law enforcement agencies that are not IMC/TriTech Software System customers. Keith Lohmann said that this will make the work for all of the other RMS Vendors easier because they will be using the E-Citation XML schemer provided by DOIT that IMC/TriTech Software Systems used and it will have prior testing. Keith Lohmann said that he has nothing else to report at this time other than he plans on engaging these 3rd party vendors over the next couple of months.
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-003	NH-D-003 - Citation / Adjudication - Completeness

NH-P-13 - Trauma Registry

Priority: High
Last Updated: 15-MAR-2013
Revision Date: 16-MAY-2012
Status: Active
Lead Agency: NH Department of Safety, Bureau of EMS
Partners: NH Bureau of EMS, Trauma Medical Review Committee (TMRC), Local hospitals

Website:

> *Project Director*
> Name: **Angela Shepard MD**
> Title: Trauma System Coordinator
> Agency: New Hampshire Department of Safety, Bureau of EMS
> Office: NH Department of Safety, Bureau of EMS
> Address: 33 Hazen Drive
> City, Zip: Concord 03305
> Phone: (603) 223-4200
> Email: angela.shepard@dos.nh.gov

Project Description: The Bureau of EMS will contract with a data systems vendor (e.g. Image Trend) to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the TEMSIS EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.

The database will be housed and maintained at the Bureau of EMS. Since the database will be accessible online, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that many hospitals will provide reports weekly while others may schedule monthly data reporting.

By linking data in the hospital record to crash scene details, we will have the ability to

match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most relevant to our state needs. Instituting a NH State Trauma Registry will also allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.

Basis for Project:
The American College of Surgery, the Institute of Medicine, and various federal agencies support the development and implementation of state trauma registries. The 2006 article Are statewide trauma registries comparable? Reaching for a national trauma dataset in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. NH is one of the few remaining states that do not have a trauma registry.

The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in TEMSIS with a trauma registry, we can specifically identify medical risks of various environmental and behavioral factors. This will also aid in our ability to track the health impact of our intervention strategies. Specific benefits to our growing data pool are outlined below.

ACCURACY – Since the trauma database will be integrated into our pre-existing TEMSIS system, it will add an additional layer of verification. The system will flag any data inconsistencies between the two programs. This will prompt the user to confirm with an outside source which is the correct information.

COMPLETENESS – We have been missing the final page of the story on most traffic injury incidents. Unless there is a fatality, the medical costs of traffic-related trauma have not been known. This database will allow us to evaluate the medical impact for every roadway incident.

INTERGRATION – The trauma registry will be designed from the outset to integrate with our existing EMS database, TEMSIS. Ultimately we can work to more seamlessly connect these databases to the CRMS crash database that the DOT, DOS and UNH are designing.

TIMELINESS – The hospitals will enter the information into the trauma registry at frequent intervals. We will have immediate access to that data. We can monitor injury trends and potential response to policy, law, or roadway changes rather than waiting for generic annual reports that may be based on national rather than state data.

UNIFORMITY – Providing a uniform reporting form and training to all hospitals will ensure consistency in the data collected. We will utilize the data dictionary and guidelines already developed by the National Trauma Data Bank so that there is a wealth of consistent, readily-available guidance to hospital data abstractors.

ACCESSIBILITY – Hospitals have a wealth of information within their medical records about the health impacts of roadway trauma. Given the confidential nature of medical information, access to records tends to be very restricted. To access the records is time consuming and legally confusing. Each request must be made individually. Developing a centralized, HIPAA-compliant data repository will allow public safety experts unprecedented access to valuable patient outcome information.

Expected Impact

As described above; a trauma registry will increase the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data concerning traffic related injury.

We will have improved ability to monitor the true medical costs of roadway trauma and be able to significantly contribute to the national pool of trauma knowledge.

Milestones

Milestone Description	Target Date	Actual Date	Status
Design NH specific data form and reports	09-30-2013		Behind Schedule
Develop training materials and marketing strategy for hospitals	10-31-2013		Behind Schedule
Deliver training to first group of hospitals	12-14-2013		Behind Schedule
Establish regular data reporting (at least monthly) for at least 3 hospitals	06-01-2014		On Schedule
Provider trauma registry summary report to TRCC, TMRC, and NH Hospital Association	06-30-2014		On Schedule
Deliver training to at least 7 more hospitals	08-31-2014		On Schedule
Establish regular data reporting (at least monthly) for at least 5 hospitals	12-31-2014		On Schedule
Provider trauma registry summary report to TRCC, TMRC, and NH Hospital Association	06-30-2016		On Schedule
Deliver training to at least 5 more hospitals	08-31-2016		On Schedule
Establish regular data reporting (at least monthly) for at least 3 hospitals	12-31-2016		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2012	02-22-2013	02-22-2013	Angela Shepard

Activity	Reviewed other state's RFPs and met with trauma registrars to discuss their needs. Currently finalizing the RFP.
Problems	Limited by my inexperience in drafting RFPs and my technical knowledge. Depending on the availability of OIT staff.
Plans	Complete RFP and hope to get it posted in March. Will schedule vendor demos from the promising proposals received.
Comments	

Report Start	Report End	Report Date	Provided By
02-23-2013	05-08-2013	05-08-2013	Angela Shepard

Activity	The New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for the EMS Trauma Registry Contract. The Trauma Registry Data collection will come from 3 hospitals in the state; there are a total of 26 acute hospitals in the state. The Public Health Master conducted a survey and to date 19 hospitals have responded. 7 hospitals are utilizing commercial software products and 3 hospitals are using an in-house Excel Software program. EMS needs to provide incentives and support services to smaller hospitals in order to obtain their data electronically.
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-021	NH-D-021 - Injury Surveillance / EMS - Accuracy
Deficiency / Objective	NH-D-023	NH-D-023 - Injury Surveillance / EMS - Uniformity
Deficiency / Objective	NH-D-024	NH-D-024 - Injury Surveillance / EMS - Integration
Performance Measure	I-C-03	Trauma Registry Completeness
Project	NH-P-19	Trauma Training

NH-P-14   - EMS Statewide CAD Integration

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 16-MAY-2012
Status: Active
Lead Agency: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS
Partners: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS, NH EMS Services, Software Vendor Image Trend, Inc.
Website:

Project Director
Name: **Mr. Richard Cooper**
Title: Research and Quality Management Coordinator
Agency: NH Department of Safety
Office: NH Bureau of EMS Address:
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Email: richard.cooper@dos.nh.gov

Project Description*:* The State developed and deployed an electronic patient care record system in 2005. The system the State provides is a web-based server system that requires EMS services to initiate each record manually on their own. This is provided to all EMS services at no cost to the services. Since the initial development of the system, many EMS dispatch centers have deployed Computer Aided Dispatch (CAD) Systems and the technology has become available to transmit this information between the CAD systems and the EMS Record system. Currently, a service may request this integration directly from the Statewide EMS Record software Vendor, Image Trend, Inc. This is very expensive for an individual service at a cost of $10,000, and unsurprisingly, only one or two of the 295 EMS services in NH have done this. This project proposes to obtain a Statewide CAD integration application. Once this is obtained, services who wish to participate will need to pay a one-time $500 fee for custom integration mapping between their particular service dispatch system and their state EMS Record account. This will be voluntary for services to participate in, but now makes the cost for most services very obtainable and many services leaders have requested this function be made available to them.

There are several benefits that will be gained by deploying this CAD integration program.

¿   First, when the CAD system generates a "call" for a service, it will automatically initiate this call in the service's EMS Record account. This means that the system won't rely on an EMS provider to go into the system and manually initiate a record (an action that is occasionally "overlooked"), which will increase the completeness of the number of records in the system.

¿   Secondly, it will increase the accuracy of the data in the system. CAD systems often automatically generate date and time stamps and these times, along with addresses and other demographic information will be integrated between systems with at least two steps removed (faxing the hardcopy times etc to the service and then retyping it in). This will also support increased uniformity of the data, as there is always a percentage of NH state records that get rejected by NEMSIS because they are erroneously dated in the future.

¿   Finally, Image trend has developed a program where multiple services can integrate their Patient Care Reports between the services. For example, if a non-transporting EMS service responds to an incident as a First Responder, and then an ambulance service arrives to take over patient care and transport the patient, those records can be shared between the two services and "integrated" to reduce documentation errors, inaccuracies and double documentation. This program is only available to services who have CAD integration setup, as the functionality of the program is linked to CAD integration. This is a feature that many EMS services have asked for previously, but

which has not been available.

This program already exists for deployment and rollout will depend on services choosing to participate and the programming time needed for integration mapping for each service.

Basis for Project: (Provide the deficiencies that will be addressed by this project . If you like, you can list the Deficiency ID's that are being addressed.)

Timeliness-

The ability to have incident demographics, including type of call, address, unit responding and dates and times automatically filled on run forms will save time when entering EMS records. Furthermore, the ability to link records between services will make it easier and quicker to share important patient demographic information, which now sometimes requires multiple calls back-and-forth between services and/or the hospitals to obtain.

Completeness-

Having data that has already been collected and confirmed be automatically imported into the record will insure that it will be less likely that critical data elements will be missed.

Accuracy-

Having the data confirmed and validated by the Public Safety Answering Point and Dispatch Center before it is transmitted into the EMS record will increase the accuracy of the data and reduce the likelihood that information may be manually omitted or entered incorrectly.

Uniformity-

This will help increase the number of records accepted by NEMSIS by reducing the number of date and time errors currently occurring in the system that lead to rejected records.

Integration-

This system will integrate the CAD systems and EMS Record systems. In some cases, the CAD systems are also used for Law Enforcement Organizations in the same response areas.

 Accessibility-

This program application will increase accessibility to EMS services who currently cannot take advantage of the program application due to the cost.

Expected Impact

¿   Increase
¿   Accuracy of Data

- ¿ Completeness of Reports
- ¿ Uniformity of Records
- ¿ Number of services who can take advantage of this feature due to decreased costs

- ¿ Decrease
- ¿ Time required to enter reports
- ¿ Errors in the data caused by manual transcription

Milestones

Milestone Description	Target Date	Actual Date	Status
Statewide release of CAD Integration Programming	03-30-2013	03-30-2013	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Richard Cooper

Activity	The contract for the mobile software applications and Computer-Aided Dispatch (CAD) integration is pending approval by the state Governor and Council. Currently this is slated for March 20, 2013. Once the contract is improved, these programs will be implemented. The Cad integration is expected to be the most challenging due to reliance on cooperation from the dispatch centers, technical ability of the dispatch centers and cooperation by the dispatch software vendor. The framework will exist from the state side for this integration to occur and early adopters will help set the stage for later services to participate.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
02-27-2013	05-08-2013	05-08-2013	Richard Cooper

Activity	Chip Cooper said that the New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for this contract amendment with Image Trend Emergency Data Systems to add this module. Chip Cooper said that there are over 60 Computer Aided Dispatch (CAD) Centers throughout the state and he sees integration with these CAD Centers as a project that potentially will take some time to implement.
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-024	NH-D-024 - Injury Surveillance / EMS - Integration
Performance Measure	NH-M-021	NH-M-021 - Injury Surveillance / EMS / Accuracy
Project	NH-P-03	EMS

NH-P-15   - EMS Statewide Field Bridge

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 16-MAY-2012
Status: Active
Lead Agency: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS
Partners: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS, NH EMS Services, Software Vendor Image Trend, Inc.
Website:

Project Director
  Name: **Mr. Richard Cooper**
  Title: Research and Quality Management Coordinator
  Agency: NH Department of Safety
  Office: NH Bureau of EMS Address:
  33 Hazen Drive
  City, Zip: Concord 03305
  Phone: (603) 223-4200
  Email: richard.cooper@dos.nh.gov

Project Description*:* The State developed and deployed an electronic patient care record system in 2005. Since then the system has continued to mature and develop more and better features. The current system the State provides is a web-based server system that requires the use of desktop computers (called Service Bridge). This is provided to all EMS services at no cost to the services. Since the initial deployment of the system, a mobile application (called Field Bridge) was developed by the software vendor, Image Trend, Inc. The mobile format provides a growing number of advantages over the desktop application. These include:

• The ability to be able to work on the Patient Care Report (PCR) at the patient side,

• electronically capturing patient signatures directly onto the PCR,

• being able to complete the PCR while offline and then later "posting" it into the state system in a single data burst (this also avoids the issue of a subtle break in internet connectivity leading to lost data),

• multiple time saving "power tools" for quickly entering vital signs, procedures and medications, and the ability to download vital signs and other assessment data directly from cardiac monitors (this is a substantial time saver and increases accuracy of this data)

Currently, the mobile application requires that services have a windows-based laptop to run it. Image Trend is currently developing software that will allow services to begin using the new tablet devices such as an I-pad or Android based tablet, which is expected to be widely available in late summer or early fall 2012. EMS services currently have the option of purchasing the mobile format of the software. This costs the services $400/computer/year to maintain, plus the initial cost of the licenses, which is currently $1000 per computer. Coupled with the cost of "toughened" laptops, which tend to cost between $3000-4000, this makes this mobile application unattainable for many of the smaller or volunteer EMS services in NH who could benefit from its use.
This project proposes to obtain a Statewide Field Bridge license that all services will be able to access. The cost of obtaining the Field Bridge license will also include the ongoing maintenance and hosting costs. This will be in addition to the current Service Bridge System, which provides the database backbone and is required to be maintained

for the Field Bridge system to "post" data.

Services will then be able to load the Field Bridge application onto whatever device they wish, including less expensive mobile tablets, and gain the ability to download data from cardiac monitors, even if all the service has is a desktop unit. Furthermore, EMS services with slow or unreliable internet access will be able to complete PCRs using the Field Bridge application and "post" it in a single data burst, instead of being slowed down waiting for parts of their report to transmit back and forth between the server and their computer as they are entering and navigating through the report. This system already exists and can be implemented as soon as funding becomes available.

Basis for Project: (Provide the deficiencies that will be addressed by this project . If you like, you can list the Deficiency ID's that are being addressed.)

Timeliness-

The availability of the mobile device will increase the ability of EMS services to complete the PCR more quickly starting at the patient side. The ability to download vital signs and have access to power entry tools will also increase the speed with which a PCR can be completed. Furthermore, the time it takes to enter the PCR currently is one of the greatest concerns that EMS services have about reporting to the system now. Any application that can improve that time will be welcomed by the EMS community and seen as a time and cost saving advantage.

Completeness-

More convenient programming will increase the ability to collect a more complete report, rather than having providers avoid sections as a time saving measure.

Accessibility-

This program application will increase accessibility to EMS services who currently cannot take advantage of the program application due to the cost of obtaining the program and equipment.

Expected Impact: (Indicate what impact you expect fro m this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project .)

¿   Increase
¿   Accuracy of data
¿   Completeness of Reports
¿   Access to expanded time saving program functions

¿   Decrease
¿   Time required to enter reports
¿   Expense to services who are currently paying for this software on their own

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract Approved	03-30-2013	03-30-2013	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X			X		X
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Richard Cooper

Activity	The contract for the mobile software applications and Computer-Aided Dispatch (CAD) integration is pending approval by the state Governor and Council. Currently this is slated for March 20, 2013. Once the contract is approved, these programs will be implemented. The Cad integration is expected to be the most challenging due to reliance on cooperation from the dispatch centers, technical ability of the dispatch centers and cooperation by the dispatch software vendor. The framework will exist from the state side for this integration to occur and early adopters will help set the stage for later services to participate.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
02-27-2013	05-08-2013	05-08-2013	Richard Cooper

Activity	The New Hampshire Bureau of Emergency Medical Services (EMS) in March 2013 received approval from the State of New Hampshire Executive Council for this contract amendment with Image Trend Emergency Data Systems to add this module.
Problems	
Plans	
Comments	The Field Bridge EMS Provider Services will have access via Mobile Date Terminals (MDTs), Web Based Tablets, 35 iPad licenses (so far 22 EMS Services have signed-up for the iPad licenses) or their In-House internet connections to access the ePCR System.

Linked Items

Type	Label	Name
Performance Measure	NH-M-021	NH-M-021 - Injury Surveillance / EMS / Accuracy
Project	NH-P-03	EMS
Recommendation	NHTRA08039	Provide access to government agencies for obtaining traffic records data for highway safety purposes.

NH-P-16   - J-One VPN Installation Assistance

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 17-MAY-2012
Status: Start Up
Lead Agency: NH Department of Safety
Partners: NH Department of Safety
Website:

Project Director
Name: **Keith Lohmann**

Title: Administrator
Agency: NH Department of Safety
Office: Office of the Commissioner
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Project Description*:* This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. 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.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner. Under this grant application, funding will be used to deploy a Virtual Private Network to law enforcement agencies that carry NCIC, NLETS and J-One (including e-citation and e-crash data) between the law enforcement agencies, and the State (including the Departments of Safety and Transportation) where data resides for analysis purposes. Without this network, transmission of data must take place via slow and expensive frame relay connections, which many departments cannot afford, with the alternative being paper submission.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form and in a central repository that facilitates analysis. This efficiency should allow for enforcement activities to be targeted based on the analysis capability and therefore more efficient deployment of manpower. This proposal is to utilize an outside contractor to assist law enforcement agencies with making a connection to the J-One network, and thereby allow them to communicate e-citation and ecrash data to the State for more timely and accurate analysis.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	12-15-2013		On Schedule
Producton	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
09-26-2012	02-26-2013	02-26-2013	Keith Lohmann

Activity	*The VPN is actually the highway for data flow from the State Police vehicles and computer networks and the Local Law Enforcement vehicles and computer network to DMV and the Courts.* *Currently in the startup phase and preparing to proceed with this project.*
Problems	*Many of the Local Law Enforcement Agencies do not have the Information Technology (IT) staff available to set-up VPNs at their agencies so additional grant funds will take care of these needs.*
Plans	
Comments	

Linked Items

Type	Label	Name
Deficiency / Objective	NH-D-010	NH-D-010 - Citation / Adjudication / Timeliness
Deficiency / Objective	NH-D-011	NH-D-011 - Citation / Adjudication/Timeliness
Deficiency / Objective	NH-D-012	NH-D-012 - Crash - Timeliness
Performance Measure	C-T-01B	C-T-01B - Crash - Timeliness
Recommendation	NHTRA08002	Institute the use of the Web-Based Crash Reporting System by all Law Enforcement Agencies in the state.
Recommendation	NHTRA08023	Create a real-time or near real-time data transmission from a citation issuance to disposition and store in a centralized repository.
Recommendation	NHTRA08050	Implement an electronic data transfer of E-Citation data from Law Enforcement Agencies to the District Courts.
Recommendation	NHTRA08057	Continue the J-One project to ensure the integration of all legacy systems containing data about violation, arrest, and dispositions with the court case management system in order to insure data shari

NH-P-17 - E-Ticketing Integration

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Safety
Partners: .
Website:

Project Director
Name: **Keith Lohmann**
Title: Administrator
Agency: NH Department of Safety
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Phone: (603) 271-2791
Email: keith.lohmann@dos.nh.gov

Project Description: This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. 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.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA: by making the data that is submitted more accurate by virtue of the use of only approved categorizations (drop down fields, where appropriate) and by having fewer interpretation errors from trying to read written longhand data submitted by officers.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form that facilitates analysis. This efficiency should allow for enhanced enforcement activities due to the efficiencies inherent in electronic creation and transmission of data. The specific enhancements include but are not limited to: enhancements to support name and DL queries from the application, additional fields and reports to support the prosecutor direct mediation program, and additional reporting capacity to capture special details and holiday weekend work.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	12-15-2013		On Schedule
Production	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	Citation Timeliness

NH-P-18   - E-Crash Integration

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Safety
Partners: .
Website:

Project Director
Name: **Keith Lohmann**
Title: Administrator
Agency: NH Department of Safety
Office: Office of the Commissioner
Address: 33 Hazen Drive Room 308
City, Zip: Concord, 03305
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Email: keith.lohmann@dos.nh.gov

Project Description*: This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data will result in significant efficiencies and increase in accuracy, as well as the availability of data in a more timely fashion for numerous purposes. Specifically, this grant will fund the interface between local and State law enforcement agencies (who use a number of different records management systems (RMS) and J-One (the secure extranet carrying the data among the users of the system) carrying crash data. This will include building an interface between the central repository (that will store electronic crash data) and J-One.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA: by making the data that is submitted more accurate by virtue of the use of only approved categorizations (drop down fields, where appropriate) and by having fewer interpretation errors from trying to read written longhand data submitted by officers.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form that facilitates analysis. Further, electronic

data transmission brings with it efficiencies for all of the users of the system, since the data does not need to be constantly re-entered at each use point in the system. This efficiency should allow for enforcement activities to increase and the timely analysis should allow for more efficient deployment of manpower. The specific enhancements include but are not limited to: integration of CRMS and eTicket applications to allow direct entry of citations from within the CRMS application, capture of additional detail in CRMS to officers the ability to explain specific deficiencies, fully integrate to allow for direct reporting to federal Safety Net application to preclude the need for redundant data entry.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	12-15-2013		On Schedule
Production	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X			X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Performance Measure	C-U-01	Crash Uniformity

NH-P-19 - Trauma Training

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS
Partners: NHDOS
Website:

> *Project Director*
> Name: **Angela Shepard MD**
> Title: Trauma System Coordinator
> Agency: New Hampshire Department of Safety, Bureau of EMS
> Office: NH Department of Safety, Bureau of EMS
> Address: 33 Hazen Drive
> City, Zip: Concord 03305
> Phone: (603) 223-4200
> Email: angela.shepard@dos.nh.gov

Project Description: The Trauma Registry Project Manager and a part-time registry trainer will both undergo intensive on-site "train-the-trainer" education by the registry vendor to enable them to provide hospitals the necessary training and support to successfully implement the State-Wide Trauma Registry.

The primary role of the Trauma Registry project manager in this phase will be to encourage full participation among the 26 acute care hospitals in NH, work with these hospitals to identify appropriate staff to participate in the registry training, and provide back-up to the registry trainer.

The registry trainer will provide on-site training to hospitals about the inclusion criteria,

data abstraction, data entry, and report writing. The trainer will be available by phone or email for on-going questions and technical assistance.

Registry training will begin with a state-wide training provided by the vendor to coincide with the registry roll-out. After that we will host regional meetings to address updates, revisions, and recurrent questions that the registry users have relayed. Information will be regularly disseminated via email. Each participating hospital will receive at least two on-site visits.

Funding will be used to support the salary of the registry trainer, training materials and printing as required, travel expenses, and meeting expenses for the state-wide and regional training sessions.

Milestones

Milestone Description	Target Date	Actual Date	Status
Hire Trauma Trainer	11-01-2013		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS		**X**				
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	I-C-03	Trauma Registry Completeness
Project	NH-P-13	Trauma Registry

NH-P-20 - E-Ticketing / Crash Location Analysis

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Transportation
Partners: NHDOS
Website:

Project Director
Name: **Mr. Glenn Davison P.E.**
Title: GIS Project Manager
Agency: New Hampshire Department of Transportation
Office: Planning Division
Address: John O. Morton Building
City, Zip: Concord, 03302-0483
Phone: (603) 271-7145
Email: gdavison@dot.state.nh.us

Project Description: Develop an interactive on-line GIS based Crash Location/E-ticketing application to identify patterns of highway crashes and traffic violation enforcement. Law enforcement could use the patterns to target law enforcement, as well as, to measure performance ticketing to reduce potential crashes.

The application will spatially integrate crash locations, geo-processed by the NH Department of Transportation (NHDOT), and E-ticketing locations from the NH Department of Safety (NHDOS) to display location patterns through GIS density mapping. Law enforcement will be able to identify patterns through data filters to specify crash types and ticket violations to further focus law enforcement.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						X
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Performance Measure	CA-T-01B	Citation Timeliness
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-02	E-Citation
Recommendation	NHTRA08005	Create a crash location identification module that is based on the state roadway network for use in collecting crash location.
Recommendation	NHTRA08008	Develop reports that identify major problem areas (e.g., Driving While Intoxicate/Under the Influence (DWI & DUI) for public awareness).

Linked Items

Type	Label	Name
Recommendation	NHTRA08013	Continue to assess and adopt new technologies as appropriate to improve data collection, analysis, and dissemination.

NH-P-21 - EMS Interstate Reconciliation

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Safety, Division of Fire Standards and Training and EMS, Bureau of EMS
Partners: Maine EMS, Vermont EMS
Website:

> *Project Director*
> Name: **Mr. Richard Cooper**
> Title: Research and Quality Management Coordinator
> Agency: NH Department of Safety
> Office: NH Bureau of EMS Address:
> 33 Hazen Drive
> City, Zip: Concord 03305
> Phone: (603) 223-4200
> Email: richard.cooper@dos.nh.gov

Project Description: The project proposes to gain an additional system module for the statewide EMS electronic records system known as "TEMSIS" from the system software vendor Image Trend, Inc. This additional module with allow interstate automatic posting of EMS records between the states of New Hampshire, Maine and Vermont. All three states use the same basic software for their vendor and have very similar run record formats. This function will allow EMS services who work on the border of two states to be able to submit EMS records into the services primary state, and then have any appropriate records from another state be transmitted to the other state automatically. This will then allow each state to submit the proper records from their state into the NEMSIS system. It will also increase the likelihood that the EMS service will submit records for events that occur in another state and will not have to log into two separate state systems to submit records. This program module will benefit all records going out of, or coming into NH, so will in essence also benefit the states of Maine and Vermont and their EMS records system and NEMSIS submission. The cost of this module is $12,000. This is a fixed, one-time price for the module add-on.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS		**X**				
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2013	*Total Budget*
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	*Total Budget*
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	*Total Budget*
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	*Total Budget*
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	*Total Budget*
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	*Label*	*Name*
Performance Measure	NH-M-021	NH-M-021 - Injury Surveillance / EMS / Accuracy
Performance Measure	NH-M-022	NH-M-022 - Injury Surveillance / EMS / Completeness

NH-P-22 - Training – Crash and Citation

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Department of Safety
Partners: DOS, DOT
Website:

Project Director
Name: **Keith Lohmann**
Title: Administrator
Agency: NH Department of Safety
Office: Office of the Commissioner
Address: 33 Hazen Drive Room 308
City, Zip: Concord, 03305
Phone: (603) 271-2791
Email: keith.lohmann@dos.nh.gov

Project Description*:* This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. 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 requires both initial and on-going training and support to end users on the effective use of that technology initiatives; this project seeks to create and provide that training infrastructure to end users.

The section 408 grant program from the National Highway Traffic Safety Administration (NHTSA) requires that grants funded under this program be targeted to specific objectives, that are also beneficial to the business unit. Under this grant, we propose to utilize funding under this program to enhance (1) TIMELINESS OF DATA: by making the data available to other authorized users in a more timely manner; and (2) ACCURACY OF DATA, by providing new and/or updated information from data sources (e.g. law enforcement agencies or DMV) to endpoints to allow them to make more informed decisions. Under this grant application, funding will be used to create and deploy several training modalities to ensure that training is professional, targeted, and available to end users according to their own needs on an on-going basis.

The business objectives mirror the NHTSA Section 408 Project goals of TIMELINESS and ACCURACY, but in additional are in furtherance of the additional goals of a migration to electronic records (doing away with paper records) and the facilitation of analysis, through having the data in a form and in a central repository that facilitates analysis. The training needs for a program such as this are on-going -- officers will likely

need to not only be acquainted initially with the technology tools that they will be using, but will need to be reacquainted and retrained as changes are made, and after periods of non-use (reassignment to other duties/units, etc.). This project seeks to engage a vendor that will be able (with the appropriate assistance of subject matter experts) to produce professional and targeted training, that utilizes different methods of reaching the user (visual, auditory, technology, datacasting) that utilize both synchronous and asynchronous methods, based on the needs of the particular subject matter and user.

Milestones

Milestone Description	Target Date	Actual Date	Status
Contract in place	12-15-2013		On Schedule
Production	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X				
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-C-02	Crash Completeness
Performance Measure	CA-T-01B	Citation Timeliness
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-02	E-Citation
Recommendation	NHTRA08003	Develop a training manual and law enforcement officer training in the use of the Web-Based Crash Reporting System. Include instruction on the value of the data importance to highway safety management.
Recommendation	NHTRA08010	Provide data user training for effective utilization of the new crash data and system capabilities, particularly to users with crash database access (emphasis on interpretation of crash data, MMUCC, a
Recommendation	NHTRA08046	Make all data users aware of the on-line reporting manual and other resources necessary to fully understand the CRS data content (D16.1 Manual on Classification of Motor Vehicle Traffic Accidents, Mod
Recommendation	NHTRA08055	Extend training to all member agencies to provide a wide range of users with the information technology skills they need to manage transportation safety programs at the state and local levels.

NH-P-23 - CODES

Priority: Medium
Last Updated: 19-JUN-2013
Revision Date: 04-MAR-2013
Status: Proposed
Lead Agency: NH Division of Public Health Services
Partners: .
Website:

Project Director
Name: **Rhonda Siegel MSEd**
Title: Injury Prevention Program Manager
Agency: Division of Public Health Services, New Hampshire Department of Health and Human
Office:
Address: 29 Hazen Drive
City, Zip: Concord 03301
Phone: (603) 271-4700
Email: rsiegel@dhhs.state.nh.us

Project Description: The Crash Outcome Data Evaluation System (CODES) electronically tracks victims of a motor vehicle crash from the scene through the health care system to determine crash outcomes in terms of mortality, injury, severity, and health care costs. The Injury Prevention Program, Bureau of Population Health and Community Services, Division of Public Health Services, New Hampshire Department of Health and Human Services is proposing to facilitate CODES. The Division of Public

Health Services stewards the Hospital Discharge data and would work other data stewards in the State, like the Department of Safety, to facilitate implementation. The current Injury Prevention Surveillance Program Coordinator would transition to this position.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			
Driver License / History						
Injury Surveillance / EMS			X			
Roadway						
Citation / Adjudication			X			
Vehicle Registration						

Budgets

Budget Source - 2013	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-I-01	Crash Integration

Linked Items

Type	Label	Name
Recommendation	NHTRA08008	Develop reports that identify major problem areas (e.g., Driving While Intoxicate/Under the Influence (DWI & DUI) for public awareness).
Recommendation	NHTRA96026	Explore use of probablistic data linkage methods.

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Traffic Record Assessment Report

New Hampshire

Assessment Date: April   18, 2008

1. Recommendation Label: *NHTRA08001*

Recommendation: *Continue the development of the Web-Based Crash Reporting System for field testing in February 2009, and full deployment by end of 2009.*
Recommendation Type: *Unknown*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-U-01	*Crash Uniformity*
Performance Measure	C-C-02	*Crash Completeness*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-11	*E-Crash Reporting Extension - 3rd Party Contracts*
Project	NH-P-18	*E-Crash Integration*

2. Recommendation Label: *NHTRA08002*

Recommendation: *Institute the use of the Web-Based Crash Reporting System by all Law Enforcement Agencies in the state.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not*

	Defined
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-U-01	*Crash Uniformity*
Performance Measure	C-C-02	*Crash Completeness*
Project	NH-P-16	*J-One VPN Installation Assistance*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-11	*E-Crash Reporting Extension - 3rd Party Contracts*
Project	NH-P-18	*E-Crash Integration*

3. *Recommendation Label: NHTRA08003*

Recommendation: *Develop a training manual and law enforcement officer training in the use of the Web-Based Crash Reporting System. Include instruction on the value of the data importance to highway safety management.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	*Crash Completeness*
Project	NH-P-22	*Training – Crash and Citation*

4. *Recommendation Label: NHTRA08004*

Recommendation: *Ensure data compatibility with other traffic records systems (Driver & Vehicle system, E-Citation, etc.).*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments*:*	*Unknown / Not Defined*
Report Comments*:*	*Unknown / Not Defined*
Planned Comments*:*	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-U-01	*Crash Uniformity*
Performance Measure	C-C-02	*Crash Completeness*
Performance Measure	C-I-01	*Crash Integration*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-03	*EMS*

5. <u>Recommendation Label</u>: *NHTRA08005*

Recommendation: *Create a crash location identification module that is based on the state roadway network for use in collecting crash location.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments*:*	*Unknown / Not Defined*
Report Comments*:*	*Unknown / Not Defined*
Planned Comments*:*	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-20	*E-Ticketing / Crash Location Analysis*
Project	NH-P-04	*Crash Data Analysis Tool*
Project	NH-P-01	*Crash Records Management System (CRMS)*

6. *Recommendation Label:* NHTRA08006

Recommendation: *Link Blood Alcohol Concentration (BAC) file data to the Crash Repository.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-I-01	*Crash Integration*
Project	NH-P-01	*Crash Records Management System (CRMS)*

7. *Recommendation Label:* NHTRA08007

Recommendation: *Provide direct access to all involved in highway safety, especially the Highway Safety Agency.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not*

	Defined

8. <u>Recommendation Label</u>: *NHTRA08008*

Recommendation: *Develop reports that identify major problem areas (e.g., Driving While Intoxicate/Under the Influence (DWI & DUI) for public awareness).*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-20	*E-Ticketing / Crash Location Analysis*
Project	NH-P-23	*CODES*

9. <u>Recommendation Label</u>: *NHTRA08009*

Recommendation: *Provide electronic upload of files to federal data systems such as MCMIS/SafetyNet, and others.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-I-01	*Crash Integration*

10. <u>Recommendation Label</u>: *NHTRA08010*

Recommendation: *Provide data user training for effective utilization of the new crash data and system capabilities, particularly to users with crash database access (emphasis on interpretation of crash data, MMUCC, and ANSI D16.1).*
Recommendation Type: *Unknown*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-22	*Training – Crash and Citation*

11. <u>Recommendation Label</u>: *NHTRA08011*

Recommendation: *Provide a data reporting tools that includes standard "canned reports", Ad-hoc report generation, and complex data analysis. Consider making these tools accessible as Internet or Intranet capable.*
Recommendation Type: *Unknown*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

12. Recommendation Label: NHTRA08012

Recommendation: *Develop a centralized Roadway Information Management System to consolidate all existing roadway files that are individually maintained.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-05	*Roadway Inventory Updates*

13. Recommendation Label: NHTRA08013

Recommendation: *Continue to assess and adopt new technologies as appropriate to improve data collection, analysis, and dissemination.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*

Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-20	*E-Ticketing / Crash Location Analysis*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

14. Recommendation Label: *NHTRA08014*

Recommendation: *Consider expanding and improving the use of hand-held devices for gathering roadway inventory data.*
Recommendation Type: *Unknown*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

15. Recommendation Label: *NHTRA08015*

Recommendation: *Establish and implement a roadway network system that will include all data sets required for evaluating high hazard locations by roadway intersection and sections, calculate statewide crash rates, and to develop hazard elimination program.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not*

	Defined
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	R-A-01	*Roadway Accuracy*
Project	NH-P-05	*Roadway Inventory Updates*

16. <u>Recommendation Label</u>: NHTRA08016

Recommendation: *Develop and implement a location referencing system.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

17. <u>Recommendation Label</u>: NHTRA08017

Recommendation: *Provide training to NHDOT personnel in the collection, use, and maintenance of the roadway system.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-05	*Roadway Inventory Updates*

18. <u>Recommendation Label</u>: *NHTRA08018*

Recommendation: *Encourage real-time data update of vehicle registration information by the municipal agents.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

19. <u>Recommendation Label</u>: *NHTRA08019*

Recommendation: *Ensure that the Driver system provides the ability to link information to other traffic records system.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*

20. *Recommendation Label:* NHTRA08020

Recommendation: *Upgrade the license and driver history system to provide real time access to all system users.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-I-01	*Crash Integration*

21. *Recommendation Label:* NHTRA08021

Recommendation: *Investigate the use of E-Citation application by law enforcement and conduct a proof of concept project.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	*Citation Timeliness*
Project	NH-P-02	*E-Citation*

22. Recommendation Label: NHTRA08022

Recommendation: *Provide electronic data collection tool (i.e., bar code reader) to take advantage of the new driver license 2-D bar code and to improve the quality of the data.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	*Citation Timeliness*
Project	NH-P-02	*E-Citation*

23. Recommendation Label: NHTRA08023

Recommendation: *Create a real-time or near real-time data transmission from a citation issuance to disposition and store in a centralized repository.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined

Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Project	NH-P-16	*J-One VPN Installation Assistance*
Project	NH-P-02	*E-Citation*

24. Recommendation Label: NHTRA08024

Recommendation: *Automate the update of driver file with disposition data by the court.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

25. Recommendation Label: NHTRA08025

Recommendation: *Design and implement a centralized statewide citation tracking system containing information about a citation from issuance to disposition. Each record in the system should contain information about all actions pertaining to that citation including the disposition.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	*Citation Timeliness*
Project	NH-P-02	*E-Citation*
Project	NH-P-10	*E-Citation Central Repository*
Project	NH-P-12	*E-Ticketing Extension - 3rd Party Contracts*
Project	NH-P-17	*E-Ticketing Integration*

26. Recommendation Label: NHTRA08026

Recommendation: *Develop a trauma data dictionary that provides a solid format for consistent and data quality to establish a Centralized Trauma Registry in the state.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	I-C-03	*Trauma Registry Completeness*
Project	NH-P-13	*Trauma Registry*

27. Recommendation Label: NHTRA08027

Recommendation: *Institute a statewide Injury Surveillance program which links ISS data to other systems and continuously evaluates medical data for identifying potential problems areas and for developing highway safety countermeasures.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status

Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Project	NH-P-13	*Trauma Registry*

28. <u>Recommendation Label</u>: NHTRA08028

Recommendation: *Ensure that data quality checks and logic checks are designed into the electronic data collection system.*
Recommendation Type: Objective
Major Recommendation?: No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	*Citation Timeliness*
Performance Measure	C-C-02	*Crash Completeness*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

29. <u>Recommendation Label</u>: NHTRA08029

Recommendation: *Consider using outside support provided by NHTSA in the development of your Highway Safety Plan.*

Recommendation Type: Unknown
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

30. <u>Recommendation Label</u>: *NHTRA08030*

Recommendation: *Continue in-depth as well as administrative evaluations of highway safety programs.*
Recommendation Type: *Unknown*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

31. <u>Recommendation Label</u>: *NHTRA08031*

Recommendation: *Develop a comprehensive statewide data analysis plan that clearly defines the data files, data needs, and the expected time frames for such data to be made available in the state traffic records data warehouse for highway safety data analysis, research, and evaluation purposes.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not*

	Defined
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

32. <u>Recommendation Label</u>: *NHTRA08032*

Recommendation: *Use the Traffic Records Coordinating Committee members and contacts as a forum to discuss concerns and needs for traffic safety data, so that any records system deemed to be insufficient can be improved and deficiencies corrected quickly. The TRCC can also make data users, collectors, and owners aware of the projects underway and enlist assistance of stakeholders in educating the larger traffic records community about potentials for linkage and data sharing.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

33. <u>Recommendation Label</u>: *NHTRA08033*

Recommendation: *Establish a research and analysis subcommittee of the TRCC to promote in-depth use of traffic records for research and program development.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not*

	Defined

34. <u>**Recommendation Label**</u>: *NHTRA08034*

Recommendation: *Establish a memorandum of understanding among responsible agencies regarding highway safety data use and release to the public.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

35. <u>**Recommendation Label**</u>: *NHTRA08035*

Recommendation: *The TRCC should take an active role in the development of a highway safety policy for the state.*
Recommendation Type: *Unknown*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

36. <u>**Recommendation Label**</u>: *NHTRA08036*

Recommendation: *The TRCC should assume the oversight responsibility to assure*

that the traffic records system meets the needs of all agencies with highway safety responsibility.
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-06	*Traffic Records Consultant*

37. Recommendation Label: *NHTRA08037*

Recommendation: *Involve the Executive Committee in the oversight of the State's Traffic Records Strategic Plan.*
Recommendation Type: *Unknown*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

38. Recommendation Label: *NHTRA08038*

Recommendation: *Develop and implement education and training programs to educate the public and private sector about traffic records data, what reports are available, and how to obtain them.*

Major Recommendation?: Yes

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

39. Recommendation Label: NHTRA08039

Recommendation: *Provide access to government agencies for obtaining traffic records data for highway safety purposes.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-15	*EMS Statewide Field Bridge*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

40. Recommendation Label: NHTRA08040

Recommendation: *Schedule a meeting of the TREC to update them on the current status and on-going project initiatives of the TRCC. The TREC should support and provide for traffic records system wide policy, guidance, and oversight.*

Major Recommendation?: No

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

41. Recommendation Label: *NHTRA08041*

Recommendation: *Provide a forum for each traffic records component owner to make a presentation about their respective systems.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*

42. Recommendation Label: *NHTRA08042*

Recommendation: *Provide adequate administrative support to the traffic records coordinator.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-06	*Traffic Records Consultant*

43. Recommendation Label: *NHTRA08043*

Recommendation: *Assign the TRCC the responsibility for updating the Traffic Records System Strategic Plan.*
Recommendation Type: *Unknown*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

44. Recommendation Label: *NHTRA08044*

Recommendation: *Create and maintain a Traffic Records System Strategic Plan with a scope of at least five years and with reviews for periodic reassessment at least every two years.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*

Comment Type	Comment Status
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

45. <u>Recommendation Label</u>: NHTRA08045

Recommendation: *Conduct a training needs assessment.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-19	*Trauma Training*
Project	NH-P-22	*Training – Crash and Citation*

46. <u>Recommendation Label</u>: NHTRA08046

Recommendation: *Make all data users aware of the on-line reporting manual and other resources necessary to fully understand the CRS data content (D16.1 Manual on Classification of Motor Vehicle Traffic Accidents, Model Minimum Uniform Crash Criteria [MMUCC], ANSI D20 Data Element Dictionary for Traffic Records Systems, etc.).*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*

Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-22	*Training – Crash and Citation*

47. <u>Recommendation Label</u>: *NHTRA08047*

Recommendation: *Institute the use of Bar Code for storing vehicle information on the vehicle registration to improve the accuracy of field data collection.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

48. <u>Recommendation Label</u>: *NHTRA08048*

Recommendation: *Develop a disaster recovery plan for the Traffic Records System.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-02	E-Citation
Project	NH-P-03	EMS
Project	NH-P-01	Crash Records Management System (CRMS)

49. Recommendation Label: NHTRA08049

Recommendation: Provide access to the roadway database on NHDOT network.
Recommendation Type: Objective
Major Recommendation?: Yes

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

50. Recommendation Label: NHTRA08050

Recommendation: Implement an electronic data transfer of E-Citation data from Law Enforcement Agencies to the District Courts.
Recommendation Type: Objective
Major Recommendation?: Yes

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Performance Measure	CA-T-01B	*Citation Timeliness*
Project	NH-P-16	*J-One VPN Installation Assistance*

51. Recommendation Label: NHTRA08051

Recommendation: *Determine the training needs for users to better understand the value and application of safety data.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-19	*Trauma Training*
Project	NH-P-22	*Training – Crash and Citation*

52. Recommendation Label: NHTRA08052

Recommendation: *Develop a clearinghouse to provide information about data services and resources that can assist in analyzing safety data.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

53. _Recommendation Label_: *NHTRA08053*

Recommendation: *Establish a formal data quality control process for crash reports to include measurements of timeliness, completeness, and accuracy.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

54. _Recommendation Label_: *NHTRA08054*

Recommendation: *Institute the use of Bar Code for storing driver information on the driver license to improve the accuracy of field data collection.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

55. _Recommendation Label_: _NHTRA08055_

Recommendation: _Extend training to all member agencies to provide a wide range of users with the information technology skills they need to manage transportation safety programs at the state and local levels._
Recommendation Type: _Objective_
Major Recommendation?: _Yes_

Comment Type	Comment Status
Goal Comments_:_	_Unknown / Not Defined_
Report Comments_:_	_Unknown / Not Defined_
Planned Comments_:_	_Unknown / Not Defined_

Linked Items

Type	Label	Name
Project	NH-P-22	_Training – Crash and Citation_
Project	NH-P-19	_Trauma Training_

56. _Recommendation Label_: _NHTRA08056_

Recommendation: _Establish a Safety Data Warehouse that is the central repository of all highway safety data to enhance accessibility, analysis, linking, and usability by the safety community_
Recommendation Type: _Objective_
Major Recommendation?: _Yes_

Comment Type	Comment Status
Goal Comments_:_	_Unknown / Not Defined_
Report Comments_:_	_Unknown / Not Defined_
Planned Comments_:_	_Unknown / Not Defined_

Linked Items

Type	Label	Name
Performance Measure	C-I-01	*Crash Integration*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

57. <u>Recommendation Label</u>: *NHTRA08057*

Recommendation: *Continue the J-One project to ensure the integration of all legacy systems containing data about violation, arrest, and dispositions with the court case management system in order to insure data sharing among district courts, superior court, supreme court, DMV, and other stakeholders.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-16	*J-One VPN Installation Assistance*

58. <u>Recommendation Label</u>: *NHTRA08058*

Recommendation: *Seek improvements in the quality of traffic records data (e.g., timeliness, completeness and accessibility of crash data, citation/adjudication data, DUI, DWI, etc.).*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*

Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	*Crash Completeness*
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

59. *Recommendation Label: NHTRA08059*

Recommendation: Enhance highway safety program evaluation, particularly by improving awareness of, and access to the State Traffic Records data for public use.
Recommendation Type: Unknown
Major Recommendation?: No

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Project	NH-P-01	*Crash Records Management System (CRMS)*
Project	NH-P-02	*E-Citation*
Project	NH-P-03	*EMS*

60. *Recommendation Label: NHTRA08060*

Recommendation: Continue the support for the development of the improvements in the crash data system, and provide strong guidance to the Traffic Records Coordinating Committee to garner support from all components of the traffic records system.
Recommendation Type: Objective

Major Recommendation?: No

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-C-02	*Crash Completeness*
Performance Measure	C-I-01	*Crash Integration*
Project	NH-P-01	*Crash Records Management System (CRMS)*

61. <u>**Recommendation Label**</u>*: NHTRA08061*

Recommendation: *Improve access to the vehicle file for data analysis.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

62. <u>**Recommendation Label**</u>*: NHTRA08062*

Recommendation: *Automate the posting of crash involvement into the driver history file.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Performance Measure	C-I-01	*Crash Integration*

63. Recommendation Label: NHTRA08063

Recommendation: *Establish a process for periodic updates to the roadway system.*
Recommendation Type: *Objective*
Major Recommendation?: *Yes*

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

Linked Items

Type	Label	Name
Project	NH-P-05	*Roadway Inventory Updates*
Performance Measure	R-A-01	*Roadway Accuracy*

64. Recommendation Label: NHTRA08064

Recommendation: *Institute timely processing of suspension request from the court system.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

65. Recommendation Label: *NHTRA08065*

Recommendation: *Promote training in the use of analytical tools for highway safety data analysis.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

66. Recommendation Label: *NHTRA08066*

Recommendation: *Automate the processing of suspension requests from the court in the driver licensing system.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not*

	Defined

67. <u>Recommendation Label</u>: *NHTRA08067*

Recommendation: *Provide automated access to the license and driver history file to all authorized users.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

68. <u>Recommendation Label</u>: *NHTRA08068*

Recommendation: *Explore the development of a Data Warehouse/Decision Support System for the State Traffic Records at a central location.*
Recommendation Type: *Objective*
Major Recommendation?: *No*

Comment Type	Comment Status
Goal Comments:	*Unknown / Not Defined*
Report Comments:	*Unknown / Not Defined*
Planned Comments:	*Unknown / Not Defined*

Linked Items

Type	Label	Name
Performance Measure	C-I-01	Crash Integration
Project	NH-P-03	EMS
Project	NH-P-01	Crash Records Management System (CRMS)
Project	NH-P-02	E-Citation

APPENDIX B

MOTORCYCLE SAFETY

MOTORCYCLE

RIDER

TRAINING

COURSE

MOTORCYCLE RIDER TRAINING COURSE

Requirement: To satisfy this criterion, a State shall have an effective motorcycle rider training course that is offered throughout the State and that provides a formal program of instruction in accident avoidance and other safety-oriented operational skills to motorcyclists.

(1)To demonstrate compliance with this criterion, the State shall submit:
(i) A copy of the official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues;

(ii) Document(s) demonstrating that the training curriculum is approved by the designated State authority having jurisdiction over motorcyclist safety issues and includes a formal program of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists;

(iii)Either:

(A) A list of the counties or political subdivision in the State noting in which counties or political subdivisions and when motorcycle rider training courses were offered in the 12 months preceding the due date of the grant application, if the State seeks to qualify under this criterion by showing that it offers at least one motorcycle rider training course in a majority of counties or political subdivisions in the state; or

(B) A list of the counties or political subdivision in the State, noting in which counites or political subdivision and when motorcycle rider training courses were offered in the 12 months preceding the due date of the grant application and the corresponding number of registered motorcycles in each county or political subdivision according to official State motor vehicle records, if the State seeks to qualify under this criterion by showing that it offers at least one motorcycle rider training course in counties or political subdivisions that account for a majority of the State's registered motorcycles;

(iv) Document(s) demonstrating that the State Uses motorcycle rider training instructors to teach the curriculum who are certified by the designated State authority having jurisdiction over motorcyclist safety issues or by a nationally recognized motorcycle safety organization with certification capability; and

(v) A brief description of the quality control procedures to assess motorcycle rider training courses and instructor training courses used in the State (e.g., conducting site visits, gathering student feedback) and the actions taken to improve the courses based on the information collected.

NH LAW & ADMINISTRATIVE RULES

This section contains those sections of New Hampshire law, Title XXI Motor Vehicles, Chapter 263 Drivers' Licenses covering the "Motorcycle Rider Education Program" RSA 263:34-a through 363:34-i, as well as NH Administrative Rules Saf-C5300—Motorcycle Rider Education Program Rules.

TITLE XXI
MOTOR VEHICLES

CHAPTER 263
DRIVERS' LICENSES

Motorcycle Rider Education Program

Section 263:34-a

263:34-a Definitions. – In this chapter:

I. "Chief instructor" means a licensed motorcycle driver who meets the standards established by the director to qualify to train and oversee instructors for the motorcycle rider education program.

II. "Fund" means the motorcycle rider safety fund created in RSA 263:34-e.

III. "Motorcycle rider education program" means the motorcycle training and information disbursement plan created in RSA 263:34-b.

IV. "Program coordinator" means the person designated by the director to plan, organize, and administer the motorcycle rider education program as provided in RSA 263:34-b, II.

V. "Rider training course" means a motorcycle rider education curriculum and delivery system approved by the director.

VI. "Training specialist" means the person designated by the director to fulfill the obligations stated in RSA 263:34-b, III.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-b Motorcycle Rider Education Program. –

I. The director shall establish standards for and shall administer the motorcycle rider education program. The standards shall include, but not be limited to, standards for a nationally accepted and state-approved rider training course. The director may expand the program to include public awareness, alcohol and drug effects, driver improvement for motorcyclists, licensing improvement, program promotion, or other motorcycle safety programs.

II. The director shall appoint a program coordinator who shall oversee and direct the program by setting program and funding guidelines, and conduct an annual evaluation.

III. The director may also appoint one or more training specialists who shall assist in establishing rider training courses throughout the state, support and implement program and funding guidelines and supervise instructors and other personnel as necessary. The training specialist may be a trained chief instructor. Rider training courses shall meet minimum standards established by the director, designed to develop and instill the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle.

IV. Rider training courses shall be open to all residents of the state who either hold a current valid driver's license for any classification or who are eligible for a motorcycle learner's permit. The director may allow residents of other states who hold a current valid driver's license to take a rider training course only if an adequate number of rider training courses have been provided for New Hampshire residents.

V. An adequate number of rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who are eligible and who desire to participate in the program. The division shall issue certificates of completion in the manner and form prescribed by the director to persons who satisfactorily complete the requirements of the course. Program delivery may be phased in over a reasonable period of time.

VI. The director may enter into contracts with either public or private institutions for technical assistance in conducting rider training courses, if the course is administered and taught by a trained motorcycle rider instructor as established in RSA 263:34-d. If necessary, an organization conducting a rider training course may charge a reasonable tuition fee. The director shall determine the largest tuition fee a private organization may charge.

Source. 1989, 331:1, eff. July 1, 1989. 2006, 174:1, eff. July 23, 2006. 2008, 282:11, eff. June 27, 2008. 2010, 368:26, eff. Dec. 31, 2010.

263:34-c Rulemaking. – The director shall adopt rules pursuant to RSA 541-A relative to:
I. Standards for the motorcycle rider education program as required under RSA 263:34-b, I.
II. Administration of the motorcycle rider education program.
III. Minimum standards for rider training courses as required under RSA 263:34-b, III.
IV. Issuance and form of certificates of completion for rider training courses under RSA 263:34-b, V.
V. The maximum tuition fee which may be charged by a private organization conducting a rider training course under RSA 263:34-b, VI.
VI. Standards for an approved motorcycle rider education instructor preparation course under RSA 263:34-d, I.
VII. Minimum requirements for the qualification of a rider education instructor as required under RSA 263:34-d, II.
VIII. Administration of the motorcycle rider safety fund established under RSA 263:34-e, I.
IX. Disbursement of funds from the motorcycle rider safety fund as required under RSA 263:34-e, I.
X. Exemption from the licensing skills test under RSA 263:34-h.
XI. Procedures for the collection of additional registration and permit fees under RSA 263:34-i.
XII. Tuition charged to nonresidents.

Source. 1989, 331:1, eff. July 1, 1989. 2011, 83:1, eff. July 15, 2011.

263:34-d Instructor Requirements and Training. –
I. The director shall establish standards for an approved motorcycle rider education instructor preparation course. Successful completion of the course shall require the participant to demonstrate knowledge of the course material, knowledge of safe motorcycle driving practices, and the necessary aptitude for instructing students.
II. The director shall establish minimum requirements for the qualification of a rider education instructor. The minimum requirements shall include, but not be limited to, the following:
(a) The instructor shall have a high school diploma or its equivalent.
(b) The instructor shall be 18 years of age or older and shall hold a valid motorcycle driver's license or endorsement.
(c) The instructor shall have at least 2 years of recent motorcycle riding experience.
(d) The instructor's driver's license shall not have been suspended or revoked at any time during the preceding 2 years.
(e) The instructor shall not have any convictions for driving under the influence of alcohol or drugs during the preceding 5 years.
III. Instructors who are licensed in other states shall furnish certified copies of their driving records to

the division. An applicant shall not be eligible for instructor status until his driving record for the preceding 5 years is furnished.

IV. The instructor shall have an approved instructor certificate which may be a state or Motorcycle Safety Foundation certificate, and the instructor shall be registered as a currently active instructor.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-e Motorcycle Rider Safety Fund; Continual Appropriation. –

I. The motorcycle rider safety fund is established in the state treasury and continually appropriated to the department which shall administer the fund. The fund shall only be used for administration of the motorcycle rider education program and expenses relating to the program, including, but not limited to, instructor training, licensing improvement, alcohol and drug education, public awareness, a driver improvement program for motorcyclists, technical assistance, program promotion, and other motorcycle safety programs. Funds may also be used for reimbursement of organizations with course sites. The commissioner shall adopt rules relative to disbursement of funds.

II. All fees collected under RSA 263:34-i shall be credited to the fund established in paragraph I.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-f Advisory Committee. – [Repealed 2010, 368:1(49), eff. Dec. 31, 2010.]

263:34-g Insurance Discount. – The insurance commissioner may adopt rules under RSA 541-A requiring admitted insurers to provide a 10 percent reduction in premium rates for motorcycle liability insurance to qualified licensed motorcycle drivers who provide proof of successful completion of a state approved rider training course.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-h Licensing Skills Test Exemption. – The director may exempt applicants for a motorcycle driver's license or endorsement from the licensing skills test if they present proof of successful completion of a rider training course that includes a similar test of skills that is approved by the director.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-i Additional Registration, License, and Permit Fees. –

I. In addition to the fee for each certificate and renewal of registration for a motorcycle under RSA 261:141, III(o), an additional fee of $1 shall be assessed and collected by the department.

II. In addition to any other permit or license or endorsement fee for a motorcycle learner's permit or motorcycle license or endorsement, and for each license renewal, an additional fee of $5 shall be assessed and collected by the department.

Source. 1989, 331:1, eff. July 1, 1989.

TITLE XXI
MOTOR VEHICLES

CHAPTER 259
WORDS AND PHRASES DEFINED

259:13 Commissioner. – "Commissioner" shall mean the commissioner of safety.

Source. RSA 269-C:1, II. 1973, 560:1. 1981, 146:1, eff. Jan. 1, 1982.

259:20 Director. – ""Director" shall mean the director of the division of motor vehicles of the department of safety.

Source. 1905, 86:1. 1911, 133:1. 1913, 81:1. 1915, 129:1. 1917, 229:1. 1919, 161:1. 1921, 119:1. 1923, 75:1. 1925, 25:1; 68:1. PL 99:1. 1927, 52:1; 54:1. 1929, 43:1. 1935, 73:2, 3. 1937, 161:1. 1939, 47:1; 130:1; 189:1, 2, 3, 5; 190:1. 1941, 98:1, 4; 111:1; 142:2; 198:4. RL 115:1; 122:1. 1943, 65:1 par. 2; 189:1. 1947, 177:1. 1949, 188:1; 189:1, 2; 197:1; 212:2; 233:1; 286:4. 1953, 252:3. RSA 259:1, III; 265:2, VII; 268:1, I; 269-A:1, II; 269-C:1, IV. 1955, 76:1; 94:1. 1957, 117:1; 283:1. 1959, 207:1. 1963, 300:1. 1967, 108:1; 357:1. 1969, 316:1. 1971, 171:1; 456:1. 1973, 180:2; 560:1. 1981, 146:1, eff. Jan. 1, 1982.

ADMINISTRATIVE RULE
CHAPTER Saf-C 5300 MOTORCYCLE RIDER EDUCATION PROGRAM RULES
Statutory Authority: RSA 263:34-c.

PART Saf-C 5301 DEFINITIONS

Saf-C 5301.01 "Basic rider course (BRC)" means a basic rider course established by the motorcycle safety foundation (MSF) for beginning riders.

Source. #6144, eff 12-21-95, EXPIRED 12-21-03

New. #8403, eff 8-2-05

Saf-C 5301.02 "Beginning rider" means a student who has:

(a) Little or no previous motorcycle riding experience; and

(b) Not obtained a valid motorcycle endorsement on his/her driver license.

Source. #8403, eff 8-2-05

Saf-C 5301.03 "Chief instructor" means "chief instructor" as defined in RSA 263:34-a, I.

Source. #8403, eff 8-2-05

Saf-C 5301.04 "Class" means a group of students enrolled in any one motorcycle rider education program course.
Source. #8403, eff 8-2-05

Saf-C 5301.05 "Contract" means an agreement in which the contractor provides motorcycle rider education program services as specified by the department.

Source. #8403, eff 8-2-05

Saf-C 5301.06 "Contractor" means any agency, organization, partnership or person under contract with the department to provide motorcycle rider education program services.

Source. #8403, eff 8-2-05

Saf-C 5301.07 "Course section" means a training module included within a set of modules comprising classroom or range instruction for a motorcycle rider education program course or an instructor preparation course.
Source. #8403, eff 8-2-05

Saf-C 5301.08 "Department" means "department" as defined in RSA 259:19.

Source. #8403, eff 8-2-05

Saf-C 5301.09 "Director" means "director" as defined in RSA 259:20.

Source. #8403, eff 8-2-05

Saf-C 5301.10 "Experienced rider course (ERC)" means an experienced rider course established by the motorcycle safety foundation (MSF) for experienced riders.

Source. #8403, eff 8-2-05

Saf-C 5301.11 "Experienced rider" means a motorcyclist who has:

(a) Substantial motorcycle riding experience; or

(b) Previously obtained a valid motorcycle endorsement on his/her driver license.

Saf-C 5301.12 "Fund" means "fund" as defined in RSA 263:34-a, II.

Saf-C 5301.13 "Instructor preparation course" means a course established by the motorcycle safety foundation (MSF) which an instructor-trainee must take and pass in order to become an instructor. The term includes "rider coach preparation workshop".

Saf-C 5301.14 "Intermediate rider course (IRC)" means an intermediate or remedial rider course designed for students who:

(a) Have completed the BRC and passed both the written and skills evaluation; or

(b) Have completed the BRC within the previous 12 months and have the potential to pass the skill test with additional instruction.

Saf-C 5301.15 "Moped" means "moped" as defined in RSA 259:57.

Saf-C 5301.16 "Motorcycle" means "motorcycle" as defined in RSA 259:63.

Saf-C 5301.17 "Motorcycle rider education program" means "motorcycle rider education program" as defined in RSA 263:34-a, III. The term includes the BRC, IRC and ERC.

Saf-C 5301.18 "Off-road motorcycle" means, for the purpose of this chapter, any motorcycle with extended wheel forks or "trail bikes" as defined in RSA 215-A:1, XIV.

Saf-C 5301.19 "Out-of-service" means a motorcycle that is not in a condition to be safely operated by a student during a motorcycle rider education program.

Saf-C 5301.20 "Protective gear" means the clothing and equipment to be worn by instructors and students during all range activities.

Saf-C 5301.21 "Program coordinator" means "program coordinator" as defined in RSA 263:34-a, IV.

Saf-C 5301.22 "Range" means a paved area marked or delineated for practicing and testing a student's motorcycle riding skills.

Saf-C 5301.23 "Range aide" means the person chosen by the program coordinator to assist the instructors in a non-instructional role.

Saf-C 5301.24 "Refresher course" means a mandatory, annual course which all instructors must complete in order to maintain his/her status as an instructor.

Saf-C 5301.25 "Site manager" means a person who works directly for the program coordinator to oversee motorcycle rider education program sites throughout the state.

Saf-C 5301.26 "Skill test" means the basic or experienced rider course range evaluation to be completed by each student in order to successfully pass the motorcycle rider education program course.

Saf-C 5301.27 "Written test" means a BRC or ERC written examination to be completed by each student in order to successfully pass the motorcycle rider education program course.

PART Saf-C 5302 INSTRUCTOR REQUIREMENTS AND TRAINING STANDARDS

Saf-C 5302.01 Instructor Qualifications.

(a) Each instructor-trainee shall:

(1) Meet the qualifications of RSA 263:34-d, II; and

(2) Submit an application to the director.

(b) The department shall furnish instructor application forms, at the motorcycle rider education program, Division of Motor Vehicles, 23 Hazen Drive, Concord, N.H. 03305.

(c) Each applicant shall submit the following on the prescribed form:

(1) Name, address, and telephone number;

(2) Date of birth;

(3) Occupation;

(4) Name of current employer, if applicable;

(5) Criminal convictions, if applicable;

(6) Year of high school graduation;

(7) Date and level of education last completed;

(8) Teaching experience, if any;

(9) Motorcycle operator license number, state of issuance and date of issuance;

(10) Motor vehicle convictions, if applicable;

(11) Number of years the applicant has operated a motorcycle;

(12) Type of motorcycle the applicant owns, if applicable;

(13) Applicant's level of motorcycle riding experience, measured by the number of miles or number of years; and

(14) Name of motorcycle rider courses previously completed, if applicable.

(d) The applicant shall submit, in writing, a description in his/her own words of the reasons why he/she wants to be an instructor.

(e) The applicant shall submit a statement that he/she understands and agrees to instruct MSF curricula as adopted by the department.

(f) For the purposes of (c)(5) above, the applicant shall provide a copy of his/her criminal record.

(g) For the purposes of (c)(10) above, the applicant shall provide a copy of his/her driving record.

(h) The applicant shall sign and date the form.

(i) Each applicant shall successfully complete an interview with the program coordinator.

(j) For the purposes of (i) above, the applicant shall demonstrate:

(1) Concern for rider safety;

(2) Experience in motorcycle riding;

(3) Knowledge of motorcycles; and

(4) An ability to communicate with others.

Source. #6144, eff 12-21-95, EXPIRED: 12-21-03

New. #8403, eff 8-2-05

Saf-C 5302.02 Instructor Training Standards.

(a) Each instructor-trainee shall complete the instructor preparation course established by the MSF.

(b) Each instructor-trainee shall complete a liability waiver statement pursuant to Saf-C 5306.04, for any motorcycle rider education program he/she is required to attend.

(c) Each instructor-trainee shall pay a non-refundable fee of $50.00 for the instructor's guide.

(d) Each instructor-trainee shall attend all course sections of the instructor preparation course.

(e) In order to pass the instructor preparation course, each instructor-trainee shall successfully complete:
(1) A skill test;

(2) A written test; and

(3) A student-teacher lesson based upon MSF evaluation criteria.

Source. #6144, eff 12-21-95, EXPIRED 12-21-03

New. #8403, eff 8-2-05

Saf-C 5302.03 Instructor Certification. Upon successful completion of the instructor preparation course, each instructor shall be issued a certificate of completion by the chief instructor and a state instructor identification number.

Source. #6144, eff 12-21-95, EXPIRED 12-21-03

New. #8403, eff 8-2-05

Saf-C 5302.04 Instructors Certified by Other States.

(a) A person who has been certified as an instructor in any other jurisdiction may apply for New Hampshire instructor certification.

(b) Each applicant shall submit the following on the prescribed form:

(1) Name, address, and telephone number;

(2) Date of birth;

(3) Occupation;

(4) Name of current employer, if applicable;

(5) Motorcycle operator license number, state of issuance and date of issuance;

(6) Criminal convictions, if applicable;

(7) Year of high school graduation;

(8) Date and level of education last completed;

(9) MSF instructor number; and

(10) Location and completion date of the following:

a. Instructor preparation course;

b. BRC certification; and

c. ERC certification.

(11) Number of years the applicant has operated a motorcycle;

(12) Type of motorcycle the applicant owns, if applicable; and

(13) Applicant's level of motorcycle riding experience, measured by the number of miles or number of years.

(c) Pursuant to RSA 263:34-d, III, the applicant shall provide a certified copy of his/her driving record for the preceding 5 years.

(d) For the purposes of (b)(6) above, the applicant shall provide a certified copy of his/her criminal record.

(e) The applicant shall submit a statement that he/she understands and agrees to instruct MSF curricula as adopted by the department.

(f) The applicant shall sign and date the form.

(g) Each applicant shall successfully complete:

(1) An interview with the program coordinator; and

(2) A skill test.

(h) For the purposes of (g)(1) above, the applicant shall demonstrate:

(1) Concern for rider safety;

(2) Experience in motorcycle riding;

(3) Knowledge of motorcycles; and

(4) An ability to communicate with others.

(i) Upon meeting the requirements of RSA 263:34-d, II and III and these rules, the instructor shall be issued a state instructor identification number.

Saf-C 5302.05 Maintaining Instructor Certification.

(a) In order to maintain instructor certification, each certified instructor shall:

(1) Submit an instructor application form pursuant to Saf-C 5302.01(c) every year;

(2) Teach at least 3 BRCs for the motorcycle rider education program per year;

(3) Take at least one refresher course and one professional development workshop per year;

(4) Teach all courses offered by the motorcycle rider education program according to MSF curricula as adopted by the department;

(5) Maintain a current valid driver license with a motorcycle endorsement; and

(6) Maintain the requirements set forth in RSA 263:34-d, II.

PART Saf-C 5303 DUTIES OF COURSE PERSONNEL

Saf-C 5303.01 Duties of the Site Manager.

(a) The site manager shall:

(1) Check range areas, classrooms and instructors to ensure that they are in compliance with MSF standards, as adopted by the department;

(2) Provide each instructor with classroom materials and range equipment;

(3) Check that all motorcycles are in-service and that spare parts are available, if necessary, to repair any motorcycles;

(4) Check that instructors are properly scheduled for each course;

(5) Maintain incident reports for all personal injuries and property damage for each site;

(6) Immediately notify the director and the program coordinator of any personal injuries; and

(7) Provide a written report of any personal injuries or property damage to the director and the program coordinator within 48 hours of the incident.

Saf-C 5303.02 Duties of Chief Instructor.

(a) The chief instructor shall:

   (1) Assist the department with establishing and maintaining the motorcycle rider education program; and

   (2) Train, evaluate and certify instructors.

<div align="center">Source. #6144, eff 12-21-95, EXPIRED 12-21-03</div>

<div align="center">New. #8403, eff 8-2-05</div>

Saf-C 5303.03 Duties of Instructor.

(a) The instructor shall:

   (1) Conduct course sections, according to MSF approved curricula as adopted by the department;

   (2) Maintain an instructor-student ratio of no more than 1 to 6;

   (3) Observe that each student enrolled in a motorcycle rider education program course wears protective gear;

   (4) Inspect each motorcycle before the beginning of each course;

   (5) Supervise all range activities;

   (6) Demonstrate all range exercises;

   (7) Confirm that each student is properly registered and completes the waiver form, at the beginning of the classroom portion of the course;

   (8) Designate and report to the chief instructor and program coordinator each student eligible for the IRC pursuant to Saf-C 5304.03;

   (9) Conduct remedial training during the BRC courses;

   (10) Immediately notify the director, program coordinator and site manager of any personal injuries;

   (11) Provide a written report of any personal injuries or property damage to the site manager within 48 hours of the incident; and

   (12) Evaluate student riding performance and issue completion cards, pursuant to RSA 263:34-b, V.

<div align="center">Source. #6144, eff 12-21-95, EXPIRED 12-21-03</div>

<div align="center">New. #8403, eff 8-2-05</div>

Saf-C 5303.04 Duties of Range Aide.

(a) The range aide shall:

   (1) Set up and organize range equipment; and

   (2) Maintain the range area free from debris and obstructions.

<div align="center">Source. #6144, eff 12-21-95, EXPIRED: 12-21-03</div>

<div align="center">New. #8403, eff 8-2-05</div>

PART Saf-C 5304 COURSE STANDARDS

Saf-C 5304.01 BRC. The minimum standards for the BRC shall be defined in the MSF BRC RiderCoach Guide, third printing, January 2002, copyright 2003.

Saf-C 5304.02 ERC. The minimum standards for the ERC shall be defined in the MSF ERC Suite, second printing, July 2003, copyright 2003.

Saf-C 5304.03 IRC.

(a) The minimum standards for the IRC shall be defined in the MSF BRC RiderCoach Guide, third printing, January 2002, copyright 2003.

(b) Course subject matter for the IRC shall vary depending upon the needs of the individual remedial students.

(c) A student shall be eligible for the IRC if he/she:

(1) Has completed the BRC and passed both the written test and skill test; or

(2) Has completed the entire BRC within the previous 12 months and has the potential to pass the skill test with additional instruction.

(d) Notwithstanding (c)(2) above, a student shall not be eligible for the IRC if the failure of the BRC skill test was a result of a lack of effort on the student's part.

(e) A student shall not be eligible for the IRC if he/she has failed the BRC written test.

PART Saf-C 5305 STUDENT REGISTRATION

Saf-C 5305.01 Student Application.

(a) The department shall furnish each interested person with an application to register for a motorcycle rider education program course.

(b) The applicant shall furnish the following on the prescribed form:

(1) Name;

(2) Address;

(3) Date of birth;

(4) Driver license number;

(5) Telephone number; and

(6) Signature of applicant and date signed.

Saf-C 5305.02 Tuition.

(a) The department shall charge the following tuition fees:

    (1) For the BRC, $110.00 per student;

    (2) For the ERC, $60.00 per student; and

    (3) For the IRC, $50.00 per student.

(b) Pursuant to Saf-C 263:34-b, VI, the director shall authorize each contractor to charge the following tuition fees:

    (1) For the BRC, a maximum of $500.00 per student;

    (2) For the ERC, a maximum of $250.00 per student; and

    (3) For the IRC, a maximum of $200.00 per student.

(c) Tuition fees shall be non-refundable, except as provided in Saf-C 5305.04.

Saf-C 5305.03 Failure to Complete Course.

(a) In the event a student fails to complete a course, the instructor shall furnish the following on the prescribed form:

    (1) Name;

    (2) Course site;

    (3) Statement of the reason for the departure; and

    (4) Signature of instructor and date signed.

(b) The instructor shall provide a statement of the student's performance up to the point of departure.

Saf-C 5305.04 Refund Procedure.

(a) Each person seeking a refund of the tuition fee for failure to appear shall notify the director in writing no later than 7 days after the beginning of the course.

(b) Each person seeking a refund of the tuition fee for failure to complete a course shall notify the director no later than 7 days after departure from the course.

(c) Each person shall furnish the following in the notification:

    (1) Name;

    (2) Address;

    (3) Telephone number;

(4) Date of class;

(5) Driver license number;

(6) Reason for failure to appear for the scheduled course, if applicable; and

(7) Reason for failure to complete the course and date of departure, if applicable.

(d) The director shall notify the person of his/her decision within 30 days of receipt of the request.

(e) The director shall make the determination based upon:

(1) The person's reason for failure to appear for the scheduled course or failure to complete the course, such as:

a. Illness;

b. Accident;

c. Death or illness of a family member; or

d. Any other exigent circumstance beyond the person's control;

(2) The recommendation of the program coordinator; and

(3) The information provided pursuant to Saf-C 5305.03, if applicable.

(f) In the event a course is cancelled as a result of the department's action, each student scheduled for that particular course shall be issued a refund of the tuition fee or rescheduled for another available course.

Source. #6144, eff 12-21-95, EXPIRED: 12-21-03

New. #8403, eff 8-2-05 (formerly Saf-C 5305.03)

PART Saf-C 5306 STUDENT REQUIREMENTS

Saf-C 5306.01 Registration. Each student enrolled in the BRC, IRC or ERC shall register pursuant to Saf-C 5305.01(b).

Source. #6144, eff 12-21-95, EXPIRED: 12-21-03

New. #8403, eff 8-2-05

Saf-C 5306.02 Protective Gear.

(a) Each student shall wear protective gear, including:

(1) Sturdy gloves made of leather or a heavy weight material;

(2) Over-the-ankle boot with a heel no greater than 2.5 inches in height;

(3) Long-sleeved shirt or jacket;

(4) Long pants made of a heavyweight material with non-flare bottoms; and

(5) A helmet with eye protection which meets United States department of transportation (USDOT) federal motor vehicle safety standard 218 .

Source. #6144, eff 12-21-95, EXPIRED: 12-21-03

New. #8403, eff 8-2-05

Saf-C 5306.03 Driver License.

(a) Each student enrolled in a BRC shall produce a New Hampshire driver license or proof that he/she is eligible for a motorcycle learner's permit pursuant to RSA 263:34-b, IV.

Saf-C 5306.04 Waiver.

(a) Each student shall complete a liability waiver form at the beginning of the class.

(b) The student shall sign and date the waiver. If the student is under 18 years of age, the parent, step parent or legal guardian shall sign and date the waiver.

(c) The waiver shall release the department from any liability for injuries to persons or property caused by the negligence of the student or any other person or entity.

PART Saf-C 5307 STUDENT CERTIFICATION

Saf-C 5307.01 Certificate of Completion.

(a) The director shall issue each student who successfully completes the requirements of the BRC, ERC, or IRC a certificate of completion, form DSMV 391.

(b) Pursuant to RSA 263:34-h, a person shall be exempt from the licensing skills test required for a motorcycle operator's license or endorsement if:

(1) He/she presents to the director a certificate of completion form DSMV 391; and

(2) The certificate of completion, form DSMV 391, was completed less than one year from the date of request of the exemption.

(c) The director shall issue a certificate of completion, form DSMV 391, to each student who successfully passes one of the following out of state programs:

(1) Any state-approved motorcycle rider education program which consists of both classroom and riding segments; or

(2) Any nationally certified motorcycle rider education program approved by the director.

PART Saf-C 5308 MOTORCYCLES

Saf-C 5308.01 Qualifications.

(a) Each student enrolled in an ERC shall use his/her own motorcycle.

(b) Each student enrolled in an ERC pursuant to (a) above shall be responsible for the safety of his/her own motorcycle.

(c) No moped, 3-wheel motorcycle or off-road motorcycle shall be used by a student in the motorcycle rider education program course or instructor preparation course.

Saf-C 5308.02 Daily Inspection.

(a) The instructor shall inspect every motorcycle before each course begins.

(b) Any motorcycle, including those utilized in an ERC pursuant to Saf-C 5308.01, determined to be out-of-service by the instructor shall not be operated until repairs are made.

PART Saf-C 5309 FUND ADMINISTRATION

Saf-C 5309.01 Responsibilities of the Program Coordinator.

(a) The program coordinator shall:

(1) Manage disbursement from the fund as follows:

a. Prepare an annual budget for the fund;

b. Submit all vouchers to the director for approval; and

c. Submit contracts to the director for approval;

(2) Report on an annual basis to the commissioner and the director the amounts disbursed for:

a. Registration process;

b. Site rental;

c. Storage containers;

d. Promotion;

e. Instructor training;

f. Motorcycles and helmets;

g. Motorcycle maintenance; and

h. Program teaching aids and equipment.

Saf-C 5309.02 Record Keeping and Reporting Procedures.

(a) The program coordinator shall maintain the following records:

(1) A list of all students enrolled in each class;

(2) Student skill and written test scores; and

(3) Contract payment or wages for chief instructors, instructors and range aides.

(b) All records shall be maintained for a period of 5 years.

MOTORCYCLE RIDER EDUCATION
CURRICULUM CONTENT

This section demonstrates that the formal program of instruction utilized by the New Hampshire Motorcycle Rider Education Program includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists.

The NH Motorcycle Rider Education Program utilizes motorcycle rider education curricula established by the Motorcycle Safety Foundation (MSF) including the *MSF RiderCoach Guide* (Revised 4/05) and the *MSF Basic RiderCourse Rider Handbook, Edition 7.1* (First Printing: January 2007).

The following is quoted entirely from page 1 of the *MSF RiderCoach Guide* Rev. 4/05:

> "The primary goal of the Basic *RiderCourse*sm is to provide an introduction to the fundamentals of safe, responsible motorcycling. This includes the knowledge and skills that lead to licensing and motorcycle operation on the streets and highways. Certified MSF RiderCoaches provide a safe, positive learning environment.
>
> The Basic *RiderCourse* is designed to prepare riders for entry into the complex world of traffic. It consists of classroom and on-motorcycle instruction, and includes a variety of learning activities. Classroom experiences consist of 5 hours of RiderCoach-led discussions and the utilization of interactive multimedia. On-motorcycle instruction is conducted on a paved area away from street traffic.
>
> The course is based on years of scientific research and field experience which has successfully trained over 3 million participants to date. It has been tested with several hundred novice riders and has proven to be successful in developing the entry-level skills for riding in traffic. The MSF Basic *RiderCourse* teaches fundamental skills and is not intended to produce the superb riding skills of an experienced rider; rather, it provides the basic entry-level skills for a new rider to begin practicing and developing the mental and motor skills important for safe street operation.
>
> The Basic *RiderCourse* has approximately 5 hours of classroom instruction and 10 hours of on-motorcycle instruction, inclusive of break time. A Rider Handbook is provided for the classroom portion of the curriculum and 11 training aids are used to enhance learning. The riding portion of the curriculum consists of approximately 10 hours of instruction that includes 17 on-motorcycle exercises. Evaluation for the Basic *RiderCourse* consists of a written, multiple-choice knowledge test and an end-of-course skill test."

Page 23 (attached) of the *MSF RiderCoach Guide* outlines the 17 range exercises totaling approximately 10 hours that are included in the *BasicRider* Course (BRC).

The following text is taken from the Course Introduction on page ii of the *MSF Basic RiderCourse Rider Handbook*, Edition 7.1, First Printing: January 2007.

"This course covers the basic fundamentals for you to develop your capabilities to become a safe and responsible motorcyclist. It provides the opportunity for you to learn the physical and mental

skills important for operating a motorcycle. In the classroom, you will learn ways to minimize risk and handle special riding situations.

During the riding portions of the Basic *RiderCourse*SM, you will be coached to develop the physical skills of basic control that include: clutch/throttle control, straight line riding, stopping, turning, and shifting, and then move on to more advanced skills in stopping quickly, cornering, and swerving." (Note: these are specific "crash avoidance skills")

In New Hampshire the Intermediate *RiderCourse* (IRC) follows criteria outlined on page 25 (attached) of the *MSF RiderCoach Guide* (Rev. 4/05) under Additional Riding which focuses on Range Exercises 3, 4, 6, 9, 10, 12, 13, 16, and 17 that riders perform over a period of approximately 7 hours.

Extended BRC	Additional Riding	Classroom Refresher *(for split programs - 1 hour)*
For novices desiring or requiring more individualized instruction	For riders completing a Basic *RiderCourse* whether passing skill test or not	For enrollees of Basic *RiderCourse* involved in a **split schedule** (classroom separated several weeks from range)
Regular Basic *RiderCourse* but with RiderCoach/ participant ratio of 1:3

Note: Course fee would likely change as necessary | Consists of the following range exercises with times adjusted as needed (include classroom refresher if more than 2-3 weeks have passed after attending Basic *RiderCourse*)

Ex. 3
Ex. 4
Ex. 6
Ex. 9
Ex. 10
Ex. 12
Ex. 13
Ex. 16
Ex. 17

(approx. 4 hours with breaks) | Review of key topics from Basic *RiderCourse* classroom

Suggested topics:
Risk Management
Riding Gear
Range Rules |

Formal Remedial Training

Formal Remedial Training is designed for novices who require remedial instruction outside regular BRC remedial opportunities (see RCG page 22). An effective BRC RiderCoach can provide a significant amount of remedial training within the structure of the BRC.

Formal Remedial Training consists of individual or group instruction conducted by an MSF certified RiderCoach on a RERP recognized range. Additional student fees may be charged. It is important that this option is used only after regular, remedial coaching opportunities have been exhausted. Insurance for the original BRC does not apply and additional insurance coverage is available from MSF.

It is important that Formal Remedial Training does not become a self-serving mechanism, does not become a conflict of interest for RiderCoaches or administrators, and does not become an early-exit strategy to use for riders who need a little more

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There are 17 range exercises plus a skill assessment. Total instructional time, including breaks, is approximately 10 hours.

Range Exercises

Exercise #	Title	Time in Minutes
1	Motorcycle Familiarization	30
2	Using the Friction Zone	25
BREAK		
3	Starting & Stopping Drill	25
4	Shifting and Stopping	30
BREAK		
5	Adjusting Speed & Turning	30
6	Controls-Skills Practice	20
BREAK		
7	Cornering	30
8	Matching Gears to Speed	15
9	Stopping Quickly	30
END OF DAY		
10	Limited-Space Maneuvers	25
11	Pressing to Initiate Lean	25
BREAK		
12	Cornering Judgment	30
13	Negotiating Curves	30
BREAK		
14	Stopping Quickly in a Curve	20
15	Obstacles & Lane Changes	20
16	Avoiding Hazards	30
BREAK		
17	Skills Practice	20
	Skill Test	45

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MOTORCYCLE RIDER TRAINING COURSE
SITE LOCATIONS

(A) A list of the counties or political subdivision in the State noting in which counties or political subdivisions and when motorcycle rider training courses were offered in the 12 months preceding the due date of the grant application, if the State seeks to qualify under this criterion by showing that it offers at least one motorcycle rider training course in a majority of counties or political subdivisions in the state; or

(B) A list of the counties or political subdivision in the State, noting in wh8ich counites or political subdivision and when motorcycle rider training courses were offered in the 12 months preceding the due date of the grant application and the corresponding number of registered motorcycles in each county or political subdivision according to official State motor vehicle records, if the State seeks to qualify under this criterion by showing that it offers at least one motorcycle rider training course in counties or political subdivisions that account for a majority of the State's registered motorcycles;

The NH Motorcycle Rider Education Program offered rider training courses in 7 of the state's 10 counties.

2011 MOTORCYCLE RIDER TRAINING CLASSES			
COUNTY	LOCATION (city/town)	DATES	COURSE TYPE & NUMBER OF ATTENDEES BRC: BASIC RIDER ERC: EXPERIENCED RIDER IRC: INTERMEDIATE RIDER
BELKNAP	Laconia	4/22 – 10/23/11	BRC: 216
CARROLL	N/A	N/A	N/A
CHESHIRE	Keene	4/22 – 10/23/11	BRC: 209
COOS	Whitefield	6/24 – 8/21/11	BRC: 30
GRAFTON	North Haverhill	4/29 – 10/09/11	BRC: 107
HILLSBOROUGH	Merrimack, Nashua	4/4 – 10/30/11	BRC: 247
MERRIMACK	Concord, Hooksett	4/4 – 10/30/11	BRC: 1,651 ERC: 50 IRC: 113
ROCKINGHAM	Newington (Pease)	4/15 – 10/30/11	BRC: 289
STRAFFORD	N/A	N/A	N/A
SULLIVAN	N/A	N/A	N/A

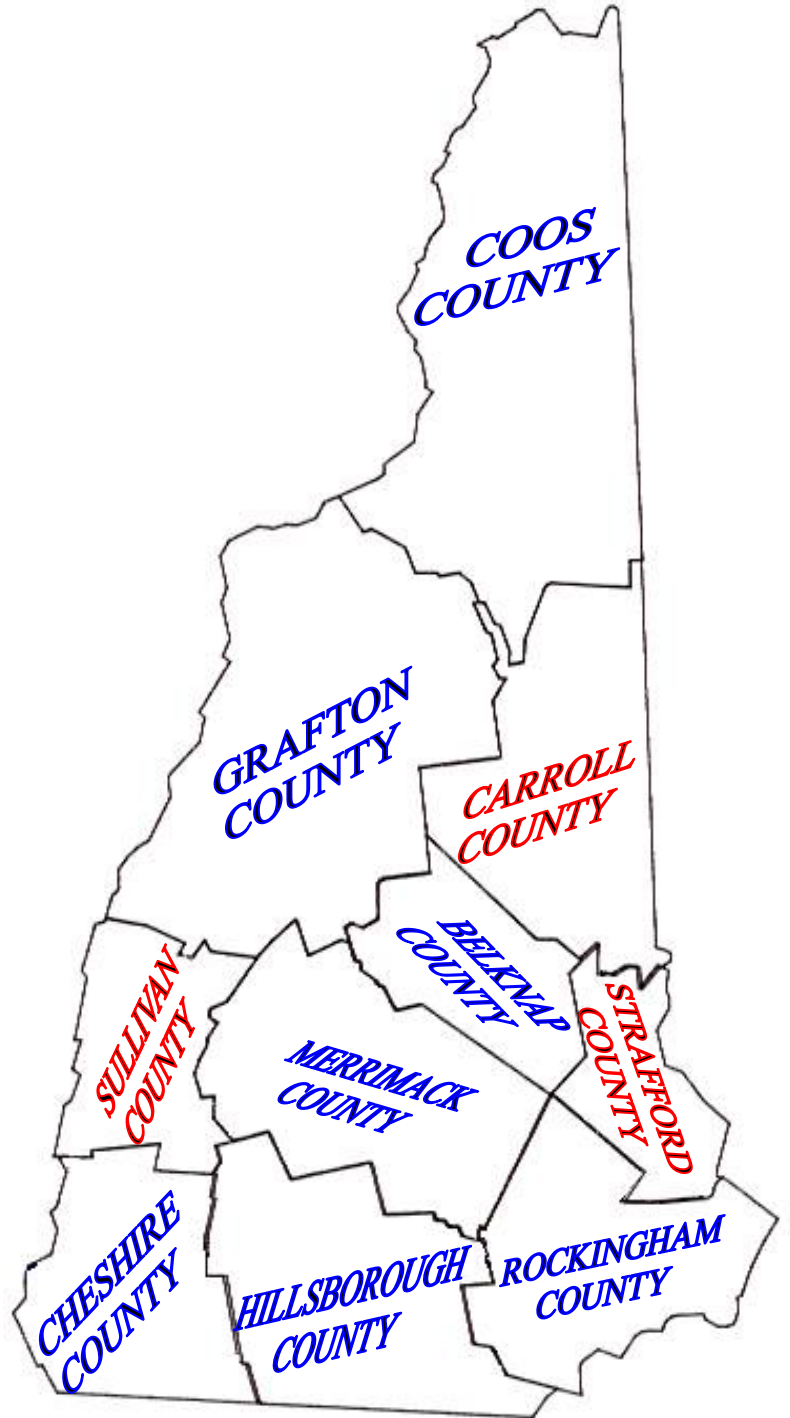The NH Motorcycle Rider Education Program will offer rider training courses in 7 of the state's 10 counties.

2012 MOTORCYCLE RIDER TRAINING CLASSES			
COUNTY	LOCATION (city/town)	DATES	COURSE TYPE & NUMBER OF ATTENDEES BRC: BASIC RIDER ERC: EXPERIENCED RIDER IRC: INTERMEDIATE RIDER
BELKNAP	Laconia	4/20 – 11/4/12	BRC: 191
CARROLL	N/A		N/A
CHESHIRE	Keene	4/20 – 11/4/12	BRC: 203
COOS	Whitefield	6/1 – 8/24/12	BRC: 34
GRAFTON	North Haverhill	4/20 – 10/16/12	BRC: 120
HILLSBOROUGH	Nashua	4/13 – 11/4/12	BRC: 303
MERRIMACK	Concord, Hooksett	4/6 – 11/4/12	BRC: 1494 ERC: 51 IRC: 84 RRC: 34
ROCKINGHAM	Newington (Pease) Londonderry	4/20 – 11/4/12	BRC: 461
STRAFFORD	N/A		N/A

SULLIVAN	N/A		N/A

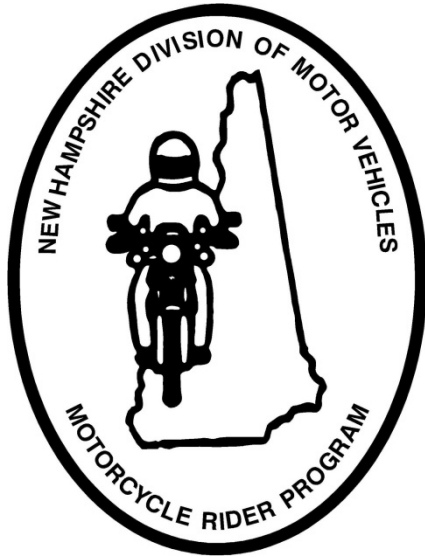The NH Motorcycle Rider Education Program will offer rider training course in 7 of the state's 10 counties.

2013 SCHEDULED MOTORCYCLE RIDER TRAINING CLASSES			
COUNTY	LOCATION (city/town)	DATES	COURSE TYPE (BRC, ERC, IRC, RRC) & NUMBER OF ATTENDEES (ESTIMATED # OF STUDENTS)
BELKNAP	Laconia	4/13 – 11/3/13	BRC: 100
CARROLL	N/A	N/A	N/A
CHESHIRE	Keene	4/13 – 11/3/13	BRC: 220
COOS	Whitefield	5/17 – 9/13/13	BRC: 45
GRAFTON	North Haverhill	4/13 – 11/3/13	BRC: 120
HILLSBOROUGH	Nashua	4/5 – 11/3/13	BRC: 340
MERRIMACK	Concord, Hooksett	4/5 – 11/3/13	BRC: 1505 ERC: 55 IRC: 90 RRC: 35
ROCKINGHAM	Newington (Pease) Londonderry	4/5 – 11/3/13	BRC: 530
STRAFFORD	N/A	N/A	N/A
SULLIVAN	N/A	N/A	N/A

STATE OF NEW HAMPSHIRE
COUNTY   MAP

Counties with Motorcycle Safety Training
Counties without Motorcycle Safety Training

COOS COUNTY

GRAFTON COUNTY

CARROLL COUNTY

SULLIVAN COUNTY

BELKNAP COUNTY

MERRIMACK COUNTY

STRAFFORD COUNTY

CHESHIRE COUNTY

HILLSBOROUGH COUNTY

ROCKINGHAM COUNTY

MOTORCYCLE RIDER TRAINING COURSE
QUALITY CONTROL PROCEDURES

This section demonstrates that the New Hampshire Motorcycle Rider Education Program:

(iv) Uses quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses.

State Administrative Rules (Saf-c 5302.05 Maintaining Instructor Certification) establishes criteria instructors must meet in order to maintain certification.

Saf-C 5302.05 Maintaining Instructor Certification.

(a) In order to maintain instructor certification, each certified instructor shall:

(1) Submit an instructor application form pursuant to Saf-C 5302.01(c) every year;

(2) Teach at least 3 BRCs for the motorcycle rider education program per year;

(3) Take at least one refresher course and one professional development workshop per year;

(4) Teach all courses offered by the motorcycle rider education program according to MSF curricula as adopted by the department;

(5) Maintain a current valid driver license with a motorcycle endorsement; and

(6) Maintain the requirements set forth in RSA 263:34-d, II.

Source. #6144, eff 12-21-95, EXPIRED 12-21-03

New. #8403, eff 8-2-05

The NH Motorcycle Rider Training (MRT) Guide (page 31) describes "Instructor and Site Quality Assurance" measures as follows:

Instructor and Site Quality Assurance

The program will conduct Instructor Quality Assurance visits and Site Compliance Audits to ensure that the NH Rider Training Program maintains the highest standards in site quality, professionalism, instructional quality and consistency among all personnel in the program.

Instructor Quality Assurance Visits

Instructors will be observed during the conduct of regularly scheduled courses to assure that quality, uniformity and consistency of instruction is maintained. Close attention is also given to assuring that student safety is maintained. Visits will take place regularly throughout the season at every training site. Only NH Rider Training staff, a Rider Coach Trainer or other qualified individual designated by the program will conduct these visits.

The goal is for every Rider Coach to have the opportunity to participate in a Quality Assurance visit at least once per season. This is a great opportunity for Rider Coaches to hone their teaching skills and pick the brain of a Rider Coach Trainer. Special attention will be given to Coaches who wish to work as Mentors, Coaches who are applying to a different pay level and Coaches who have had either student or peer complaints issued.

The Reviewer will document his or her findings and discuss observations as appropriate. If improvement is needed, the Rider Coach will be given specific recommendations. If serious corrective action is recommended, it may be followed up by a second visit to confirm compliance with state training program policies.

Site Compliance Audit

A site compliance audit is used in determining a site's compliance with NH Rider Training Program policies and procedures. It is used to improve and expand the program as well as to provide valuable technical assistance.

Audits will take place at least once per year at every training site. All aspects of the site's operation may be inspected: range, classroom, storage, training motorcycles, etc. If improvement is needed, consensus shall be maintained among the Instructors, Site Manager, Rider Coach Trainer and Program Coordinator on specific recommendations. If serious corrective action is recommended, it may be followed up by a second audit to confirm the site's compliance with state training program policies.

State of New Hampshire
Department of Safety
Division of Motor Vehicles
Motorcycle Rider Training Program

Quality Assurance Visit (QAV)

Date: _____   RCT: _____

Site: _____

RiderCoach1: _____   RiderCoach2: _____

Site: _____   Date: _____   Course #: _____

Overall Evaluation: ❑ Excellent ❑ Satisfactory ❑ Unsatisfactory ❑ Incomplete

Comments: _____

_____

_____

Classroom Facilitation

	Observed	Comments
Unit I	❑	
Unit II	❑	
Unit III	❑	
Unit IV	❑	
Unit V	❑	

Range Coaching

Exercises Observed   Comments

		Range Evaluation
RE 1 ❑		
RE 2 ❑		Eval 1
RE 3 ❑		
RE 4 ❑		
RE 5 ❑		Eval 2
RE 6 ❑		
RE 7 ❑		
RE 8 ❑		
RE 9 ❑		Eval 3
RE 10 ❑		
RE 11 ❑		
RE 12 ❑		
RE 13 ❑		Eval 4
RE 14 ❑		
RE 15 ❑		
RE 16 ❑		
RE 17 ❑		

RCT Signature: _____   Date: _____

QA: INSTRUCTOR CORRECTION EXAMPLE

Example One: Instructor C

During the 2010 season the Program Coordinator received a call from the Human Resource office. The parent of an underage student had called the Department of Safety Commissioner's Office and complained about the conduct of Instructor C. Instructor C was fairly new to the Motorcycle Rider Training Program and had not received any previous complaints from students or fellow Instructors.

The Human Resource Department asked the Program Coordinator to discreetly call the student, the other Instructor, and the Range Aid. The purpose of this call was to see if all of the stories matched up to the original complaint. Every person confirmed that Instructor C had made multiple inappropriate comments to the student regarding the student's sexual orientation.

The student felt attacked, belittled, and humiliated. It was evident that Instructor C was abusing his position as an Instructor, and both the Motorcycle Safety Foundation Rider Coach Rules of Professional Conduct and the State of New Hampshire Department of Safety's policy on Sexual Harassment had been broken. Furthermore, general customer service had been violated. The Program Coordinator and the Human Resource representative decided that due to the severity of the situation, the Instructor needed to be removed from his duties as an Instructor immediately and was not to be re-hired in the future.

Example Two: Instructor P

At the beginning of the 2011 training season the Program Coordinator received multiple complaints about Instructor P. The original complaints were fairly vague, just mentioning that there was something "different" or "off" about Instructor P.

Instructor P had worked for the MRT Program for seven years and the other Instructors knew his personality very well. The Instructors were concerned that there was a shift in his personality.

Student comments were also starting to mention Instructor P in a negative light. The comments were mentioning that Instructor P was "mean and temperamental" and one of the comments mentioned an incident where Instructor P "threw the keys from one of the motorcycles on the ground and yelled at a student".

Based on the concern from fellow Instructors and the negative customer comments, the Program Coordinator scheduled a Quality Assurance (QA) Visit. The Coordinator informed Instructor P that a QA visit was scheduled.

The QA Reviewer showed up at the site in the morning. Within a few minutes of the students arrival, Instructor P was shouting at them about not following directions. The fellow Instructor and the QA reviewer did not feel that yelling was warranted. Within a few hours, Instructor P apologized to the students for his earlier behavior. The rest of the day went by with more notable issues, including the following:

- A safety issue cropped up when staging the student due to incorrect coaching position on the part

of Instructor P.

- Instructor P tends toward over-coaching; giving the students too much verbal information thereby limiting active riding practice.

- Instructor P seemed to have trouble with teamwork. The other Instructor made a suggestion during the QA visit and Instructor P said "No, we are going to do it my way" instead of considering the other Instructor's opinion.

- Instructor P's demeanor with his fellow coach was very over bearing and authoritative. It is understandable that other Instructors would find him difficult to work with.

When the QA reviewer discussed the issues above, Instructor P became extremely irritated and said that he did not understand why he was the subject of a QA review.

The Program Coordinator reviewed the QA report and decided to call Instructor P into the office and discuss the concerns of the other Instructors. Instructor P became very agitated and said that he "had no idea what they were referring to".

The Program Coordinator adjusted the schedule for the next few classes to make sure the Instructor P was paired up with seasoned, high-level Instructors.

Soon, more concerns and complaints came in from the other Instructors that were paired up with Instructor P. They noticed that he would forget where he was or what he was doing while teaching class or that "his eyes would glaze over for an extended period of time". He was also very irritable and would become extremely angry at students and coaches during class. A number of his peers did address the change in behavior with Instructor P directly and suggested he see a doctor. Instructor P was not receptive to the idea that he should see a doctor or that anything was wrong with him. He became extremely defensive and started alienating the Instructors that had brought up concerns. Three instructors called the office and requested to not teach with him again. All three instructors also wrote detailed reports regarding their concerns to the office.

Based on the numerous observations from the QA reviewer, fellow Instructors, and students, the Program Coordinator discussed the issues she was having with Instructor P with her supervisor and the Human Resources department. A meeting was set up with Instructor P, the Program Coordinator, the Supervisor of Driver Licensing, and a Human Resources representative.

Instructor P was again not receptive to the feedback from any of his superiors. He felt he was being unjustly attacked and did not understand where any of the concern came from. The Human Resources representative advised the Program Coordinator to allow Instructor P to finish his scheduled classes as a site manager but not work any further classes as an Instructor. Due to Instructor P's inability to correct his behavior he was not re-hired the next season.

Example Three: Site V Compliance

At the beginning of the 2012 training season the Equipment Supervisor noticed that the Training Range at Site V was becoming unsafe due to a manhole cover that was starting to sink into the pavement. This was causing a hole on the Training Range at Site V that was unsafe for students to pass over. The Equipment Supervisor notified the Program Coordinator about the hole. The Program Coordinator immediately notified the Assistant Director of Motor Vehicles to discuss the manhole cover and the hole it was causing on Training Range V. The Assistant Director notified Administrative Services about having the hole fixed.

Plans were made to have the manhole cover repaired. However, the repair would not take place for over a month. The Program Coordinator called the RiderCoach Trainer to assess the situation. The RiderCoach Trainer concluded that the space was too unsafe for students to drive over and was not in compliance with MSF standards.

In consultation with a lead Instructor and the Program Coordinator, the Equipment Supervisor made adjustments to the paths of travel of several exercises in order to avoid the hole at Site V.

Eventually the manhole cover was repaired and signed off on by the RiderCoach Trainer. Once the repair was made the Program Coordinator had the range repainted to the original layout.

REDUCTION OF

FATALITIES & CRASHES

INVOLVING MOTORCYCLES

REDUCTION OF FATALITIES & CRASHES INVOLVING MOTORCYCLES

Requirement: To satisfy this criterion, a State shall demonstrate a reduction for the preceding calendar year in the number of motorcyclist fatalities and in the rate of motor vehicle crashes involving motorcycles in the State (expressed as a function of 10,000 registered motorcycle registration), as computed by NHTSA. The State shall:

(i)   Experience a reduction of at least one in the number of motorcyclist fatalities for the most recent calendar year for which final FARS data is available as compared to the final FARS data for the calendar year immediately prior to that year; and

(ii)   Based on State crash data expressed as a function of 10,000 motorcycle registration (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of crashes involving motorcycles for the most recent calendar year for which final State crash data is available, but data no older than two calendar years prior to the application due date, as compared to the calendar year immediately prior to that year.

To demonstrate compliance with this criterion, the State shall submit:

(i)   State data showing the total number of motor vehicle crashes involving motorcycles in the State for the most recent calendar year for which final State crash data is available, but data no older than two calendar years prior to the application due date and the same type of data for the calendar years prior to the application due date and the same type of data for the calendar year immediately prior to that year (e.g., for a grant application submitted on July 1, 2013, the State shall submit calendar year 2012 data and 2011 data, if both data are available, and may not provide data older than calendar year 2011 and 2010, to determine the rate); and

(ii)   A description of the State's methods for collecting and analyzing data submitted in paragraph (g)(2)(i) of this section, including a description of the State's efforts to make reporting of motor vehicle crashes involving motorcycles as complete as possible.

	Calendar Year 2010	Calendar Year 2011
NEW HAMPSHIRE **MOTORCYCLE FATALITIES & CRASHES** **FATALITY RATES/10,000 REGISTERED MOTORCYCLES** **2010 - 2011**		
Motorcycle Operator Fatalities	26	14
Motorcycle Passenger Fatalities	<u>02</u>	<u>00</u>
Total Motorcycle Fatalities	28	14
Motorcycle Registrations (FHWA)	80,173	
Motorcycle Fatalities per 10,000 Registrations	3.49	
Motorcycle Crashes (State of New Hampshire)	782	662

The FARS Analyst (housed within the Division of Motor Vehicles, NH Department of Safety) retrieves, analyzes, and converts data pertaining to fatal crashes and deaths. Included in the analysis of fatal crashes and deaths is the reporting of fatal crashes/deaths involving motorcycles. The analyst first gathers the pertinent information and reports from the investigative law enforcement agencies, and then obtains laboratory analyses, roadway analyses, death certification, motor vehicle information, and medical examiner reports from the appropriate agencies. The information is then scrutinized by the FARS analyst to determine contributing factors and causes in each fatal crash. The analyst then converts all the data compiled to uniform numerical codes which are then entered into a national computer system for comparison and study on a national level. The final step in this process is to provide information to federal, state, local, and private agencies to enable them to respond in a manner that will prevent further tragedies.

USE OF FEES COLLECTED

FROM MOTORCYCLISTS

FOR MOTORCYCLE PROGRAMS

USE OF FEES COLLECTED FROM MOTORCYCLISTS
FOR MOTORCYCLE PROGRAMS

To satisfy this criterion, a State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State of a Data State.

 (i) A Law State is a State that has a statute or regulation requiring that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

 (ii) A Data State is a State that does not have a statute or regulation requiring that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs but can show through data and/or documentation from official records that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs, with diversion.

(2)(i) To demonstrate compliance as a Law State, the State shall submit the legal citation(s) to the statute or regulation requiring that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs and the legal citation(s) to the State's current fiscal year appropriation (or preceding fiscal year appropriation, if the State has not enacted a law at the time of the State's application) appropriating all such fees to motorcycle training and safety programs.

(ii) To demonstrate compliance as a Data state, a State shall submit data or documentation from official records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed in a distinct account and expended only for motorcycle training and safety programs.

New Hampshire statute Title XXI, Motor Vehicles, Chapter 263, Drivers' Licenses, Motorcycle Rider Education Program, Section 263:34-a (found in its entirety under the Motorcycle Rider Training Course at the beginning of this application) states the following:

263:34-e Motorcycle Rider Safety Fund; Continual Appropriation. –
  I. The motorcycle rider safety fund is established in the state treasury and continually appropriated to the department which shall administer the fund. The fund shall only be used for administration of the motorcycle rider education program and expenses relating to the program, including, but not limited to, instructor training, licensing improvement, alcohol and drug education, public awareness, a driver improvement program for motorcyclists, technical assistance, program promotion, and other motorcycle safety programs. Funds may also be used for reimbursement of organizations with course sites. The commissioner shall adopt rules relative to disbursement of funds.
  II. All fees collected under RSA 263:34-i shall be credited to the fund established in paragraph I.

Source. 1989, 331:1, eff. July 1, 1989.

263:34-i Additional Registration, License, and Permit Fees. –
  I. In addition to the fee for each certificate and renewal of registration for a motorcycle under RSA 261:141, III(o), an additional fee of $1 shall be assessed and collected by the department.
  II. In addition to any other permit or license or endorsement fee for a motorcycle learner's permit or motorcycle license or endorsement, and for each license renewal, an additional fee of $5 shall be assessed and collected by the department.

Source. 1989, 331:1, eff. July 1, 1989.