



ANNUAL REPORT 2024



I am pleased to present the *Annual Report of the NH Office of Highway Safety for Federal Fiscal Year 2024.*

At the end of 2024, the State of New Hampshire had an 8.0% increase in overall fatalities and 2% increase in overall crashes from 2023. This is an important indication that more must be done to improve NH roads (highway design, guardrails, signage, wrong way driver alert systems, rumble strips, etc.), messaging, outreach, and law enforcement visibility and activity. In 2024, there was a 28 percent increase in law enforcement participation in the Office of Highway Safety grant program from 2023 helping to increase the visibility and activity of law enforcement on NH roads to change negative driving behavior. Since 2022, the NH OHS has seen a 60% increase of law enforcement agencies participation in the Office of Highway Safety grant program.

In 2024, the NH OHS scheduled and coordinated with law enforcement, 11 Statewide DUI saturation efforts and 11 high crash corridor enforcement efforts including NHTSA's national impaired driving campaigns. Not only was there more participation from law enforcement during these initiatives in 2024 from 2023 but there was more activity recorded (stops, warning, arrests).

The State of New Hampshire and its highway safety partners are aware that most of these crashes are preventable. Impairment, speeding and distracted driving (although difficult to report on as causation in crashes, it is being widely seen on NH roads) continue to be at the top of the list when working to prevent these crashes from occurring on New Hampshire roads. It is with this knowledge in mind that the Office of Highway Safety works tirelessly with all our partners to encourage, educate, and enforce motor vehicle laws in our unending mission to save lives. The NH OHS has worked incredibly hard to ensure that there is maximum participation in our grant programs by all highway safety partners. Law enforcement agencies that are not participating in our grant programs are visited or called by NH OHS to discuss the importance of participating in our programs to help increase visibility to change negative driving behavior on NH roads.

The NH OHS is proud of the progress made to improve the electronic submission of MMUCC V compliant crash reports to the DMV VISION System. Over 75% of our law enforcement agencies are now doing this which is a huge increase from only a few years ago. This has been a team effort by all to get to this point and would like to thank NH OHS staff, NH State Police J-One, Division of Motor Vehicles, Department of Transportation, NH Department of Information Technology, and lastly our most important partners NH law enforcement. Once all law enforcement are submitting electronically the NH OHS will be able to accurately determine the locations of

highway safety concern to better deploy an array of resources (enforcement, outreach, messaging, etc.).

It would be very remiss of me, if I did not express my absolute gratitude and respect for the tireless efforts put forth everyday by NH OHS staff, law enforcement, and all highway safety partners who are truly committed to the mission to reduce crashes and save lives of NH roads.

The members of the NH OHS are true professionals and are a pleasure to work with and are extremely passionate and committed to our mission to save lives on New Hampshire roads. I commend them all for their efforts and consider myself very fortunate to work with such an amazing team!!

In conclusion, the New Hampshire Office of Highway Safety would like to thank NHTSA and all of our traffic safety partners for their support and efforts as we all work toward a shared goal of reducing crashes and eliminating the tragic and often unnecessary loss of life on New Hampshire roadways.

Respectfully submitted,

John A. Clegg

Program Manager, NH Office of Highway Safety

Traffic Safety Partners

- ❖ The National Highway Traffic Safety Administration (NHTSA)
- ❖ NH Department of Transportation
- ❖ NH Department of Safety (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- ❖ NH Department of Justice
- ❖ Administrative Office of the Courts
- ❖ NH Liquor Commission
- ❖ NH Traffic Safety Commission
- ❖ NH Police Standards & Training Council
- ❖ NH Traffic Records Coordinating Committee
- ❖ NH Department of Health and Human Services
- ❖ NH Department of Education
- ❖ NH Insurance Department
- ❖ NH Association of Chiefs of Police
- ❖ NH Sheriffs' Association
- ❖ NH Police Officers' Association
- ❖ NH Association of Counties
- ❖ NH Municipal Association
- ❖ NH Driver Education Teachers Association
- ❖ Granite State Wheelman
- ❖ Associated General Contractors of NH Inc.
- ❖ Federal Highway Administration
- ❖ New Hampshire's U.S. Congressional Representatives and Senators
- ❖ Governors' Highway Safety Association
- ❖ National Safety Council of Northern New England
- ❖ The University of New Hampshire
- ❖ Community Alliance for Teen Safety (CATS)
- ❖ NH Mothers Against Drunk Driving
- ❖ The Injury Prevention Center at Children's Hospital at Dartmouth
- ❖ AAA Northern New England
- ❖ Local Police & Sheriff Departments
- ❖ Brain Injury Association of New Hampshire
- ❖ NH Auto Dealers Association
- ❖ Dartmouth College
- ❖ Plymouth State College
- ❖ Keene State College
- ❖ SNHU
- ❖ Victim's Inc.

- ❖ AT&T
- ❖ New Hampshire Fisher Cats Baseball
- ❖ iHeart Media
- ❖ Destination Media DBA Gas Station Television (GSTV)
- ❖ WMUR TV
- ❖ Bike Walk Alliance of NH
- ❖ Federal Motor Carrier Safety Administration
- ❖ Ross Express
- ❖ NH School Transportation Association
- ❖ NH WIC Centers
- ❖ Granite YMCA
- ❖ Boys & Girls Club of NH
- ❖ NH Head Start
- ❖ NH Youth Council
- ❖ Business Alliance for People of Color (Dwight Davis/Former NBA Player)
- ❖ Senior Helpers (Dwight & Gale Davis)
- ❖ Big Brothers Big Sisters of New Hampshire
- ❖ Legacy Recovery Retreat
- ❖ Black Heritage Trail (Dwight Davis/ Former NBA Player)
- ❖ The Way Home
- ❖ Volunteer NH
- ❖ New Generations
- ❖ NH Humanities
- ❖ The Junior/Senior Friends Program
- ❖ NH PS&T Police Cadet Training Academy (for ages 14 to 20 years old)
- ❖ New Heights (Dwight Davis/program helping teens transition to adulthood)

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VISION

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

MISSION

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

PROGRAM MANAGEMENT

TARGET

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

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

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

ACCOMPLISHMENTS

In 2024, the NH OHS worked diligently to ensure more law enforcement partners participated in our grant process (2024 participation increased 28 percent from 2023). We are proud to report out that at the end of 2024, law enforcement patrol hours increased 17%, warnings increased 23%, summonses increased 10%, and arrests increased 15% from 2023. In 2024, increased law enforcements visibility on NH roads most definitely can be considered a contributing factor in the reduction of overall crashes by 15 percent (2022 – 33,123, 2023 – 27,997 crashes). Unfortunately, in 2024, even with the increased activity, visibility and efforts of NH law enforcement, New Hampshire experienced a 6% increase in fatalities (135) from 2023 (127). The NH OHS would like to thank all our law enforcement partners for their increased efforts to reduce crashes and save lives in 2024!

Also, in 2024, more law enforcement agencies are submitting the MMUCC 5 crash report to the NH Division of Motor Vehicles (NH DMV) VISION system electronically helping to improve the timely and accurate collection of data and helped remove any backlog of crash reports needing to be entered into VISION. Currently, there are 155 law enforcement agencies submitting MMUCC 5 crash reports to the DMV VISION system compared to the 137 reported last year (a 13% increase). The NH OHS continues to provide funding to local law enforcement agencies to purchase eCrash equipment (i.e. mobile data terminals, printers, scanners, and receivers). Also, the NH OHS continues to work towards our goal to purchase a crash data dashboard. To ensure the success of this data system, discussions have occurred to begin preparing an administrative rule to require the submission of MMUCC 6 only crash reports to the NH DMV VISION system and remove the old two-page (lacks over a hundred data elements and attributes that the MMUCC 5/6 crash report contains) crash report from being used. Before releasing MMUCC 6, it is of utmost importance to add a test refusal selection option that would allow a law enforcement officer to select either yes or no for an individual who was stopped for a motor vehicle violation to indicate whether a breath/chemical test was administered (to indicate refusals).

In 2024, the DRE program continues to improve with 70 DRE's trained to detect drug and alcohol impairment. Trainings involving all DRE's continue to enhance knowledge and the ability to detect drugs and alcohol. In 2024, DRE's continued to be available to be called out to assist any law enforcement agency who needed the expertise of a DRE to help in an impairment related arrest. In 2024, the NH OHS DRE program obtained a grant from NHTSA and purchased 85 tablets and 100 licenses from the Institute for Traffic Safety Management and Research (ITSMR) to run DRE evaluation software. This valuable project has enabled all DRE's to enter evaluation data into the DRE database in a timely manner making managing the DRE program a more efficient process. This improvement in DRE data and information, will allow the NH OHS to understand trending highway safety concerns to deploy resources to save lives.

Currently, New Hampshire continues to remain the only state in the country that does not have an adult seat belt law. However, with the use of 405B and 402 funds that New Hampshire receives from NHTSA, the NH OHS, and our highway safety partners continue to focus on improving seat belt use to include the following:

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

Since these OP initiatives have been implemented, NH has seen our seat belt usage rate increase from 75.5% in 2021, 75.7% in 2022, 77.9% in 2023, and 78.2% in 2024. This is a 3.6 % seat belt usage increase from 2021.

The New Hampshire Traffic Safety Commission (TSC) and Impaired Driving Taskforce (IDT) continued to work on legislation in 2024 to strengthen laws around mostly impaired driving. Work on legislation took place on January 2, 2024, with over 15 members attending from the TSC and IDT to discuss the following NH bills:

- **SB418: Relative to THC concentrations for driving offenses**
- **SB419: Relative to THC limits in cannabis and reporting**
- **SB426: Relative to the possession of controlled drugs in motor vehicles.**
- **SB465: Relative to motorist duties when approaching highway emergencies involving a disabled vehicle.**
- **SB471: Relative to adding a speed limit of 45 miles per hour on rural highways.**
- **HB1061: Relative to motor vehicle stops of uninspected vehicles.**
- **HB1063: Relative to motor vehicle speed within 10 miles per hour of the speed limit.**
- **HB1391: allowing new vehicles purchased in the model year or before to be inspected in the second year after purchase.**
- **HB1543: Relative to personal electric vehicles (PEVs)**
- **HB1637: Relative to reducing requirements for vehicle inspections.**

Monitoring grant funded projects continues to be one of the cornerstones of ensuring that our grantees are providing the NH OHS with accurate documentation and are complying with state and federal requirements. In 2024, law enforcement agencies were monitored with very few (minimal) issues. Monitoring has improved the overall efficiency of our grantees, and the NH OHS.

Our mission continues to involve and strengthen our highway safety partnership when developing the Annual Grant Application (AGA). This crucial partnership is not only necessary in developing core outcome measures, but also involves analyzing data and information to identify highway safety problems to help better align and implement state and local projects that will address these issues in FFY 2025.

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



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



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



[HTTPS://TWITTER.COM/NH_OHS](https://twitter.com/NH_OHS)



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Update on Performance Targets for FFY 2024

The 2024 FARS data reports **121 Fatal Crashes** resulting in **135 Fatalities**. All performance targets are updated with the most current FARS data available.

Note: Targets for 2024 are based on an average of 5-years data (2020-2024). Because not all 2024 data is available, preliminary data is given using the average of 2020-2024 data that is available. Specific data used is described in each segment listed below.

Note: 2024 fatal crashes that are open/active investigations pending toxicology and crash causation are the result of the NH medical investigation/NH State Police Lab backlog of cases due to increased workload, personnel issues and equipment being down for repairs. It is imperative that the lab increase their toxicology capabilities to increase efficiency and timeliness of this data being submitted to FARS.

C-1 TRAFFIC FATALITIES (FARS)

2024 – 2026 Triennial Projection

Decrease fatalities from 123.2 (2018-2022) Baseline Current Safety Level to 121.6 for the (2022-2026) average.

Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

2024 Performance Target

Decrease fatalities from 123.2 (2018-2022) average to 120.0 for the (2020-2024) average. The **2024 target of 120.0 fatalities** was recommended by the DOT and NHOHS.

In 2024, 135 fatalities were reported on NH roads.

- **5-year (2020-2024) average is 126.0 fatalities.**

New Hampshire **did not meet** the predicted traffic fatality target of 120.0 (2020-2024 average). Instead, the 2020-2024 average fatalities were 126.0 (an increase of 5% from the predicted target). In 2023, there was a 7% increase from the predicted target. It is encouraging that we may be getting closer to achieving our 2026 Triennial end target of 121.6 (2022-2026) average fatalities.

The predicted projection of fatalities (2020-2024 average) was calculated by adding 2024 (115.5 estimated fatalities), 2023 (115.5 estimated fatalities), 2022 (146 fatalities), 2021 (118 fatalities), 2020 (104 fatalities), totaling 599 fatalities. Then dividing 599 fatalities by five (5 years of fatality data), for an average predicted projection of fatalities (2020-2024) of 120.0 (119.8 rounded to 120).

The Office of Highway Safety made countermeasure adjustments in 2024 and 2025 to reduce fatalities. These countermeasure adjustments involved increasing the number of high crash corridor enforcement efforts and initiatives that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Routes 3, 4, 11, 10/12, 16, 28, 101, 111, 125, 202/9, etc.). In 2024, eleven (11) Statewide DUI saturations were conducted to coincide with the eleven (11) high crash corridor enforcement saturations efforts increasing law enforcements visibility and activity among the motoring public. Important messaging continued to include press releases/press conferences (pre and post initiative) that were picked-up by local news stations to convey the message to the motoring public to drive safely. Highway safety messaging (PSA's, etc.) were also be run through media venues and posted on social media.

In FFY 2025 and during the development of the FFY 2026 AGA, the OHS, has, and will implement, countermeasures to decrease traffic fatalities by funding enforcement and media efforts (currently being done by our newly hired media vendor) within those areas of New Hampshire where speeding, distraction, impairment and overall crashes, fatalities, and serious injury are occurring. Also, the Department of Safety, Public Information Officer, continues to assist the NH OHS to ensure that important highway safety press releases inform the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We continue to implement and expand in our FFY 2025 and FFY 2026 AGA the community outreach and betterment (COB) grants to

law enforcement (NH state police and local law enforcement) and Non-Profit Organizations (NPO's).

In 2025 and 2026 The NH OHS staff will also conduct highway safety presentations for feedback from underrepresented communities and attendees. Also, the NH OHS will discuss plans to increase messaging with the motorcycle taskforce (using our new media vendor) and continue to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023/40 fatalities but down in 2024/33) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.). These discussions and projects may also prove to be effective in reducing overall traffic fatalities.

2023 FARS Documented Fatalities: 127
2022 Fatality Performance Target Value: 123.2 (projected 2018-2022 average)
2024 FARS Documented Fatalities: 135
2024 Fatality Performance Target Value: 120.0 (projected 2020-2024 average)
2024 State Data (Projected 2020-2024 Average): 126.0

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

2024 – 2026 Triennial Projection

Projection – Serious Injuries: Decrease serious injuries from 509.6 from (2018-2022) average to 499.6 five-year (2022-2026) average.

Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

2024 Performance Target

Maintain the serious injury five-year (2018-2022) average target of 509.6 at the five -year (2020-2024) average of 509.6 serious injuries.

- The 2024 serious injury data from the NH DMV reported 598 serious injury crashes.
- **5-year Projected Average for (2020-2024) is 564.4 *SBI's.**

In 2024, New Hampshire **did not meet** the target of 509.6 average serious injuries (2020-2024) target. It is predicted that the projected average (2020-2024) target will exceed the 509.6 average serious injury target to potentially 564.4. This projected target was calculated by adding serious injury numbers for 2020 (504), 2021 (482), 2022 (626), 2023 (610), 2024 (estimated 600 SBI's), totaling 2,822 divided by five (5) years (2020-2024 average) resulting in 564.4 SBI's.

The Office of Highway Safety has made countermeasure adjustments in 2024 and 2025 to reduce serious injuries. In FFY 2024 the NH OHS lead coordinated enforcement efforts that increased the number of high crash corridor enforcement efforts and initiatives that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Routes 3, 4, 11, 10/12, 16, 28, 101, 111, 125, 202/9, etc.). In 2024, eleven (11) Statewide DUI saturations were conducted to coincide with the eleven (11) high crash corridor enforcement saturations efforts increasing law enforcements visibility and activity among the motoring public. Important messaging continued to include press releases/press conferences (pre and post initiative) that were picked-up by local news stations to convey the message to the motoring public to drive safely. Highway safety messaging (PSA's, etc.) were also be run through media venues and posted on social media. The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other partners and media sources (EVR, AAA, NHIAA, Injury Prevention Center, Fisher Cats, Bike Walk Alliance, etc.) will continue to be a countermeasure (via radio, social media, print material, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to reduce serious injury crashes. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities to reduce serious injury crashes. Highway safety presentations for driver education schools will also be conducted by NH State Police to reduce serious injury crashes. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of any highway safety concerns to make any improvements necessary to reduce serious injury related crashes. The NH OHS completed a pedestrian/bicycle assessment conducted by NHTSA (March 18-22, 2024). Recommendations from this assessment will be incorporated in the FFY 2026 AGA. The NH OHS will also consider implementing health education-based programs for school aged-students (Walk Safe/iwalksafe.org) and will continue to partner with NH Bike-Walk Alliance to help provide education to reach community members in high bicyclist fatality and serious injury locations to reduce serious injury crashes.

2023 Serious Injuries: 610 *Data not final
2023 Performance Target Value: 466.4 (projected 2019-2023 baseline average)
2024 Serious Injuries: 600 * 2024 data not final
2024 Performance Target Value: 509.6 (projected 2020-2024 baseline average)
2024 State Data (2020-2024 baseline Average): 564.4 *2024 data not final

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

2024 – 2026 Triennial Projection

C-3 Projection – Fatalities/VMT: Decrease Fatalities/VMT from 0.933 (2018-2022) average to .927 (2022-2026) average.

Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

2024 Performance Target

Maintain the five-year (2018-2022) average target at .993 fatalities/VMT for the five -year (2020-2024) average target of .993 fatalities/VMT.

- **The data is necessary to calculate the end of year result is not available from NH Department of Transportation (DOT) at this time.**

2023 Fatality Rate: Not available yet
2023 Performance Target Value: .857_(projected 2019-2023 baseline average)
2024 Fatality Rate: Not Available
2024 Fatality Rate Target Value: .993 (projected 2020-2024 baseline average)
2024 State Data (Projected 2020-2024 Average): * 2024 data not available

Travel may have increased in 2024. Also, fatalities have increased 6% percent. Once the OHS receives the 2024 VMT information from NH DOT, our office will re-evaluate the performance target. If the goal is not met, our office will work with the Region 1 office to craft appropriate adjustments for our FY26 AGA.

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

2024 – 2026 Triennial Projection

Maintain unrestrained fatalities from the 48.2 baseline (2017-2021) average to 48.2 (2022-2026) average unrestrained fatalities.

2024 Performance Target

Maintain unrestrained fatalities from the 48.2 baseline (2017-2021) average to 48.2 (2020-2024) average unrestrained fatalities.

The 2024 data from FARS for Unrestrained Occupant Fatalities is not confirmed final currently. However, as of the end of 2024, there has been 38 occupant fatalities.

- **The projected 5-year (2020-2024) average is 43.4 for Unrestrained Occupant Fatalities**

In 2024, there were 38 unrestrained NH fatalities. New Hampshire has met the unrestrained passenger vehicle occupant fatality (2020-2024) average target by having less than the originally predicted target (48.2) by achieving 43.4 unrestrained fatalities. In 2023, there was a 1% decrease from the original predicted target. In 2024, there has been a 10% decrease (43.4) from the original predicted target (48.2). It is encouraging that we very well may achieve our overall 2022-2026 triennial unrestrained fatality target of 48.2 now that we have met our 2024 target.

It is important that the enforcement and messaging countermeasure continue in FFY 2025 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. Of importance the NH OHS has hired a media vendor to develop and provide highway safety messaging to the public and continues to work closely with the Department of Safety PIO to provide messaging to all partners and the public to help promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border/High Crash Corridor

and County Saturations). The Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.) and the Department of Safety PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supporting high-risk populations with special emphasis in both these areas. We have expanded and implement in our FFY 2025 AGA and will continue in our FFY 2026 AGA, the community outreach and betterment (COB) grants with NH law enforcement and Non-Profit Organizations to conduct important highway safety related presentations to receive feedback from underserved community attendees of highway safety related issues or concerns. Also, the NH OHS staff will continue to conduct highway safety presentations in vulnerable communities to empower community members to voice or document their highway safety concerns. Also, the NH OHS will continue to work towards involving the business community to help increase seat belt use. Currently, NH does not have an adult seat belt law. However, if one is passed by the NH legislature additional lives will be saved on NH roads.

2023 Unrestrained Fatalities: 39

2023 Performance Target Value: 47.7 (projected 2019-2023 baseline average)

2024 Unrestrained Fatalities: *38 data not confirmed final

2024 Performance Target Value: 48.2 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 43.4 *2024 data not confirmed

final

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

2024 – 2026 Triennial Projection

Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average.

2024 Performance Target

Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021 average) to 37.8.(2020-2024 average).

*2023 and 2024 alcohol impaired driving fatalities incomplete due to cases pending toxicology and or investigation.

- **The projected 5-year average (2020-2024) is 32.6 for alcohol impaired driving fatalities (*Data not complete or confirmed)**

As of January 2025, New Hampshire **does not appear to be on track to meet** the target of 37.8 alcohol impaired driving fatalities even though preliminary fatality data in 2024 decreased from 2023. In 2024, there are only 11 alcohol impaired driving fatalities reported (not complete nor confirmed as many cases are still pending). On order to meet the 2024 (2020-2024 average) target of 37.8, New Hampshire must have no more than 27 confirmed alcohol (BAC of .08 and above) impaired fatalities in 2023 and no more than 37 in 2024. This is unlikely, given the fact that the lowest number of impaired driving fatalities was 26 in 2017 (102 total fatalities in this year). The projected (2020-2024) average target calculated impaired fatalities using 2020 (38), 2021 (45), 2022 (42), 2023 (27 estimated not confirmed), 2024 (37 estimated not confirmed) totaling 189 alcohol impaired driving fatalities, divided by five (5) years (2020-2024) resulting in 37.8 alcohol impaired driving fatalities.

The Office of Highway Safety has made countermeasure adjustments in 2024 and 2025 to reduce impaired driving fatalities. In 2024, the NH OHS coordinated DUI Saturation enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols statewide with a focus on various locations (i.e., I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, Rockingham County, Cheshire County, Merrimack County, Hillsborough County, Stafford County, Belknap County, Sullivan County, Grafton County, COOS County, Carrol County, etc.). These important initiatives also involved law enforcement from other states who share roads traversing into and out of NH to include Maine, Vermont, Massachusetts. Also, important and impactful messaging (i.e., press conferences, PSA's, social media posts, etc.) was conveyed to the public to drive safely. In 2025, the NH OHS team continues to work with law enforcement to increase participation in our grant program. Also, statewide DUI saturation efforts to include the NHTSA's National Drive Sober or Get Pulled Over campaign (conducted December 11 thru January 1, 2025) resulted in 758 stops, 666 warnings, and 32 arrests. Additionally, 10 or more high crash corridor enforcement efforts are planned thru September 30, 2025, increasing law enforcements visibility on NH roads.

The Office of Highway Safety will continue to adjust and implement countermeasures in FFY 2025 and 2026 to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE patrols, sobriety checkpoints, mobilizations, county DUI and high crash corridor saturations). Other factors influencing the performance target selection for FFY 2025 and in FFY 2026 to decrease impaired driving fatalities will be to focus on high population areas, high crash corridors, and fatal and serious injury crashes to help identify communities that will be given the highest priority of funding to conduct enforcement efforts. A Traffic Safety Resource Prosecutor (TSRP) has been hired and with prosecutors will help educate law enforcement and prosecute DUI cases to remove the impaired driver from NH roads will also be countermeasures to address impaired driving in FFY 2025 and FFY 2026. Other FFY 2025 and 2026 countermeasure programs such as the DRE program, as well, as educational programs presented for high schools will enhance this effort. Media efforts through a media vendor that has been hired for two years along with other media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, etc.) will

continue to be a countermeasure (via radio, social media, etc.) and will run in conjunction with enforcement efforts to provide the greatest impact on reducing impaired driving. The Department of Safety PIO will also continue reaching out to local law enforcement agencies around the state to work with their officers or contacts to get important impaired driving or other highway safety messaging out to the public. In FFY 2025, the NH OHS had the first impaired driving taskforce meeting to discuss improving the alcohol consent and ALS laws as well as impaired driving wrong way driving crashes that have resulted in fatalities. Meetings are planned to continue through FFY 2025 to discuss any concerning trends, legislation, or programmatic changes that may prevent impairment related crashes. Also being implemented in FFY 2025 and planned for in the FFY 2026 AGA, is the community outreach and betterment (COB) grants to increase educational outreach to Non-Profit Organizations (NPO's) and vulnerable communities, as well as highway safety presentations for driver education schools to be conducted by NH State Police. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023/40 fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.) Lastly, the NH OHS will explore funding a contractor specialized in conducting legal blood draws to streamline the process of collecting evidence related to impaired driving cases involving drugs to enhance the efficiency of law enforcement efforts in combating this pressing issue. These discussions, projects and or potential projects may prove to be effective in reducing alcohol impaired driving crashes and the resulting fatalities.

2023 Alcohol Impaired Driving Fatalities: 27 (data not complete or confirmed)
2023 Performance Target Value: 38.0 (projected 2019-2023 baseline average)
2024 Alcohol Impaired Driving Fatalities: 11*2024 data not final
2024 Performance Target Value: 37.8 (projected 2020-2024 baseline average)
2024 State Data (Projected 2020-2024 Average): * 32.6 *2024 data not complete or confirmed. Many cases still pending.

C-6 SPEEDING RELATED FATALITIES (FARS)

2024 – 2026 Triennial Projection

Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average.

2024 Performance Target

Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 44 (2020-2024) average.

The 2024 data from FARS reported 36 speeding related fatalities (*2024 data as of 1/11/2025 – not final).

- **The current speed related fatality (2020-2024) average is 45.8 (using the 2024/36 unconfirmed speed fatality number calculated into the 2020-2024 average). This is an increase of 4% from the speed fatality (2020-2024) average 44 target.**

In 2024, New Hampshire **did not meet** our target of 44 speed related fatalities (2020-2024) average. It was predicted at the end of 2024, that the speed related fatalities (2020-2024) average target would be 44. This was calculated by adding speeding related fatality numbers for 2020 (37), 2021 (40), 2022 (56), 2023 (estimated 50), 2024 (estimated 37), totaling 220 speeding related fatalities, divided by five (5) years (2020-2024) average resulting in 44 speeding related fatalities. We continue to be confident that we will meet the (2021-2025) average target of 44 speed related fatalities in 2025 if the 2023 (43) speed fatality number is confirmed and the 2024 speed fatality number is no more than 36.

In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety has and will implement countermeasures to decrease speed related fatalities by funding similar high crash corridor enforcement efforts that were conducted in FFY 2024 on routes 3, 4, 10, 12, 11, 16, 28, 101, 111, 125, 202/9, I-95, 1-93, 1-89, etc. To be conducted in FFY 2025 like FFY 2024 will be regular speed enforcement patrols, mobilizations, and the NHTSA high visibility campaign Border to Border as well as educational efforts (i.e., Youth Operator program). Also, in FFY 2025 similar to FFY 2024, the NH OHS will coordinate with other states to conduct enforcement efforts on shared corridors during important NH, NHTSA, initiatives. The Department of Safety PIO will also ensure the motoring public is messaged on the hazards of speeding. Media efforts through a media vendor that has been hired for two years along with other media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, etc.) will continue to be a countermeasure (via radio, social media, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to reduce speeding when driving. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be conducted by NH State Police. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns to make any improvements necessary to reduce crashes. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023 (40) /2024 (33) fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.) These discussions and

projects may also prove to be effective in reducing speed related driving crashes and the resulting fatalities.

2023 Speed Related Fatalities: 43

2023 Performance Target Value: 54 (projected 2019-2023 baseline average)

2024 Speed Related Fatalities: 36 (*2024 data as of 1/11/24 - not final)

2024 Performance Target Value: 44 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 45.8 (2024 Target Not Met, *2024 data not final)

C-7 MOTORCYCLIST FATALITIES (FARS)

2024 – 2026 Triennial Projection

Motorcycle Fatalities: Decrease motorcycle fatalities from 24.8 (2017-2021) average to 22 (2022-2026) average.

2024 Performance Target

Maintain motorcycle fatalities from 24.8 (2017-2021) average to 24.8 (2020-2024) average.

The 2024 data from FARS reported 33 motorcycle fatalities. Data not confirmed final at this time.

- **Motorcycle fatalities (2020-2024 baseline average) is 31.2 (an increase of 25% from 24.8 target). There were (33) motorcycle fatalities in 2024 down from 2023 (40).**

In 2024, New Hampshire **did not meet** the Motorcycle Fatalities target of 24.8. In 2024, there were 33 motorcycle fatalities resulting in (2020-2024) average of 31.2 motorcycle fatalities. Currently, more instructors have been added within the Motorcycle Rider Training program (MRT), as efforts continue to increase motorcycle rider participation in the Motorcycle Rider Training program. Impairment and speed continue to be concerning factors of motorcycle fatalities. Also, NH does not have an adult helmet law.

The NH Motorcycle Taskforce has developed messaging that is or will be delivered to the motoring public (RIDE SMART 2 LACONIA or other bike week events held elsewhere in the country, and for motorists to be aware in and around motorcyclists messaging, etc.). Also, on May 4th, 2024, the NH motorcycle taskforce held NH Rides day at the Manchester Community College to promote motorcycle safety. Over 100 hundred people attended to include WMUR news who conducted interviews that discussed motorcycle safety that was later shown that evening during the WMUR news broadcast. A NH Rides Day event is also planned to be held again at the Manchester Community College on May 3, 2025 and is hopeful that we have twice as many people than last year attend to create awareness of motorcycle safety. The Motorcycle Rider Training program has hired additional instructors to increase awareness and training to motorcyclists within NH to include a re-training course for returning riders and an advanced rider training program planned for FFY 2025. Conversations are ongoing with motorcycle groups in the state who have gained attention for their reckless unsafe riding behaviors to promote riding safely and partnering with the NH OHS. It is imperative that the NH OHS, and partners of the motorcycle taskforce continue to meet with these groups to try to change these negative driving behaviors to decrease motorcycle fatalities. Recommendations made in the motorcycle assessment will be incorporated in our FFY 2026 AGA. Consistent with that, we will adjust our FFY 2025 motorcycle countermeasures to increase motorcycle safety messaging through our newly hired media vendor and work with the DMV to increase motorcycle training and create an online motorcycle training component. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities (i.e., events, messaging, outreach, and involvement of our motorcycle community, etc.)

During the development of the FFY 2026 AGA, the Office of Highway Safety will continue to enhance media messaging through our newly hired media vendor to work with highway safety partners and the motorcycle taskforce to emphasize to the public the importance of safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. Also, the Department of Safety PIO will ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and/or fatalities. In FFY 2026, the NH OHS will continue working with the DMV to move as much of the in-person classroom training online. Also, in FFY 2025 and FFY 2026, the NH OHS, and other partners will work with the Motorcycle Rights Organization (MRO) to ensure that discussions take place with the motorcycle riding community to help prevent crashes. Currently, this community is overrepresented in NH fatalities (in 2024, there were 33 motorcycle fatalities down from 40 in 2023).

2023 Motorcycle Fatalities: 40

2023 Performance Target Value: 27 (projected 2019-2023 baseline average)

2024 Motorcycle Fatalities: 33

2024 Performance Target Value: 24.8 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 31.2 (2024 target not met)

C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

2024 – 2026 Triennial Projection

Projection Unhelmeted Motorcycle Fatalities: Decrease unhelmeted motorcycle fatalities from 15.6 (2017-2021) average to 12.6 (2022-2026) average.

2024 Performance Target

Projection Unhelmeted Motorcycle Fatalities: Maintain unhelmeted motorcycle fatalities from 15.6 (2017-2021) baseline average to 15.6 (2020-2024) average.

- **Unhelmeted motorcycle fatalities (2020-2024 baseline average) is 21.2 (an increase of 35.9% from the 15.6 target).**
- **NH did decrease Unhelmeted motorcycle fatalities in 2024 to 18 down from 31 in 2023 (a 41% decrease in unhelmeted motorcycle fatalities).**

In 2024, New Hampshire **did not meet** the Un-helmeted Motorcyclist Fatalities target of 15.6. However, even though it is impossible to achieve our 2022-2026 end target of 12.6 Unhelmeted fatalities, we are encouraged that additional lives may be saved if this trend of decreasing these fatalities (**from 2023 (31) to 2024 (18) Unhelmeted fatalities decreased 41%**) continues.

The NH Motorcycle Taskforce has developed messaging that is or will be delivered to the motoring public (RIDE SMART 2 LACONIA or other bike week events held elsewhere in the country, and for motorists to be aware in and around motorcyclists messaging, etc.). Also, on May 4th, 2024, the NH motorcycle taskforce held NH Rides day at the Manchester Community College to promote motorcycle safety. Over 100 hundred people attended to include WMUR news who conducted interviews that discussed motorcycle safety that was later shown that evening during the WMUR news broadcast. A NH Rides Day event is also planned to be held again at the Manchester Community College on May 3, 2025 and is hopeful that we have twice as many people than last year attend to create awareness of motorcycle safety. The Motorcycle Rider Training program has hired additional instructors to increase awareness and training to motorcyclists within NH to include a re-training course for returning riders and an advanced rider training program planned for FFY 2025. Conversations are ongoing with motorcycle groups in the state who have gained attention for their reckless unsafe riding behaviors to promote riding safely and partnering with the NH OHS. It is imperative that the NH OHS, and partners of the motorcycle taskforce continue to meet with these groups to try to change these negative driving behaviors to decrease motorcycle fatalities. Recommendations made in the motorcycle assessment will be incorporated in our FFY 2026 AGA. Consistent with that, we will adjust our FFY 2025 motorcycle countermeasures to increase motorcycle safety messaging through our newly hired media vendor and work with the DMV to increase motorcycle training and create an online motorcycle training component. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities (i.e., events, messaging, outreach, and involvement of our motorcycle community, etc.)

During the development of the FFY 2026 AGA, the Office of Highway Safety will continue to enhance media messaging through our newly hired media vendor to work with highway safety partners and the motorcycle taskforce to emphasize to the public the importance helmet use and safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. Also, the Department of Safety PIO will ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and/or fatalities. In FFY 2026, the NH OHS will continue working with the DMV to move as much of the in-person classroom training online to include the importance of wearing a helmet. Also, in FFY 2025 and FFY 2026, the NH OHS, and other partners will work with the Motorcycle Rights Organization (MRO) to ensure that discussions take place with the motorcycle riding community to help prevent crashes. Currently, this community is overrepresented in NH fatalities (in 2024, there were 33 motorcycle fatalities down from 40 in 2023).

Currently, NH does not have a motorcycle helmet law. However, if one is passed by the NH legislature additional lives will be saved on NH roads.

2023 Un-helmeted Motorcycle Fatalities: 31

2023 Performance Target Value: 17 (projected 2019-2023 baseline average)

2024 Un-helmeted Motorcycle Fatalities: 18

2024 Performance Target Value: 15.6 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 21.2 (2024 Target Not Met)

C-9 DRIVERS AGE 21 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

2024 – 2026 Triennial Projection

Projection – Young Driver Fatalities: Decrease young driver involved fatalities from 11 (2017-2021) average to 6.0 (2022-2026) average.

2024 Performance Target

Projection – Young Driver Fatalities: Decrease young driver involved fatalities from 11 (2017-2021) average to 8 (2020-2024) average young driver fatalities.

- **The 2024 data from FARS reported *17 age 21 or younger driver involved fatalities.**
- **Drivers aged 21 or younger involved in fatal crashes (2020-2024 baseline average) is 10.6. The following data was used in this calculation: 2020 (10), 2021 (9), 2022 (9), 2023 (*8 not confirmed), 2024 (*17 not confirmed) = 53/5-years = 10.6.**

In 2024, New Hampshire **did not meet** the target of 8 fatalities of drivers aged 21 or younger involved in fatal crashes. In FFY 2024, and during the development of the FFY 2026 AGA, the Office of Highway Safety will adjust and implement countermeasures to decrease drivers aged 21 or younger involved in fatal crashes by funding educational and outreach efforts. The NH OHS will work with The Dartmouth Hitchcock Memorial Hospital - Injury Prevention Center (Youth Operator program) and the Derry Community Alliance for Teen Safety (CATS program) to increase outreach and education for young drivers to change driving behavior to reduce young driver related crashes and fatalities. The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, etc.) will continue to be a countermeasure (via radio, social media, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to reduce drivers age 21 or younger involved in crashes. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be

conducted by NH State Police to reduce young driver related crashes. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns to make any improvements necessary to reduce young driver related crashes. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023 (40) /2024 (33) fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.) These discussions and projects may also prove to be effective in reducing young driver related crashes and fatalities.

2023 Drivers Aged 21 or Younger Fatalities: 8

2023 Performance Target Value: 8.8 (projected 2019-2023 baseline average)

2024 Drivers Aged 21 or Younger Fatalities: *17 (*2024 data not final)

2024 Performance Target Value: 8 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 10.6 (2024 Target Not Met, *2024 data not final)

C-10 PEDESTRIAN FATALITIES (FARS)

2024 – 2026 Triennial Projection

Projection – Pedestrian Fatalities: Decrease pedestrian fatalities from 10.8 (2017-2021) average to 10.6 (2022-2026) average.

2024 Performance Target

Projection – Pedestrian Fatalities: Predicting an increase in pedestrian fatalities from 10.8 (2017-2021) average to 12.2 (2020-2024) average.

- **The 2024 data from FARS for pedestrian fatalities is 12.**
- **Pedestrian Fatalities (2020-2024 baseline) average is 13.6.**

In 2024, New Hampshire **did not meet** the pedestrian fatalities target of 12.2 (2020-2024 average). There were 12 pedestrian fatalities (12 adult) in 2024 resulting in a pedestrian fatality (2020-2024

average) number of 13.6 (a 11.5 percent increase from the 2024 pedestrian fatality target). The calculation was made using pedestrian fatality data from 2020 (16), 2021 (8), 2022 (17), 2023 (15), and 2024 (12) totaling 68 pedestrian fatalities / 5 -years (2020-2024) averaging 13.6 percent. It is encouraging that we are getting closer to possible achieving our target, however, to be able to achieve our 2025 target (2021-2025) average triennial 3HSP benchmark of 10.8 there would have to be no more than 2 pedestrian fatalities in 2025.

In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety has and will implement countermeasures to decrease pedestrian fatalities through pedestrian/bicycle enforcement efforts and messaging. Additionally, for FFY 2025, adjustments have been made by the OHS to proactively identify problem areas and continue to actively work with partners to assist in reducing pedestrian fatalities, as well as work closely with MPO's throughout the state. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants to increase educational outreach to vulnerable communities and provide highway safety presentations for driver education schools to be conducted by NH State Police, all of which will help to increase awareness around pedestrian safety. This will be included in the FFY 2026 AGA as well. The NH OHS has worked with New Hampshire Police Standards and Training who is administering an online course for law enforcement to re-familiarize them with the states laws and rules related to pedestrians and motor vehicles. Also, the NH OHS continues to collaborate with the New Hampshire Bike Walk Alliance and has developed a pedestrian bicycle brochure with their assistance that addresses driver, pedestrian, and bicyclist responsibility, important highway safety tips, rules of the road, and helpful hints to include health benefits of walking and bicycling.

The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other partners and media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, Bike Walk Alliance, etc.) will continue to be a countermeasure (via radio, social media, print material, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to reduce pedestrian and bicycle crashes. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be conducted by NH State Police to reduce pedestrian and bicycle crashes. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns to make any improvements necessary to reduce pedestrian and bicycle related crashes. The NH OHS completed a pedestrian/bicycle assessment conducted by NHTSA (March 18-22, 2024). Recommendations from this assessment will be incorporated in the FFY 2026 AGA. The NH OHS will also consider

implementing health education-based programs for school aged-students (Walk Safe/iwalksafe.org) and will continue to partner with NH Bike-Walk Alliance to help provide education to reach community members in high pedestrian fatality and serious injury locations.

2023 Pedestrian Fatalities: 15 (15 adults)

2023 Performance Target Value: 11.30 (projected 2019-2023 baseline average)

2024 Pedestrian Fatalities: 12 (12 adults)

2024 Performance Target Value: 12.2 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 13.6 (2024 target not met)

C-11 BICYCLIST FATALITIES (FARS)

2024 – 2026 Triennial Projection

Projection – Bicyclist Fatalities: Maintain bicyclist fatalities from 1.6 (2017-2021) average to 1.6 (2022-2026) average.

2024 Performance Target

Projection – Bicyclist Fatalities: Predicting an increase in bicyclist fatalities from 1.6 (2017-2021) average to 2.0 (2020-2024) average.

- **The 2024 data from FARS for bicyclist fatalities is 4.**
- **Bicyclist Fatalities (2020-2024 baseline) average is 2.4.**

In 2024, New Hampshire **did not meet** the bicyclist fatalities target of 2.0. In 2024, there was a total of 4 bicycle fatality resulting in a 2020-2024 average of 2.4 bicycle fatalities (an increase of 20% from the 2024 bicycle fatality target). The calculation was made using bicyclist fatality data from 2020 (2), 2021 (2), 2022 (3), 2023 (1), and 2024 (4) totaling 12 bicyclist fatalities / 5 -years

(2020-2024) averaging 2.4 percent. Although, it is encouraging that NH continues to have very low bicyclist fatalities, it will not be possible to achieve our 2025 (2021-2025) average triennial 3HSP target benchmark of 1.8 bicycle fatalities even if there was 0 recorded bicycle fatalities in 2025.

In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety has and will implement countermeasures to decrease bicyclist fatalities through pedestrian/bicycle enforcement efforts and messaging. Additionally, for FFY 2025, adjustments have been made by the OHS to proactively identify problem areas and continue to actively work with partners to assist in reducing bicyclist fatalities, as well as work closely with MPO's throughout the state. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants to increase educational outreach to vulnerable communities and provide highway safety presentations for driver education schools to be conducted by NH State Police, all of which will help to increase awareness around bicycle safety. This will be included in the FFY 2026 AGA as well. The NH OHS has worked with New Hampshire Police Standards and Training who is administering an online course for law enforcement to re-familiarize them with the states laws and rules related to bicyclist and motor vehicles. Also, the NH OHS continues to collaborate with the New Hampshire Bike Walk Alliance and has developed a pedestrian bicycle brochure with their assistance that addresses driver, pedestrian, and bicyclist responsibility, important highway safety tips, rules of the road, and helpful hints to include health benefits of walking and bicycling.

The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other partners and media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, Bike Walk Alliance, etc.) will continue to be a countermeasure (via radio, social media, print material, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to reduce pedestrian and bicycle crashes. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be conducted by NH State Police to reduce pedestrian and bicycle crashes. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns to make any improvements necessary to reduce pedestrian and bicycle related crashes. The NH OHS completed a pedestrian/bicycle assessment conducted by NHTSA (March 18-22, 2024). Recommendations from this assessment will be incorporated in the FFY 2026 AGA. The NH OHS will also consider implementing health education-based programs for school aged-students (Walk

Safe/iwalksafe.org) and will continue to partner with NH Bike-Walk Alliance to help provide education to reach community members in high bicyclist fatality and serious injury locations

2023 FARS Documented Fatalities: 1 (1 adult)

2023 Performance Target Value: 2.0 (projected 2019-2023 baseline average)

2024 FARS Documented Fatalities: 4 (4 adults)

2024 Performance Target Value: 2.0 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 2.4 (2024 target met)

OTHER CORE BEHAVIOR MEASURES

B-1/C-13 Observed Seat Belt Use for Passenger Vehicles, Front seat outboard occupants (survey)

2024 – 2026 Triennial Projection

Projection – Seat Belt Use: To increase (annually) the seat belt usage rate from 75.5% (2022) to 76.4% (2026).

2024 Performance Target

Projection – Seat Belt Use: To increase (annually) the seat belt use rate from 77.9% (2023) to 78.2% (2024).

In 2024, New Hampshire met our target to increase seat belt use annually. In 2023, the NH seat belt use rate was 77.9%. In 2024, the NH seat belt use rate increased .4% to 78.2%. This is also a 3.6% increase from the 2021, 75.5% seat belt use rate.

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2025 to increase overall involvement and participation of our enforcement partners to address the issue of

unrestrained seat belt use during all enforcement efforts and to use seat belt messaging during these initiatives. With an increase in our law enforcement participating (more than 60 percent since 2022) in the NH OHS grant process, the NH OHS is working on conducting more regular meetings with our partners to help communicate important highway safety issues to receive feedback from our partners of ideas that can make a difference.

The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other partners and media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, etc.) will continue to be a countermeasure (via radio, social media, print material, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to increase seat belt use. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO’s) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be conducted by NH State Police to increase seat belt use. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns to make any improvements increase seat belt use. The NH OHS completed an occupant protection assessment and will continue to incorporate recommendations in the FFY 2026 AGA. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2025 and during the development of the FFY 2026 AGA, the NH OHS will adjust countermeasures to increase seat belt use among NH drivers by funding additional law enforcement agencies to conduct seat belt enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border and regular enforcement grants). Also, the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.), and the Department of Safety PIO will ensure the motoring public is messaged on the importance of wearing a seat belt.

Percent of Operator and Front Seat Outboard Passengers Buckled

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7%	77.9%	78.2%

A-4 DISTRACTION/INATTENTION FATALITIES

2024 – 2026 Triennial Projection

Projection – Distracted Fatalities: To decrease distracted driving fatalities from 5.8 (2017-2021) average to 4.6 (2022-2026) average.

2024 Performance Target

Projection – Distracted Fatalities: To decrease distracted fatalities from 5.8 five-year (2017-2021) average target to 5.6 distracted fatalities five-year (2020-2024) average target.

The 2024 data from FARS for Distracted Driving Fatalities is 1 (*2024 data not final)

- **Distracted driving fatalities five-year (2020-2024) average is 4.6.**

The calculation was made using distracted fatality data from 2020 (7), 2021 (4), 2022 (6), 2023 (5), and 2024 (*1 not confirmed) totaling 23 distracted fatalities / 5 -years (2020-2024) averaging 4.6 distracted driving fatalities. NH continues to have very low distracted driving fatalities. However, there are many non-fatal crashes occurring that are on straight roads on a clear day, hitting fixed objects on the side of the road, crossing over the center line, etc. that we hope do not continue to translate into fatalities. It is very possible to achieve our 2025 (2021-2025) 4.8 target and (2022-2026) average benchmark target of 4.6.

In 2024, New Hampshire, currently, has **met** the distracted driving fatalities target of 5.6. by having a (2020-2024) average 4.6 distracted driving fatalities. In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety will implement countermeasures to decrease distracted driving fatalities through distracted driving enforcement efforts and UText, UDrive, UPay NHTSA mobilizations, media efforts, and educational outreach. Additionally, in FFY 2021 and FFY 2022 an effort was made to reduce distracted fatalities through the installation of Distracted Driving Signs purchased by the NH Department of Transportation. These signs now in place, informing the motoring public that handheld electronic devices are prohibited by law while driving in New Hampshire and are a reminder of the importance to not drive while distracted. Also, the Department of Safety PIO will also ensure the motoring public is messaged on this topic. Media efforts through a media vendor that has been hired for two years along with other partners and media sources (AAA, NHIAA, Injury Prevention Center, Fisher Cats, etc.) will continue to be a countermeasure (via radio, social media, print material, etc.) and will run important highway safety messaging in conjunction with enforcement efforts to provide the greatest impact to decrease distraction and inattention when driving. Also, being implemented in FFY 2025 and planned in FFY 2026 is the community outreach and betterment (COB) grants

conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to vulnerable communities. Highway safety presentations for driver education schools will also be conducted by NH State Police to decrease distraction and inattention when driving. The NH OHS staff will be conducting public participation and engagement events for underserved communities to seek information from participants of highway safety concerns and to make any improvements to decrease distraction and inattention when driving.

Distracted Driving Fatalities								
2016	2017	2018	2019	2020	2021	2022	2023	2024
2	7	5	6	7	4	7	5	*1

2024 = *1 (not confirmed)

2023 FARS Documented Fatalities: 5

2023 Performance Target Value: 8.8 (projected 2019-2023 baseline average)

2024 FARS Documented Fatalities: 1 (*data not final)

2024 Performance Target Value: 5.6 (projected 2020-2024 baseline average)

2024 State Data (Projected 2020-2024 Average): 4.6 (2024 target met, *2024 data not final)

In summary, all these performance targets are addressed in the FFY2025 OHS Highway Safety Annual Grant Application (AGA) and the 2024-2026 Triennial 3 HSP and will be adjusted for FFY 2025 and FFY 2026 as needed. The NH Office of Highway Safety will continue to closely monitor crash, serious injury, and fatality data on a daily and weekly basis. We will determine, based on readily available data, if these countermeasures are producing results or if they may need to be adjusted. The OHS continues to improve in the areas of traffic records accuracy and timeliness and anticipate that the OHS will be able to react more effectively to changes in crashes that are occurring on our highways.

A-5 TRAFFIC RECORDS E-TICKET ADVANCEMENT

2024 – 2026 Triennial Projection

Projection: To increase local law enforcement agencies reporting crash and enforcement data (annually) from **134** (2023) to **150** (2026).

2024 Performance Target

Projection: To increase local law enforcement agencies reporting crash and enforcement data (annually) from **134** (2023) to **140** (2024).

Primary performance attribute: **Integration**

Core traffic records data system to be impacted: **Crash**

Currently, the State of New Hampshire State Police utilizes an E-Ticket/E-Crash electronic reporting system. This system is MMUCC V compliant and captures all of the needed crash related fields to assist in countermeasure development. If they are not on the E-Crash system, local law enforcement continues to submit manual crash reports to the NH Division of Motor Vehicles. These manual crash reports are not MMUCC compliant and therefore skew available crash and enforcement data being reported to the VISION database (MMUCC V compliant) at the NH DMV.

From April 1, 2018 to March 31, 2019, the Department of Safety working with Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to have 36 local law enforcement agencies begin to report MMUCC IV compliant crash data to the DMV; From April 1, 2019 to March 31, 2020 [58] local law enforcement agencies were reporting; From April 1, 2020 to March 31, 2021 [82] local law enforcement agencies were reporting; From April 1, 2021 to March 31, 2022 [110] local law enforcement agencies were reporting; From April 1, 2022 to March 31, 2023 [123] local law enforcement agencies were reporting. Now that other third-party vendors supporting local law enforcement agencies are able to report electronically to the NH DMV VISION database, we projected 140 local law enforcement agencies (over 60% of law enforcement) will begin reporting crash and enforcement data electronically in 2024.

In 2024, 156 local law enforcement agencies are now submitting electronic crash reports to VISION (75% of local agencies are submitting crash reports electronically).

Target met: Yes (Annual target was 140 law enforcement agencies submitting crash reports electronically to VISION which **was met** in 2024 with **156** agencies submitting electronically).

*Target period is **annual** and not a five-year 2020-2024 average.

Core Outcome Measures	2020 - 2024				
	2020	2021	2022	2023 *Not Final	2024 *Not Final
Fatal Motor Vehicle Crashes	90	106	137	119	121
Operator Fatalities	48	63	75	54	64
Traffic Fatalities (C-1)	104	118	146	127	135
Fatalities Per 100 Million VMT (C-3)	0.87	0.90	1.10	*Data not final	*Data not final
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)	36	48	52	39	38
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)	38	44	52	*27	*11
Alcohol-Related Fatalities	46	42	57	*27	*11
% of Alcohol-Related Fatalities	44.2%	35.6%	39%	* Not Final	*Not Final
OHRV Operator Fatalities	0	2	0	1	0
Total Crashes Reported	23,516	28,092	33,123	*33,123	*29,650
NH Licensed Drivers	1,172,132	1,177,615	1,179,058	1,123,009	*1,479,156
NH Registered Motorcycles	79,037	87,048	86,077	*74,923	*84,266
Population	1,359,711	1,388,992	1,395,231	1,402,054	*1,409,032
Speeding-Related Fatalities (C-6)	37	40	53	30	*36
Motorcyclist Fatalities (C-7)	25	26	32	40	33
Unhelmeted Motorcycle Fatalities (C-8)	16	19	22	31	18
Drivers Involved in Fatal Crashes aged Under 21 (C-9)	10	9	9	8	17
Pedestrian Fatalities (C-10)	16	8	17	15	12

Bicyclist and Other Cyclist Fatalities**** (C-11)	2	2	3	1	4
Observed Seat Belt Use*** (B-1)	72.4	75.5	75.7	77.9	78.2
Grant Funded Seat Belt Citations	52	52	50	54	41
Grant Funded Impaired Driving Arrests	239	180	158	195	211
Grant Funded Speed Citations	7,599	8,185	5,791	5,679	6,562

Statewide Law Enforcement Activity 2023 *2024 data unavailable at this time	
Seat Belt Summons	*249
DWI Administrative License Suspension	*3,922
Speed Summons	*35,857

2024 PUBLIC PARTICIPATION & ENGAGEMENT SUMMARY

The 2024 Public Participation & Engagement (PP&E) Plan has been successfully executed by the New Hampshire Office of Highway Safety (NHOHS). Key accomplishments include:

1. **Roundtable Sessions:** Two in-person outreach sessions were held with key high-risk groups identified by the data; Manchester Job Corps and Arcomm in Hillsboro, NH
2. **Community-Specific Initiatives:**
 - Contracted AAA of Northern New England to develop a Young Driver Distracted Video.
 - Contracted Derry Community Alliance for Teen Safety to outreach and educate young drivers on safe driving habits.
3. **Improved Communication Channels:**
 - Expanded PSA reach via social media platforms like Instagram and YouTube.
4. **Stakeholder Partnerships:**
 - Strengthened ties with Regional Planning Commissions
 - Formed new partnerships with DHHS Bureau of Elderly Affairs and Impaired Driving Program.
5. **Innovative Tools and Strategies:**
 - Continued to work toward obtaining a crash data analysis mapping system to overlay traffic and enforcement data.
 - Promoted DOT DMS PSA campaigns.”
6. **Community Outreach & Betterment Grants:** Supported our grantees educational outreach efforts to high-risk groups through public educational presentations, incorporating the Safe Systems Approach and highway safety resources.
7. **Highway Safety Plan Input:** Insights from community feedback have been integrated into the 2025 Annual Grant Agreement (AGA).

These efforts reflect NHOHS's commitment to reducing roadway risks through targeted engagement, education, and enhanced safety measures.

The Concord, NH location for the highway safety roundtable sessions was selected by its central location within the state and its availability to public transportation along with the accessibility of the facility. The roundtable sessions are simulcast on a Teams platform to allow for public access and is closed captioned. The e-flyer and poster (Appendix A) advertising the roundtable sessions were posted for 30 days and are accessible, there is an accommodation request advisory noted on the e-flyer and wall poster. The Community Outreach & Betterment (COB) Grant provides funding to grantees for direct interpretation/translation during COB presentations, requiring COB presentations to be conducted in accessible locations convenient to public transportation.

On July 15 & 23 the NHOHS conducted two (2) in-person Stakeholder Roundtable sessions for FFY25 with organizations that represent affected and potentially affected communities. One of the public Virtual Listening Sessions was combined with a Stakeholder Roundtable to foster an exchange of ideas and suggestions between the public, stakeholders and the NHOHS. At the start of all the Public and Stakeholder sessions a PowerPoint was presented on the latest SBI/Fatality crash data and affected and potentially affected groups. A summary of all NHOHS projects and programs currently underway to counter crashes and address highway safety related issues such as DUI/DWI, Distracted Driving and Speeding. Invited stakeholders included: NHTSA, NHDOT, NHDHHS, NHDMV/MC Rider Education Program, Dartmouth Health/Injury Prevention Center, NH Teen Driver Program, NH Business & Industry Association, NH Business Alliance for People of Color, NH Regional Planning Commissions/Municipal Planning Organizations, Disability Rights Center of NH, New Hampshire Alliance of Immigrants and Refugees, Overcomer Ministry, Ascentria Language Bank, Organization for Refugee & Immigrant Success, Building Community In New Hampshire, Driver Education Teachers Association, Bike- Walk Alliance of New Hampshire, NH Motorcycle Rights Organization, Granite State Wheelers, Bike The North Country, NH School Transportation Association, AAA of Northern New England, NH AARP, NH Auto Dealers Association, Advance Transit, NH State Police, NH Association of Police Chiefs, NH Sheriffs Association.

DISTRACTED DRIVING:

In 2023, distracted driving was the leading cause in 4,520 non-fatal crashes or 16.1% of all crashes throughout New Hampshire. Also, important to note that 4,895 or 17.5% of non-fatal crashes were the result of hitting fixed objects (a percentage of this may be attributed to driving distracted). Trying to account for all crashes with a primary causation of distraction can be elusive. Many times, distraction is not recognized as a contributing factor and/or is listed secondary to

crashes with a primary causation of speed or impairment. In 2024, there has been only 1 confirmed fatality caused by distracted/inattention.

In helping to achieve the NHOHS goal to reduce distracted driving fatalities, the NH DOT has installed the remaining distracted driving signs on the major corridors in New Hampshire (OHS monitoring has confirmed locations) to inform the motoring public not to drive distracted.



The NHOHS continued in FFY 2024, to diligently provide messaging to the public on distracted driving and provided funding for distracted driving enforcement efforts conducted (i.e., OHS distracted driving patrols and mobilizations, etc.) by state, local, and county enforcement agencies. Personnel shortages continue to have an effect on law enforcement's ability to conduct patrols (in 2024 and into 2025 there has been an approximate 2% decrease in personnel shortages). However, many of our law enforcement partners continued to stop vehicles and issue thousands of warnings and citations, many, for distracted driving. With that said, all the above-mentioned distracted driving initiatives that were conducted may have potentially helped in keeping distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

It is important to note that NH did not qualify for 405e in 2023 but did in 2024 and 2025. Additionally, state local and county law enforcement do not utilize RSA 265:79b as effectively as they could to address distraction because in many cases it is difficult to prove probable causation with mobile device usage because motorists will not admit to being negligent. However, over 1,156 grant funded distracted driving citations were issued in the state in 2024, a slight increase in citations in 2023, 1,134. Overall, this is a 4.6% increase in distracted driving citations from 2022, 1,105.

Although, it appears that New Hampshire is on track to meet the target of 5.6 (2020-2024 average) by decreasing distracted driving fatalities in FFY 2024, there still looms fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all its goals surrounding the reduction of distracted driving on our roadways. We believe the continued use of enforcement efforts and enhanced media efforts will remain very

important and a part of our countermeasures and planned activities in both the FFY 2025 and the 2026 AGA.

Distracted Driving Fatalities
2024 Goal: 5.6

2018	2019	2020	2021	2022	2023	2024
3	5	7	4	7	1	1

NH in on track to meet the target of 5.6 distraction driving related fatalities in FFY 2024

The Office of Highway Safety selected the following projects below to fund in FFY 2024 to reduce fatalities and serious injuries due to distracted driving in NH.

DISTRACTED DRIVING PAID MEDIA

24-04-03

Planned Activity Description

New Hampshire’s hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project provided funding for a contract with a public relations firm, organization, or association (such as EVR, AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year’s holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR

TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2024, the NH OHS continued to proactively message and use media sources to message the public on the dangers of utilizing a handheld device and driving distracted while operating a motor vehicle. This messaging proved to be extremely important and useful as travel is expected to increase on New Hampshire roads.

In FFY 2024, the NH OHS supported funding a contract with AAA Northern New England. Also, the NH OHS used NHTSA's traffic safety marketing website to provide messaging on social media and shared messaging with highways safety partners to post, etc. to include during NH OHS or NHTSA campaign initiatives (i.e. during NHTSA's U TEXT, U DRIVE, U PAY mobilizations, holidays, etc.)

The outcome of these comprehensive paid media efforts was best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving. In FFY 2025, the NH OHS will work towards partnering with employer based educational programs (Human Resource Departments, Safety Departments, etc.) to provide highway safety presentations on the dangers of distracted driving/hand help phone use.

AAA Northern New England

24-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and

audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2024, funds were allocated to support AAA Northern New England who executed developing a home grown New Hampshire Distracted Driving PSA with a focus on young drivers driving distracted while using their cell phone. This high-quality distracted driving PSAs will be shown on television (WMUR), social media and at sporting events (UNH, NHIAA, etc.). The NH OHS will use this PSA often in 2025 and 2026 to address the recent 2024 increase of young driver fatalities occurring on NH roads.

Funding Source: 405e Funds Obligated: \$75,000.00 Funds Expended: \$66,000.00

2024 DISTRACTED DRIVING ENFORCEMENT

24-04-04

Planned Activity Description

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

In FFY 2024, the NHOHS provided funding to support NHSP and local law enforcement agencies enforcement of distracted driving laws throughout NH. Specific times and locations were based on local crash and violation data. Crash data was reviewed throughout the year to effectively allocate resources where the crashes are occurring. Funds provide overtime enforcement funds to NHSP (Troops A, B, C, D, E, F, G and the special enforcement unit) to conduct patrols on 3,4,10,12, 11, 16, 93, 95, 293, 89, 101, 125, 3, 111, 9, 202, 28, etc., and local law enforcement

agencies to enforce distracted driving laws on roads throughout NH. Distracted driving enforcement will be conducted year-round.

In FFY 2024, the NHOHS provided grant funding to the State Police and ninety-six local law enforcement agencies who conducted 2,397.5 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 884 hours to this enforcement effort, which resulted in 2,255 vehicles stopped with 1,453 warnings (276 for distracted driving/ mobile electronic device) and 1,045 summonses issued (552 for distracted driving/ mobile electronic device).
- Local Police dedicated 1,513.50 hours to this enforcement effort, which resulted in 1,874 warnings (1,287 for distracted driving/ mobile electronic device) and 463 summonses issued (291 for distracted driving/ mobile electronic device), and 2 arrest.

2024 Distracted Driving Enforcement Patrols		
Grantee	Obligated	Spent
Alton	\$ 1,600.00	\$ 472.14
Amherst	\$ 1,600.00	\$ 289.67
Auburn	\$ 1,600.00	\$ 870.82
Barrington	\$ 1,600.00	\$ -
Bedford	\$ 1,600.00	\$ 566.76
Belknap County SO	\$ 1,600.00	\$ 1,600.06
Belmont	\$ 1,600.00	\$ 317.81
Berlin	\$ 1,600.00	\$ 1,392.85
Bow	\$ 1,600.00	\$ 1,280.13
Bradford	\$ 1,600.00	\$ 1,584.73
Brentwood	\$ 1,600.00	\$ 332.73
Campton	\$ 1,600.00	\$ -
Canaan	\$ 3,000.00	\$ 1,516.04
Candia	\$ 1,600.00	\$ -
Charlestown	\$ 1,600.00	\$ 652.73
Chester	\$ 1,600.00	\$ 1,118.45
Chichester	\$ 1,600.00	\$ 1,215.08
Claremont	\$ 1,800.00	\$ 492.70
Colebrook	\$ 1,600.00	\$ -
Concord	\$ 4,500.00	\$ 4,140.41

Cornish	\$ 1,600.00	\$ -
Deerfield	\$ 1,600.00	\$ 1,600.00
Derry	\$ 4,000.00	\$ 3,929.50
Dover	\$ 1,600.00	\$ 1,600.00
Epping	\$ 1,600.00	\$ 1,600.00
Epsom	\$ 1,600.00	\$ 1,406.08
Exeter	\$ 1,600.00	\$ 267.30
Fremont	\$ 1,600.00	\$ 201.52
Gilford	\$ 1,200.00	\$ 825.68
Gilmanton	\$ 1,600.00	\$ 1,588.33
Gorham	\$ 5,000.00	\$ 343.21
Grantham	\$ 1,600.00	\$ 1,082.76
Greenland	\$ 2,200.00	\$ 2,200.00
Hampstead	\$ 1,600.00	\$ 1,515.98
Hampton	\$ 2,200.00	\$ 507.01
Hampton Falls	\$ 3,000.00	\$ 708.35
Hancock	\$ 1,000.00	\$ -
Hanover	\$ 1,600.00	\$ 1,600.00
Haverhill	\$ 1,600.00	\$ 167.16
Hillsborough County SO	\$ 1,600.00	\$ 1,600.00
Hillsboro	\$ 2,000.00	\$ 1,984.18
Holderness	\$ 1,600.00	\$ 652.94
Hopkinton	\$ 2,600.00	\$ 1,072.48
Hudson	\$ 1,600.00	\$ -
Jaffrey	\$ 1,600.00	\$ 1,600.00
Keene	\$ 3,300.00	\$ 3,020.93
Kensington	\$ 3,500.00	\$ 3,500.00
Kingston	\$ 1,600.00	\$ 224.90
Laconia	\$ 2,800.00	\$ 2,281.03
Lebanon	\$ 1,600.00	\$ 1,416.68
Lee	\$ 1,000.00	\$ -
Lincoln	\$ 3,600.00	\$ 2,329.03
Littleton	\$ 1,600.00	\$ 229.72
Londonderry	\$ 3,000.00	\$ -
Loudon	\$ 1,600.00	\$ 462.41
Manchester	\$ 8,900.00	\$ 8,828.05
Meredith	\$ 1,100.00	\$ -
Merrimack	\$ 2,600.00	\$ 2,600.00
Merrimack CO SO	\$ 1,600.00	\$ 746.73
Milford	\$ 3,900.00	\$ 1,754.60

Milton	\$ 1,600.00	\$ 896.63
Nashua	\$ 12,000.00	\$ 12,000.00
New Boston	\$ 1,000.00	\$ -
New Hampton	\$ 1,600.00	\$ 656.87
New Ipswich	\$ 800.00	\$ -
New London	\$ 1,600.00	\$ 217.35
Newbury	\$ 1,600.00	\$ -
Newmarket	\$ 1,600.00	\$ 1,338.83
Newport	\$ 1,800.00	\$ 164.05
North Hampton	\$ 1,600.00	\$ -
Northumberland	\$ 3,000.00	\$ 218.20
Ossipee	\$ 4,000.00	\$ 852.93
Pelham	\$ 2,500.00	\$ 2,357.99
Pembroke	\$ 1,600.00	\$ 532.54
Peterborough	\$ 1,600.00	\$ -
Pittsfield	\$ 1,600.00	\$ -
Plaistow	\$ 1,600.00	\$ 1,594.69
Plymouth	\$ 1,600.00	\$ -
Portsmouth	\$ 4,000.00	\$ 2,795.57
Rochester	\$ 1,600.00	\$ 1,259.84
Rockingham County SO	\$ 2,000.00	\$ 1,880.78
Rollinsford	\$ 1,600.00	\$ -
Rye	\$ 1,600.00	\$ 1,191.03
Salem	\$ 1,800.00	\$ 1,800.00
Sandown	\$ 1,600.00	\$ -
Seabrook	\$ 1,600.00	\$ -
Somersworth	\$ 1,600.00	\$ -
Strafford	\$ 1,600.00	\$ -
Stratham	\$ 1,600.00	\$ 1,569.50
Sullivan County SO	\$ 1,600.00	\$ 1,526.90
Wakefield	\$ 1,600.00	\$ 1,469.14
Walpole	\$ 1,600.00	\$ 899.22
Weare	\$ 1,800.00	\$ 1,800.00
Wolfeboro	\$ 1,600.00	\$ -
Woodstock	\$ 3,400.00	\$ -
NHSP	\$ 115,000.00	\$ 92,550.65
Total	\$ 316,900.00	\$ 202,862.38

Funding Source: 402 Funds Obligated: \$201,900.00 Funds Expended: \$110,311.73

Funding Source: 405e Funds Obligated: \$115,000.00 Funds Expended: \$92,550.65

**2024 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION
(DISTRACTED DRIVING MOBILIZATIONS)**

24-04-11

Planned Activity Description

Overtime enforcement patrols conducted by State (funds flexed from 405e) & Local Police (funds from 402) will be utilized to support the media efforts during the Distracted Driving National Campaign. These overtime enforcement patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk (3,4, 9, 10,11,12, 28, 95, 16, 89, 93, 293, 101, 125, 202,111, etc.). These patrols will be conducted in four-hour increments in identified high risk crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas.

In FFY 2024, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaigns “U DRIVE. U TEXT. U PAY”. These overtime enforcement patrols were conducted during commuting hours and in locations that have been identified as having a high crash risk.

In FFY 2024, the NHOHS provided grant funding to the State Police and 122 local law enforcement agencies who conducted 749.75 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 64 hours to this enforcement effort, which resulted in 162 vehicles stopped with 105 warnings (19 for Distracted Driving/ Mobile Electronic Device) and 97 summonses issued (47 for Distracted Driving/ Mobile Electronic Device).
- Local Police dedicated 685.75 hours to this enforcement effort, which resulted in 1,680 warnings (364 for Distracted Driving/ Mobile Electronic Device) and 272 summonses issued (118 for Distracted Driving/ Mobile Electronic Device), and 16 (1 DUI) arrests.

**2024 U Drive. U Text. U Pay. Enforcement Mobilization
Patrols**

Grantee	Obligated	Spent
Allenstown	\$ 850.00	\$ 260.53
Alstead	\$ 850.00	\$ 824.06
Alton	\$ 850.00	\$ 522.88
Amherst	\$ 850.00	\$ -
Ashland	\$ 850.00	\$ -
Atkinson	\$ 850.00	\$ -
Auburn	\$ 850.00	\$ 850.00
Barrington	\$ 850.00	\$ 825.26
Bath	\$ 850.00	\$ 179.19
Bedford	\$ 850.00	\$ 214.59
Belknap County SO	\$ 850.00	\$ 779.94
Belmont	\$ 850.00	\$ 247.35
Berlin	\$ 850.00	\$ 665.28
Boscawen	\$ 850.00	\$ -
Bow	\$ 850.00	\$ -
Bradford	\$ 850.00	\$ 790.13
Brentwood	\$ 850.00	\$ 831.13
Bristol	\$ 850.00	\$ -
Campton	\$ 850.00	\$ -
Canaan	\$ 850.00	\$ 592.55
Carroll	\$ 850.00	\$ 513.72
Charlestown	\$ 850.00	\$ 179.19
Chester	\$ 850.00	\$ 850.00
Chichester	\$ 850.00	\$ 378.72
Claremont	\$ 850.00	\$ 245.34
Colebrook	\$ 850.00	\$ -
Concord	\$ 850.00	\$ 472.31
Cornish	\$ 850.00	\$ -
Deerfield	\$ 850.00	\$ 850.00
Derry	\$ 850.00	\$ 558.54
Dover	\$ 850.00	\$ 207.00
Dublin	\$ 850.00	\$ 850.00
Dunbarton	\$ 850.00	\$ 779.67
East Kingston	\$ 850.00	\$ 688.63

Enfield	\$ 850.00	\$ 495.58
Epping	\$ 850.00	\$ 850.00
Epsom	\$ 850.00	\$ 461.90
Exeter	\$ 850.00	\$ 723.78
Franklin	\$ 850.00	\$ -
Fremont	\$ 850.00	\$ -
Gilford	\$ 850.00	\$ 328.82
Gilmanton	\$ 850.00	\$ -
Gorham	\$ 850.00	\$ 222.40
Grantham	\$ 850.00	\$ -
Greenland	\$ 850.00	\$ 850.00
Hampstead	\$ 850.00	\$ 850.00
Hampton	\$ 850.00	\$ -
Hancock	\$ 850.00	\$ -
Hanover	\$ 850.00	\$ 493.84
Haverhill	\$ 850.00	\$ 316.80
Hillsborough County SO	\$ 850.00	\$ 586.40
Hillsboro	\$ 850.00	\$ 823.23
Holderness	\$ 850.00	\$ -
Hollis	\$ 850.00	\$ 850.00
Hopkinton	\$ 850.00	\$ 757.00
Hudson	\$ 850.00	\$ -
Jaffrey	\$ 850.00	\$ 823.40
Keene	\$ 850.00	\$ 481.27
Kensington	\$ 850.00	\$ 554.50
Kingston	\$ 850.00	\$ -
Laconia	\$ 850.00	\$ 850.00
Lancaster	\$ 850.00	\$ -
Lebanon	\$ 850.00	\$ 770.61
Lee	\$ 850.00	\$ -
Lincoln	\$ 850.00	\$ 755.28
Lisbon	\$ 850.00	\$ -
Littleton	\$ 850.00	\$ 504.59
Londonderry	\$ 850.00	\$ 621.50
Loudon	\$ 850.00	\$ -
Lyndeborough	\$ 850.00	\$ -
Madison	\$ 850.00	\$ -
Manchester	\$ 850.00	\$ 850.00
Marlborough	\$ 850.00	\$ 850.00
Meredith	\$ 850.00	\$ -

Merrimack	\$ 850.00	\$ 850.00
Merrimack CO SO	\$ 850.00	\$ -
Milford	\$ 850.00	\$ 258.06
Milton	\$ 850.00	\$ 151.71
Mont Vernon	\$ 850.00	\$ 204.83
Nashua	\$ 850.00	\$ 850.00
New Boston	\$ 850.00	\$ 474.54
New Ipswich	\$ 850.00	\$ -
New London	\$ 850.00	\$ -
Newbury	\$ 850.00	\$ -
Newfields	\$ 850.00	\$ 464.70
Newmarket	\$ 850.00	\$ 817.76
Newport	\$ 850.00	\$ -
North Hampton	\$ 850.00	\$ 528.97
Northumberland	\$ 850.00	\$ 525.40
Orford	\$ 850.00	\$ 841.64
Ossipee	\$ 850.00	\$ -
Pelham	\$ 850.00	\$ 850.00
Pembroke	\$ 850.00	\$ -
Peterborough	\$ 850.00	\$ -
Piermont	\$ 850.00	\$ 850.00
Pittsfield	\$ 850.00	\$ 191.89
Plainfield	\$ 850.00	\$ 781.68
Plaistow	\$ 850.00	\$ 503.42
Portsmouth	\$ 850.00	\$ 234.30
Rochester	\$ 850.00	\$ -
Rockingham County SO	\$ 850.00	\$ 850.00
Rollinsford	\$ 850.00	\$ -
Rumney	\$ 850.00	\$ 286.80
Rye	\$ 850.00	\$ 305.81
Salem	\$ 850.00	\$ 658.02
Sandown	\$ 850.00	\$ 708.50
Seabrook	\$ 850.00	\$ -
Somersworth	\$ 850.00	\$ -
Strafford	\$ 850.00	\$ -
Stratham	\$ 850.00	\$ -
Sullivan County SO	\$ 850.00	\$ 588.49
Sunapee	\$ 850.00	\$ 850.00
Thornton	\$ 850.00	\$ 439.37
Wakefield	\$ 850.00	\$ 264.71

Walpole	\$ 850.00	\$ 658.85
Warren	\$ 850.00	\$ -
Weare	\$ 850.00	\$ 648.17
Webster	\$ 850.00	\$ -
Wentworth	\$ 850.00	\$ -
Whitefield	\$ 850.00	\$ -
Wolfeboro	\$ 850.00	\$ 172.33
Woodstock	\$ 850.00	\$ -
NHSP	\$ 9,500.00	\$ 6,770.36
Total	\$ 113,200.00	\$ 52,407.22

Funding Source: 402 Funds Obligated: \$103,700.00 Funds Expended: \$45,636.86

Funding Source: 405e Flex (SP) Funds Obligated: \$9,500.00 Funds Expended: \$6,770.36

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2024 that continued to focus heavily on fatal and serious injury crashes to identify communities with the highest priority helped the NHOHS to determine award amounts and strategically target areas for maximum impact on the overall impairment fatality and injury data. In this focused approach, we hoped to maintain fatalities and our mission to minimize crashes. In FFY 2024, impaired driving continues to be a major concern. Funding provided to law enforcement to conduct impaired driving enforcement patrols was used more (40% more funding expended by law enforcement) by law enforcement agencies than in 2023. In 2024, participation in grant funded patrols increased more than 30 percent from 2023. Also, law enforcements visibility and activity increased in 2024 which may have had an impact in keeping fatalities from being even higher than the 6% increase from 2023. NH alcohol sales are still very high, however decreased 2% as of June 2023 from 2022. Also, the drug epidemic continues to rage on with the drug, fentanyl, contributing to many cases (upwards of 80%) in 2021, 2022, 2023, and 2024. However, in the two largest cities in NH (Manchester and Nashua), Nashua opioid overdoses and deaths (down 21% in Manchester and 49% in Nashua from 2023) are trending lower than last year. This is still alarming, when you consider that there are probably many individuals driving and risking their life and the lives of others while under the influence of drugs.

The NH Drug Evaluation Classification Program (DECP) Coordinator continued to conduct many Drug Recognition Expert (DRE) trainings and substantially increased the Advanced Roadside

Impaired Driving Enforcement (ARIDE) trainings to increase NH law enforcement certification and the ability to combat the problem of impaired driving on our roads.

New Hampshire is currently not on track to meet our 2024 alcohol impaired driving fatality average (2020-2024) target of 37.80. Although, 2021 and 2022 alcohol .08 and above fatality data is available at this time, it is difficult to assume how many alcohol .08 and above fatalities there will be in 2023 (* Not confirmed, 36 alcohol .08 and above fatalities reported) and in 2024 (*Not confirmed, currently, 11 alcohol .08 and above fatalities reported). Overall alcohol .08 fatalities have increased 39% from 2020 to 2022. If in 2023, no more than 27 alcohol .08 fatalities are calculated and in 2024 no more than 37 alcohol .08 fatalities are calculated (2020-2024 average), the target of 37.80 would be achieved. Currently, alcohol/drug impaired driving fatality cases are still pending toxicology and investigation results from 2023 and 2024.

In 2024, enforcement efforts conducted by NH state and local police resulted in 211 impaired driving arrests and thousands of motor vehicle stops, warnings and summonses issued.

Providing the public with important impaired driving media messaging through all avenues (i.e., print, audio, video, social media, etc.) to address impaired driving throughout the year continues to be a very important countermeasure. The NH OHS conducted media messaging efforts in conjunction with enforcement effort. Studies have shown that this is an effective approach to reduce overall motor vehicle crashes and the resulting deaths and injuries. Although, it is unlikely that NH will meet its (2020-2024) average target surrounding the reduction of impaired drivers on our roadways, we believe the continued use and enhancement of our media efforts and coordinated impaired driving enforcement efforts (saturations and mobilizations) will remain very important and a part of our countermeasures and planned activities in both the FFY 2025 and 2026 grant years.

Highway safety partners continue to adjust their projects to help save lives, meet New Hampshire's targets, and achieve their own project specific goals. These partners have adjusted their projects and schedules at the request of NH OHS with little advance notice to participate with the New Hampshire State Police to provide enforcement in areas of the state experiencing trending highway safety concerns (i.e., impaired driving, speeding, etc.). The NHOHS will continue to work with all our highway safety partners to help make these adjustments to projects and think of innovative ways to implement projects to help address impaired driving issues.

The Office of Highway Safety selected the following FFY 2024 projects below to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE

24-07-05

Planned Activity Description

This planned activity will provide funds to enable 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, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits) at \$144,350.00, current expenses (to include training and educational materials, printing/binding costs, telephone, equipment rental, cell phone, Rent and DIOT transfers, etc.) at \$15,279.00, travel expenses (to include in-State/out-of-State travel, etc.) at \$4,000.00 and indirect cost at \$7,839.95. This planned activity will provide training and resources to support New Hampshire's State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2024 to remove impaired drivers from New Hampshire roads. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training for law enforcement (conducted for New Hampshire state police, local and county law enforcement and prosecutors) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, NH Department of Justice Traffic Safety Resource Prosecutor position was vacant and funds were not used. **This project was not conducted in 2024.** The TSRP shall provide training, resources, and guidance to law enforcement agencies. Training for law enforcement include the following:

- Felony blood draw training, throughout the State of New Hampshire
- Sobriety Checkpoint Training, throughout the State of New Hampshire
- Medical Records/Blood evidence for prosecution, throughout the State of New Hampshire
- Effective legal research and motion/objection writing for police prosecutors.
- DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.
- Serve as a resource for police officers and prosecutors on the numerous issues that DUI cases involve. This role includes assisting with trial preparation and serving as co-counsel on DUI cases in the district court level.

- Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.
- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted statewide.

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

Goals:

- 1) **Law Enforcement Training:** The TSRP will conduct regional trainings throughout the state on such topics as updates in traffic safety laws; gathering evidence in DWI, and other traffic safety cases; and case reviews. Training is provided at times and locations that would maximize the ability of officers from small police departments to participate in trainings.

This goal was not met due to continued vacancy.

- 2) **Prosecutorial Training:**

This goal was not met due to continued vacancy.

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

This goal was met due to vacancy.

The admissibility of SFSTs and opinion testimony for drug impaired drivers has been a recurring issue. This has been resolved through a unified effort by distributing a form response used by prosecutors throughout the state.

To assist in drug impaired driving cases, efforts are underway to educate prosecutors and judges about the use of lab analysts in court. Including a form motion for the admissibility of single witness certifying scientist testimony for all analyses done on a sample from the lab.

This goal was not met due to vacancy.

In 2024, the TSRP position was not filled. However, once filled, there is room for improvement to increase the number of trainings. This may be accomplished in 2025 as this position has now been filled.

New Hampshire's implied consent refusal rate continues to be high. Short of legislative changes, this issue continues to plague the State.

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

Note: Project was not conducted in 2024

Impaired Driving DECP Training

24-07-07

Planned Activity Description

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Both alcohol and drug impairment have a debilitating effect on a person's ability to operate a motor vehicle safely.

Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in Field Sobriety Testing, the identification of alcohol impairment, and the identification of drug impairment is a more complex challenge. Since controlled and uncontrolled (illegal) drugs come in varying classifications and can have profoundly different effects, it is imperative that New Hampshire officers be trained in the detection and classification of that impairment to best identify driver offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education are important for law enforcement officers to have to be able to better understand impairment issues and how to address these issues.

This planned activity will allow the Office of Highway Safety Drug Evaluation Classification Program (DECP) State Coordinator to coordinate and administer the state's DECP and provide law enforcement with Advanced Roadside Impaired Driver Enforcement (ARIDE) and Drug Recognition Expert (DRE) training. Law enforcement will also be provided training in Standard Field Sobriety Testing (SFST), SFST refresher training, and Drug Impairment Training for Educational Professionals (DITEP).

As of 2022, New Hampshire has approximately 60 certified DRE experts, of which, 18 are in NH State Police; this also includes 15 certified instructors, representing law enforcement agencies throughout the state.

In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training for law enforcement (conducted for New Hampshire state police, local and county law enforcement and prosecutors) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

This contract will support the following number of classes:

- DRE (out of state) - 1 Class of 12 Students/6 instructors per class
- DRE (In State) - 1 Class maximum 12 Students/4 instructors per class
- DRE Instructor (In State) - 1 Class maximum 12 students/ 4 instructors per class
- ARIDE - 4 Classes of approximately 40 students per class
- SFST - 4 Classes of approximately 60 Students per class
- SFST - 2 Refresher classes of approximately 30 Students per class
- DITEP - 1 Class of 50 Students (upon demand for training)

This planned activity will also allow for overtime funds to be used by DRE's called out to support local law enforcement agencies who do not have a DRE to use during an impairment related stop. Overtime funds will also be used to support DRE instructors review of DRE evaluations to ensure information is accurate before it is entered into the DRE evaluation records management system.

Funding for this planned activity will cover costs associated with the administration of the DECP Program now conducted by the Office of Highway Safety DECP Coordinator. Funding will be used for DRE instructors to instruct at schools and classes, current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts, Posters-Reprint, ARIDE course manuals, DITEP course manuals, and educational flash drives, etc.), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to other available out of state venues used for DRE field evaluations/certification training and travel to the

annual conference on drugs and impaired driving and the state DECP coordinator meeting), and indirect cost. Funding will also be used for the purchase of DRE evaluation software to track drug evaluations conducted by DRE’s to provide analysis of performance, etc. Funding will support travel for training and conferences for top performing law enforcement officers to attend to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development, to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3.

In 2024, DRE’s were called by state and local law enforcement to conduct 25 hours of impairment related evaluations to determine if operators of motor vehicles were impaired resulting in 5 DUI arrests. Also, in 2024, New Hampshire now has 70 certified DRE experts, of which, 23 are in NH State Police and 43 make up local and county law enforcement; this also includes 16 certified instructors representing law enforcement agencies throughout the state.

The following contains information summarizing the FFY 2024 DECP Training program:

Current DREs

Currently certified:	70
State Police DREs:	23
NH Police Standards	1
Local DREs:	43
NH Marine Patrol	1
NH Liquor Commission	2
County DRE:	0
DRE Instructors:	16
Number of Agencies	31

Evaluations

ITSMR Enforcement Evaluations:	72
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NHTSA DREDATA Enforcement	47
Training Evaluations:	40
Total Evaluations:	159

Drug and Toxicology Breakdown (DREDATA)

	2021	2022	2023	2024
No drug found	0	0%	1%	4%
Alcohol Only	3	4%	0%	9%
Medical Impairment	2	2%	9%	0%
No Impairment	17	20%	6%	0%
Poly Drug	22	26%	23%	19%

**State Accuracy – 92%

Evaluations (Opinions) By Drug Category (DREDATA)

Year to Year Comparison in percentages

<u>Drug</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Depressants	25.0%	26.92%	16.49%	15%
Stimulants	25.0%	15.38%	21.65%	21%
Hallucinogens	0.0%	0.0%	0%	0%
Dissociative Anesthetics	0.0%	0.0%	1%	0%
Narcotic Analgesics	50.0%	61.54%	38.14%	40%

<u>Drug</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Inhalants	0.0%	0.0%	1%	2%
Cannabis	0.0%	19.23%	30.93%	40%

ITSMR Drug Category Findings

2024

- Cannabis 13
- CNS Depressants 7
- Narcotic Analgesics 21
- Inhalants 0
- CNS Stimulant 24
- Hallucinogens 0
- Dissociative Anesthetics 0
- Medical Rule Out 5
- No Impairment 1

This project supported the following classes:

DRE Training

- Number of DRE Schools: 1
- Number of students: 12
- Number of DREs certified: 12
- Number of DRE Instructor Schools: 0
- Number of students: 0
- Number of DRE Instructors certified: 0
- Number of 8-Hour Recertification Classes: 1
- Number of students: 70

ARIDE Training

	<u>'21</u>	<u>'22</u>	<u>'23</u>	<u>'24</u>
• Number of ARIDE Schools:	3	4	4	4
• Number of Students Trained:	57	154	144	135

DITEP Training

- NHTSA no longer provides funding to run this school.

Phlebotomy Training

- We do not have a NHTSA funded program.

SFST Training

	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>
• SFST classes:	4	6	4	4
• Students trained:	197	304	203	210
• SFST Instructor classes:	0	0	0	0
• Students trained:	0	0	0	0
• SFST Refresher Classes:	0	5	1	1
• Students Trained:	0	60	42	14

The SFST classes were primarily conducted in Police Standards and Training Council Academy based training. There were 4 Academies conducted with a total of 210 students.

Narrative

In 2024, the following classes were scheduled to include:

1 - Standardized Field Sobriety Testing Class held outside of the basic recruit academy.

4 - Standardized Field Sobriety Testing Refresher Classes.

4 - Advanced Roadside Impaired Driving Enforcement Classes.

1 – Drug Recognition Expert Candidate Class.

1 – Drug Recognition Expert Instructor Class.

All courses were held at the New Hampshire Police Standards and Training.

A.R.I.D.E. were all held at P.S.T.C. The first two were well attended and the most recent two were lightly attended and the first one of 2025 only has 16 signed up.

The DRE Instructor Course: We did not hold this course as we didn't need new instructors.

The DRE Candidate Class went smoothly. Two live alcohol drinking labs allowed candidates to conduct field evaluations. This was at the Mesa County Jail Mesa, AZ.

In 2024, the NH OHS DRE Program received a grant from NHTSA to purchase 85 tablets and associated equipment. 100 licenses were purchased from the Institute for Traffic Safety Management and Research (ITSMR) to run DRE evaluation software. This enabled DRE's to enter evaluations into the database increasing the ability to manage the whole program efficiently. All evaluations were approved by appointed reviewers to ensure evaluations were complete and done in a timely fashion helping to improve this process.

Recent access to training has improved. The following information was sent out to DRE's to inform of the following opportunities:

1. Access to the Florida TSRP Webinars resulting in more DREs have taking the course.
2. The Maine Impaired Driving Seminar information that was attended by several DRE's.
3. The Vermont Impaired Driving Seminar information that was attended by several DRE's.
4. Another training opportunity I found at the National Conference was "Tall Cop Says Stop". I forwarded this to the DREs.
5. Again, at the National Conference, IACP offered a discount to join, which includes access to the DRE Section page. This is a treasure trove of DRE material and training. Half of my DREs took advantage of the FREE offering to them.

6. In 2024, seven DREs went to the National DRE Conference (IDTS).
7. Coordinated with AAA Northern New England to fund 4 evaluation nights in Manchester 2024. These evaluation nights provide DREs the ability to obtain evals to meet their requirements. A great benefit to the NH DRE Program.

Planning for 2025:

- A full slate of training is scheduled
 - 3 SFST Refresher Class
 - 4 ARIDE Classes
 - 4 SFST Classes in conjunction with PSTC.
 - DRE Candidate Class
 - DRE Field Certification in Kingman AZ.
- Having a full year of DRE information and data entered into ITSMR software for comparison analysis of prior year.

The following are the 2024 DRE project goals and results:

Goal

- 1) To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2024 from prior year FFY 2023.

Performance Measure Result required under this project was **met**. (2019 = 86, 2020 = 84, 2021 = 60, 2022 = 60, 2023 = 64, 2024 = 70). Increased 17%

- 2) To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2024 from prior FFY 2023.

Performance Measure Result required under this project was **not met**. (2019 = 171, 2020 = 0, 2021 = 57, 2022 = 154, 2023 = 144, 2024 = 135).

- 3) To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2024 from prior FFY 2023.

Performance Measure Result required under this project was **not met** (2019 = 300, 2020 = 78, 2021 = 84, 2022 = 204, 2023 = 267, 2024 = 159).

Funding Source: 405d Funds Obligated: \$200,000.00 Funds Expended: \$177,577.83

JUDICIAL OUTREACH

24-07-12

Planned Activity Description

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2024. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funds shall support travel for NH judges to attend this education and training. The number of trainings and judges remains unknown, however, the OHS will continue to try to promote and market this training to New Hampshire judges and will update the Region 1 office if this training is scheduled. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training (for New Hampshire state police, local and county law enforcement, prosecutors and judges) to address impaired driving violations or issues involving the motoring public occurring on roads traversing throughout New Hampshire (to include high crash corridor roads, etc.). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, The NH Office of Highway Safety did not fund this project due to the continued increase of cases that have placed a strain on NH Courts. If this project was funded, it would have provided important insight to NH judges on how to minimize recidivism of impaired driving on NH roads to help reduce impaired driving crashes and the resulting injuries and/or deaths.

In FFY 2025, New Hampshire is looking forward to working with a newly appointed Regional JOL to provide the necessary trainings for our NH Judges to help reduce impaired driving recidivism and impaired driving crashes and the resulting fatalities and injuries.

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

IMPAIRED DRIVING CONFERENCE

24-07-06

Planned Activity Description

This planned activity will provide funding for the Governor's Traffic Safety Conference conducted by the NH OHS. This conference will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The conference shall feature a keynote speaker who will kick off the conference in conjunction with a "Drunk and Drugged Driving" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the luncheon) to educate attendees during this luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.).

In FFY 2024, on November 20, 21, and 22, 2023, the NH OHS hosted and conducted the three-part Virtual Impaired Driving Conference that had over hundred attendees. The impairment related presentations covered some of the following topics:

Webinar Day 1

Theme: DRE & Vehicle Passive Breath Testing Technology:

11:00 – 11:30 “*Opening Comments*”, DOS Asst. Commissioner Eddie Edwards, NHOHS Program Manager John Clegg, NHSP/NHOHS Liaison Lt. Christopher Storm.

11:30 – 12:15 David Martinelli/ State of NH Drug Recognition Coordinator: “*State of the State > DRE Program/Technological Advancements*”.

12:15 – 1:00 George Bishop / Driver Alcohol Detection System for Safety (dadss): “*Driver Drunk and Impaired Driving Prevention Technology in the Bipartisan Infrastructure Law.*”

Webinar Day 2

Theme: NHSP Toxicology Lab & FARS Data:

11:00 – 11:05 NHOHS PM John Clegg: “*Welcome*”

11:05 – 1150 Darby VanAmburg/NH State Police Forensics Laboratory: *“Toxicology Laboratory – State of the State”*

11:50 – 12:35 Ian Marsh/State Analyst Fatality Analysis Reporting System (FARS) Analyst & Paul Ruggiero/NHOHS Law Enforcement Liaison: *“FARS State of & FARS Data in Highway Safety Methodology”*

12:35 – 1:00 Paul Ruggiero/NHOHS Law Enforcement Liaison: *“Crash Data Mapping System Preview”*

Webinar Day 3

Theme: Breathalyzer Tests Refusal & DUI Enforcement:

11:00 – 11:05 NHOHS PM John Clegg: *“Welcome”*

11:05 – 11:50 Jeffery Landi/NHOHS Law Enforcement Liaison, Lt. Christopher Storm/NHSP, Christopher Casco: *Reducing the High DUI Refusal Rate – DUI - State of the State ”*

11:50 – 12:35 Stephen Fisher/NHOHS Field Representative & John Clegg/NHOHS Program Manager: *“High Intensity Enforcement Mobilizations”*

12:35 – 1:00 “Highway Safety Awards & Closing Remarks” DOS Asst. Commissioner Eddie Edwards, John Clegg & Lt. Christopher Storm

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

IMPAIRED DRIVING PAID MEDIA
AAA Northern New England

24-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize impaired driving related crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) to inform the motoring public of the dangers involved with driving while impaired. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2024, funds were provided to AAA Northern New England who provided impactful impaired driving highway safety messaging PSA's using T.V. (WMUR, ESPN, etc.), radio, social media. Also, impaired driving PSAs were shown at UNH using the jumbotron during football and hockey events and at the Fisher Cat's Stadium shown on the jumbotron during baseball games.

Funding Source: 405d Funds Obligated: \$25,000.00 Funds Expended: \$21,100.00

2024 DWI Enforcement Patrols & Equipment

24-07-04

Planned Activity Description

This planned activity will support funding (405d funds) for New Hampshire's State Police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit) and Local and County law enforcement agencies (to be funded by 402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, drug recognition expert (DRE) patrols and evaluations, and sobriety checkpoints throughout the 2024 Federal Fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (VISION CRMS data base) and the State's Fatality Analysis Reporting System (FARS). These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). In FFY 2024, the NH OHS has included equipment in this planned activity in case it may be needed (PBT's, passive alcohol-sensing technology, roadside oral fluid testing equipment, DRE evaluation tracking software, etc.). The NHOHS will ensure that all equipment requests that are over \$5,000.00 will be Buy America compliant and have NHTSA approval before purchase. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were provided to support the New Hampshire's State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, statewide DUI saturation patrols (conducted 11), and/or sobriety checkpoints throughout the 2024 federal fiscal year. Enforcement times and locations were based on local and state data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the states Fatality Analysis Reporting System. Also, important, additional impaired driving enforcement efforts were focused on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire).

In FFY 2024, the NH OHS provided grant funding to the State Police and (110) local law enforcement agencies who conducted 5,479.14 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 2,897 hours to this enforcement effort, which resulted in 5,845 warnings and 1,313 summonses issued and 106 DUI arrests.
- Local Police dedicated 2,582.14 hours to this enforcement effort, which resulted in 3,633 warnings, 352 summonses issued and 57 DUI arrests.

2024 DUI Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
Allenstown	\$ 1,600.00	\$ 1,234.68
Alton	\$ 2,000.00	\$ 854.27
Amherst	\$ 1,600.00	\$ 1,169.92
Antrim	\$ 1,600.00	\$ 1,463.90
Ashland	\$ 1,600.00	\$ 78.02
Atkinson	\$ 1,600.00	\$ -
Auburn	\$ 1,600.00	\$ 1,600.00
Barrington	\$ 1,600.00	\$ 1,600.00
Bedford	\$ 1,600.00	\$ 1,340.28
Belknap County SO	\$ 1,600.00	\$ 1,600.00
Belmont	\$ 2,900.00	\$ 1,126.75
Berlin	\$ 1,600.00	\$ 1,550.42
Boscawen	\$ 1,600.00	\$ -
Bow	\$ 1,600.00	\$ 975.60
Bradford	\$ 1,600.00	\$ 1,105.73
Brentwood	\$ 1,600.00	\$ 1,312.79
Bristol	\$ 1,600.00	\$ 1,083.81
Campton	\$ 1,600.00	\$ -
Canaan	\$ 3,000.00	\$ 2,077.54
Candia	\$ 1,600.00	\$ -
Charlestown	\$ 1,600.00	\$ 1,600.00
Chester	\$ 1,600.00	\$ 1,600.00
Chichester	\$ 2,600.00	\$ 659.55

Claremont	\$ 1,600.00	\$ 1,217.79
Colebrook	\$ 16,000.00	\$ 6,930.85
Concord	\$ 3,500.00	\$ 1,938.84
Cornish	\$ 1,600.00	\$ 276.03
Derry	\$ 1,600.00	\$ 278.97
Dover	\$ 2,300.00	\$ 2,268.67
Dublin	\$ 1,600.00	\$ 386.80
East Kingston	\$ 2,500.00	\$ 1,908.12
Enfield	\$ 1,600.00	\$ 514.41
Epping	\$ 1,600.00	\$ 569.84
Epsom	\$ 1,600.00	\$ 887.00
Exeter	\$ 2,700.00	\$ 1,882.19
Franklin	\$ 1,600.00	\$ -
Fremont	\$ 1,600.00	\$ 1,344.12
Gilford	\$ 2,200.00	\$ 816.52
Gilmanton	\$ 1,600.00	\$ 1,103.88
Gorham	\$ 10,000.00	\$ 2,295.47
Greenland	\$ 1,600.00	\$ 1,600.00
Hampstead	\$ 1,600.00	\$ 1,355.61
Hampton	\$ 1,600.00	\$ 1,600.00
Hampton Falls	\$ 1,600.00	\$ -
Hancock	\$ 2,000.00	\$ 441.43
Hanover	\$ 1,600.00	\$ 1,597.95
Haverhill	\$ 2,100.00	\$ 1,169.16
Hillsborough County SO	\$ 1,600.00	\$ 1,600.00
Hillsboro	\$ 3,600.00	\$ 3,600.00
Hinsdale	\$ 1,600.00	\$ 465.52
Holderness	\$ 1,600.00	\$ 1,600.00
Hollis	\$ 2,000.00	\$ 1,822.54
Hopkinton	\$ 1,600.00	\$ 576.93
Hudson	\$ 1,600.00	\$ 588.77
Jaffrey	\$ 1,600.00	\$ 1,597.01
Keene	\$ 1,800.00	\$ 1,800.00
Kensington	\$ 2,600.00	\$ 2,600.00
Kingston	\$ 1,600.00	\$ 1,600.00
Laconia	\$ 5,000.00	\$ 4,756.00
Lancaster	\$ 1,600.00	\$ 1,600.00
Lebanon	\$ 3,500.00	\$ 3,127.25
Lee	\$ 2,000.00	\$ 1,196.16
Lincoln	\$ 1,600.00	\$ 292.61

Lisbon	\$ 1,600.00	\$ 459.91
Littleton	\$ 1,600.00	\$ 1,497.79
Londonderry	\$ 3,000.00	\$ 1,254.99
Loudon	\$ 1,600.00	\$ 212.90
Madison	\$ 1,600.00	\$ 1,138.85
Manchester	\$ 20,000.00	\$ 16,929.84
Marlborough	\$ 1,600.00	\$ 1,578.44
Meredith	\$ 2,000.00	\$ 247.30
Merrimack	\$ 2,600.00	\$ -
Merrimack CO SO	\$ 1,600.00	\$ 228.41
Milford	\$ 3,200.00	\$ 1,515.86
Milton	\$ 1,600.00	\$ 1,337.97
Nashua	\$ 11,000.00	\$ 11,000.00
New Boston	\$ 1,000.00	\$ 834.82
New Ipswich	\$ 700.00	\$ -
New London	\$ 1,600.00	\$ -
Newbury	\$ 1,600.00	\$ 1,027.43
Newfields	\$ 1,600.00	\$ 1,561.89
Newmarket	\$ 1,600.00	\$ 1,393.01
Newport	\$ 3,000.00	\$ 2,151.44
North Hampton	\$ 1,600.00	\$ 786.99
Northumberland	\$ 10,000.00	\$ 2,666.49
Ossipee	\$ 1,600.00	\$ 899.64
Pelham	\$ 9,000.00	\$ 8,519.05
Peterborough	\$ 1,600.00	\$ -
Pittsfield	\$ 1,600.00	\$ 588.90
Plainfield	\$ 1,571.33	\$ 1,200.66
Plaistow	\$ 1,600.00	\$ 1,324.01
Plymouth	\$ 1,600.00	\$ -
Portsmouth	\$ 5,600.00	\$ 3,778.75
Rochester	\$ 1,600.00	\$ 1,509.31
Rollinsford	\$ 1,600.00	\$ 788.40
Rye	\$ 1,600.00	\$ 522.06
Salem	\$ 8,200.00	\$ 7,845.42
Sandown	\$ 2,000.00	\$ 1,015.20
Seabrook	\$ 3,000.00	\$ -
Somersworth	\$ 1,600.00	\$ -
Strafford	\$ 1,600.00	\$ -
Stratham	\$ 1,600.00	\$ 1,600.00
Sullivan County SO	\$ 1,600.00	\$ 1,600.00

Sunapee	\$ 1,600.00	\$ 1,114.07
Wakefield	\$ 2,700.00	\$ 2,700.00
Walpole	\$ 1,600.00	\$ 1,317.69
Weare	\$ 4,000.00	\$ 3,250.49
Webster	\$ 800.00	\$ -
Wolfeboro	\$ 2,100.00	\$ -
Woodstock	\$ 5,000.00	\$ -
NHSP	\$ 624,000.00	\$ 299,233.60
Total	\$ 909,171.33	\$ 471,871.28

Funding Source: 402 Funds Obligated: \$285,171.33 Funds Expended: \$172,637.68

Funding Source: 405d (SP) Funds Obligated: \$624,000.00 Funds Expended: \$299,233.60

2024 Drive Sober or Get Pulled Over Mobilization (Impaired Driving National Campaigns)

24-07-11

Planned Activity Description

This planned activity will support funding for New Hampshire’s State Police (405d funds), Local, and County law enforcement agencies (402 funds). Overtime Enforcement funds will be used to support the two impaired driving national NHTSA campaigns. Law enforcement agencies will be required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. Patrols will be conducted with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with media outreach during the national mobilizations identified by NHTSA. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included increased enforcement by New Hampshire state police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit), and local and county law enforcement to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving

the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, the NHOHS provided overtime enforcement funds to support law enforcements participation in the two (2) Impaired Driving “Drive Sober or Get Pulled Over” National Mobilization campaigns. Partner law enforcement agencies were required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols were conducted in 3 to 4 hour patrols shifts with the primary effort focused on impaired driving on our roadways. These patrols were conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2024, the NH OHS provided grant funding to the State Police and (121) local law enforcement agencies who conducted 1,743.9 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 258 hours to this enforcement effort, which resulted in 538 vehicles stopped with 445 warnings, 137 summonses issued and 8 DUI arrests.
- Local Police dedicated 1,485.9 hours to this enforcement effort, which resulted in 4,043 warnings, 255 summonses issued and 23 DUI arrests.

2024 Drive Sober or Get Pulled Over Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
Allenstown	\$ 1,700.00	\$ -
Alstead	\$ 1,700.00	\$ 1,643.33
Alton	\$ 1,700.00	\$ 661.20
Amherst	\$ 1,700.00	\$ 1,248.08
Ashland	\$ 1,700.00	\$ 472.95
Atkinson	\$ 1,700.00	\$ 858.77
Auburn	\$ 1,700.00	\$ 928.45
Barrington	\$ 1,700.00	\$ 1,113.44
Bath	\$ 1,700.00	\$ 298.65
Bedford	\$ 1,700.00	\$ 387.95
Belknap County SO	\$ 1,700.00	\$ 1,347.00
Belmont	\$ 1,700.00	\$ 388.43
Berlin	\$ 1,700.00	\$ 1,658.89

Boscawen	\$ 1,700.00	\$ 416.03
Bow	\$ 1,700.00	\$ 820.27
Bradford	\$ 1,700.00	\$ 1,416.37
Brentwood	\$ 1,700.00	\$ 508.72
Bristol	\$ 1,700.00	\$ 690.93
Campton	\$ 1,700.00	\$ 485.03
Canaan	\$ 1,700.00	\$ 1,202.97
Carroll	\$ 1,700.00	\$ 860.90
Charlestown	\$ 1,700.00	\$ -
Chester	\$ 1,700.00	\$ 1,465.33
Chichester	\$ 1,700.00	\$ 1,038.70
Claremont	\$ 1,700.00	\$ 492.70
Colebrook	\$ 1,700.00	\$ 1,257.76
Concord	\$ 1,700.00	\$ 227.02
Cornish	\$ 1,700.00	\$ 828.09
Derry	\$ 1,700.00	\$ -
Dover	\$ 1,700.00	\$ 1,516.18
Dublin	\$ 1,700.00	\$ 1,372.90
Dunbarton	\$ 1,700.00	\$ 1,531.09
East Kingston	\$ 1,700.00	\$ 1,648.70
Enfield	\$ 1,700.00	\$ 1,700.00
Epping	\$ 1,700.00	\$ 975.62
Epsom	\$ 1,700.00	\$ 1,690.71
Exeter	\$ 1,700.00	\$ 684.34
Franklin	\$ 1,700.00	\$ -
Fremont	\$ 1,700.00	\$ 251.81
Gilford	\$ 1,700.00	\$ 1,056.71
Gilmanton	\$ 1,700.00	\$ 727.03
Gorham	\$ 1,700.00	\$ 287.28
Grantham	\$ 1,700.00	\$ 480.92
Greenland	\$ 1,700.00	\$ 1,693.04
Hampstead	\$ 1,700.00	\$ 1,700.00
Hampton	\$ 1,700.00	\$ -
Hancock	\$ 1,700.00	\$ -
Hanover	\$ 1,700.00	\$ 466.36
Haverhill	\$ 1,700.00	\$ 739.20
Hillsborough SO	\$ 1,700.00	\$ 670.11
Hillsboro	\$ 1,700.00	\$ 1,611.93
Holderness	\$ 1,700.00	\$ -

Hollis	\$ 1,700.00	\$ 1,700.00
Hopkinton	\$ 1,700.00	\$ 1,332.41
Hudson	\$ 1,700.00	\$ 1,093.43
Jaffrey	\$ 1,700.00	\$ 1,449.27
Keene	\$ 1,700.00	\$ 778.16
Kensington	\$ 1,700.00	\$ -
Kingston	\$ 1,700.00	\$ 747.32
Laconia	\$ 1,700.00	\$ 1,470.20
Lancaster	\$ 1,700.00	\$ 1,700.00
Lebanon	\$ 1,700.00	\$ 1,573.94
Lee	\$ 1,700.00	\$ 715.02
Lincoln	\$ 1,700.00	\$ 304.42
Lisbon	\$ 1,700.00	\$ 161.42
Littleton	\$ 1,700.00	\$ 1,284.91
Londonderry	\$ 1,700.00	\$ 1,223.47
Loudon	\$ 1,700.00	\$ -
Lyndeborough	\$ 1,700.00	\$ 1,685.34
Madison	\$ 1,700.00	\$ 278.74
Manchester	\$ 1,700.00	\$ 1,700.00
Marlborough	\$ 1,700.00	\$ 1,691.75
Meredith	\$ 1,700.00	\$ 508.99
Merrimack	\$ 1,700.00	\$ -
Merrimack CO SO	\$ 1,700.00	\$ 607.84
Milford	\$ 1,700.00	\$ 616.12
Milton	\$ 1,700.00	\$ 1,085.96
Mont Vernon	\$ 1,700.00	\$ 1,164.18
Nashua	\$ 1,700.00	\$ 1,680.25
New Boston	\$ 1,700.00	\$ 673.91
New Ipswich	\$ 850.00	\$ -
New London	\$ 1,700.00	\$ 656.31
Newbury	\$ 1,700.00	\$ 783.52
Newfields	\$ 1,700.00	\$ 1,700.00
Newmarket	\$ 1,700.00	\$ 1,649.50
Newport	\$ 1,700.00	\$ -
North Hampton	\$ 1,700.00	\$ 866.08
Northumberland	\$ 1,700.00	\$ 163.66
Orford	\$ 1,700.00	\$ 1,617.68
Ossipee	\$ 1,700.00	\$ -
Pelham	\$ 1,700.00	\$ -
Pembroke	\$ 1,700.00	\$ 951.52

Peterborough	\$ 1,700.00	\$ 1,318.38
Piermont	\$ 1,700.00	\$ 1,700.00
Pittsfield	\$ 1,700.00	\$ -
Plainfield	\$ 1,700.00	\$ 665.36
Plaistow	\$ 1,700.00	\$ 524.97
Portsmouth	\$ 1,700.00	\$ 768.89
Rochester	\$ 1,700.00	\$ 1,219.22
Rockingham County SO	\$ 1,700.00	\$ 1,640.53
Rollinsford	\$ 1,700.00	\$ 262.80
Rumney	\$ 1,700.00	\$ 230.95
Rye	\$ 1,700.00	\$ 312.87
Salem	\$ 1,700.00	\$ 1,700.00
Sandown	\$ 1,700.00	\$ 637.24
Seabrook	\$ 1,700.00	\$ -
Somersworth	\$ 1,700.00	\$ -
Strafford	\$ 1,700.00	\$ -
Stratham	\$ 1,700.00	\$ 1,044.06
Sullivan County SO	\$ 1,700.00	\$ 1,698.53
Sunapee	\$ 1,700.00	\$ 161.94
Thornton	\$ 1,700.00	\$ 1,316.13
Wakefield	\$ 1,700.00	\$ 844.73
Walpole	\$ 1,700.00	\$ 1,628.21
Warren	\$ 1,700.00	\$ 446.82
Weare	\$ 1,700.00	\$ 1,589.97
Webster	\$ 1,700.00	\$ 140.12
Wentworth	\$ 1,700.00	\$ 477.96
Whitefield	\$ 1,700.00	\$ 453.30
Wolfeboro	\$ 1,700.00	\$ 297.79
Woodstock	\$ 1,700.00	\$ -
NHSP	\$ 51,000.00	\$ 32,659.10
Total	\$ 255,850.00	\$ 132,877.08

Funding Source: 402 Funds Obligated: \$204,850.00 Funds Expended: \$100,217.98

Funding Source: 405d (SP) Funds Obligated: \$51,000.00 Funds Expended: \$32,659.10

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

24-07-08

Planned Activity Description

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

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

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

This planned activity will also allow for prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety, because this planned activity will provide prosecution, training, and resources to support New Hampshire's State Police who will be conducting enforcement efforts in FFY 2024 to remove impaired drivers from New Hampshire roads.

Funds under this planned activity will support activities directly associated with DUI/DWI prosecution, current expenses, and in state/out of state travel. Funds will be used to support prosecutors to work 3,900 hours to prosecute and process impaired driving related cases and to provide training and technical assistance to NH State Police troopers. It is estimated that the prosecutors will be involved in the annual average of approximately 250 DUI related cases and provide training to the 335 troopers currently responsible for the preparation and prosecution of DUI arrests. Additionally, knowledge transfer between these prosecutors and troopers will occur relating to the answering of motions to suppress and case law associated with the successful prosecution of cases. Funds shall support personnel services and benefits at \$303,009.45, Current expenses at \$2,780.00 (i.e. telephone, DOIT transfers, DOS network fees), Travel at \$10,000.00 and indirect costs at \$45,354.31.

Funds will also be used to support a paralegal to work 1,950 hours to support the DWI prosecutors with the prosecution of DWI cases for State Troopers in courts without attorney prosecutors, if any. The paralegal will also assist with the preparation of training materials including case research, PowerPoint presentations and course handouts. Funds shall support personnel services and benefits at \$96,216.92, current expenses at \$1,390.00, travel at \$1,500.00, and indirect costs at \$14,233.93.

In FFY 2024, the project final report for activities and reports have not been received after numerous attempts by the NH OHS to obtain information.

In FFY 2023, all goals were met. The additional prosecution hours resulted in the prosecution of more DUI cases for the State Police than in prior years, meeting the 95% goal above-mentioned for the reporting year. The Prosecution Unit provided both individual and group training sessions for troopers. Prosecutors work with individual troopers to prepare them for trial and other hearings. In addition, trainings have been held by prosecutors for the troopers at their barracks. Attorney Tessari has worked with both the troopers at Troop E and the Marine Patrol staff to assist them in preparing for court. Additionally, she prepared training materials that she has shared with other prosecutors/troopers.

In summary for FFY 2023, this funding of additional administrative and attorney hours allowed the unit to effectively prosecute State Police DWI cases throughout New Hampshire. In addition, these additional resources enabled State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Consequently, public safety on NH highways was enhanced. In addition, it allowed the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers were able to avoid consequences by exploiting legal technicalities.

During the reporting year, our prosecutors achieved significant case accomplishments by withstanding significant legal case challenges. For example, one of our prosecutors achieved a noteworthy success by prevailing on all legal motions filed in a head-on crash case caused by alcohol impairment. Moreover, she also prevailed in a difficult case involving a former N.H. judge involved in an impaired driving crash. During the trial, her diligence in reviewing the statements of defense witnesses and conducting vigorous cross examination revealed the fact that the defendant had prepared the statements and asked the witnesses to sign, and therefore, engaged in potential witness tampering. This led to a guilty verdict in the case. In 2022 the Prosecution Unit prosecuted 1034 DWI/DWI related charges. Between January and June of 2023, the Unit prosecuted 461 DWI/DWI related charges. Without the support provided by the grant many of these cases would have been dismissed. NH highways are much safer when troopers don't have to concern themselves with responding to legal filings a

Funding Source: 405d Funds Obligated: \$474,485.00 Funds Expended: \$224,795.68

MOTORCYCLE SAFETY

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets. In 2024, there were 33 motorcycle fatalities with 18 of these motorcycle fatalities being un-helmeted. Currently, there have been 33 motorcycle fatalities in 2024 from 40 in 2023 (a 17.5% decrease in motorcycle fatalities).

NH Motorcycle driver licenses has been steadily on the increase. In 2023, there were 164,059 motorcycle endorsements issued. As of July 24, 2024, there were 84,923 registered motorcycles in New Hampshire. Hillsborough, Rockingham, and Merrimack Counties accounted for 60% of the registered motorcycles.

Motorcycle training has increased as more Motorcycle Rider Training (MRT) instructors have increased from prior years shortage. MRT trainings were not conducted at important locations in 2024 (i.e., Belknap, Carroll, Cheshire, and Sullivan). The Office of Highway Safety will work

with the DMV MRT to improve online motorcycle training and important motorcycle safety messaging that can be incorporated into this training to include the recommendation of helmet use.

With the current issues occurring that has affected efforts to provide educational outreach (instructor shortage to conduct MRT Training) to increase motorcycle safety and helmet use in New Hampshire, the Office of Highway Safety is heavily reliant on providing media messaging to the motoring public. The motorcycle task force continues to work hard to improve important motorcycle safety outreach to the public (i.e., messaging, events, etc.) and will continue to work with highway safety partners (NH Motorcycle Rights Organization, EVR Advertising, AAA Northern New England, NH Automobile Dealers Association, NH Liquor Commission, state legislators, etc.) to reduce overall motorcycle crashes to save lives. In 2024, the motorcycle taskforce continued to partner with NHTSA and many states to increase motorcycle awareness using the Ride SMART campaign message (message creates motorcycle safety awareness during large bike week events hosted in various states each year). Also, the NH motorcycle taskforce kicked -off the first NH Rides Day event held at Manchester Community College to create awareness to the public before the start of the motorcycle season of the importance of motorcycle safety. Attendees included the media, public, highway safety partners, motorcycle riders, and many vendors. Also in 2024, a PSA was created to increase awareness among motorcyclists to not drive impaired. Impairment has been a leading cause of motorcycle fatalities. In 2022, 23 of the 32-motorcyclist killed or 71.8% tested positive for alcohol and/or drugs.

MOTORCYCLE PAID MEDIA

24-05-03

Planned Activity Description

NH OHS plans to contract for design, production, promotion, and distribution of a professionally formulated series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the State. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing and post-production, and materials. Also, the NH motorcycle taskforce will continue to work on important motorcycle messaging that will be released to the motoring public for 2024. In 2023, the motorcycle taskforce released important messaging to the public: “share the road in and around motorcycles”, “look twice to save a life”, “ride S.M.A.R.T”. In FY 2024 there were one motorcycle fatalities during NH bike week. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and

community outreach and betterment meetings allowed the public to discuss freely ideas to minimize motorcycle crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public to "share the road" with motorcycles. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Proposed topics include: (utilizing NHTSA Share the Road messaging)

1. Why it is hard to judge a motorcycle's approaching speed
2. Give motorcycles more room than a car
3. Look twice save a life
4. Motorists share the road in and around motorcycles
5. Motorcycles positive impact on motorist's experience

In FFY 2024, the AAA was provided motorcycle funding to provide the following messaging to the public "as we celebrate Bike Week, let's remember to Share the Road and ride S.M.A.R.T #RidesafeNH # RideSMART (facebook posts). Also, motorcycle PSAs promoting "Share the Road" and "RIDE S.M.A.R.T #RidesafeNH # RideSMART" were shown at UNH using the jumbotron during football and hockey events and at the Fisher Cat's Stadium shown on the jumbotron during baseball games.

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

NON-MOTORIZED – PEDESTRIAN & BICYCLE

Walking and biking are critical components of our New Hampshire transportation system, therefore keeping pedestrians and bicyclists safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services; there is also a large community of racing and recreational bicyclists in

NH. Walking and bicycling can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment.

In 2024, New Hampshire did not meet our (2020-2024 baseline average) target for pedestrian fatalities of 12.2. There were 12 pedestrian fatalities in 2024 resulting in (2020-2024 average) 13.6 fatalities.

Also, in 2024 there was 4 bicycle fatalities resulting in (2020-2024 average) 2.4 bicycle fatalities in New Hampshire and not achieving our 2024 (2020-2024 average) target of 2.0. However, even though this target was not met, there is a relatively small number of these fatalities occurring each year with the understanding that these numbers can increase quickly with increased issue of motorists driving while distracted and or impaired or with the increased use and popularity of e bikes, scooters, etc.

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

PEDESTRIAN/BICYCLE PAID MEDIA

24-06-03

Planned Activity Description

The planned activity will include paid as well as earned media. Statewide media messaging will be tailored to the motoring public and include media intended for the pedestrian and bicycling communities (to include impairment related messaging, etc.). In addition, NH OHS will work with the Bike-Walk Alliance of NH to distribute an electronic web-based reference guide to local law enforcement agencies about enforcing laws that impact roadway safety with respect to pedestrians, bicyclists, and motorists. The brochure will include priority violations in hopes that

the local law enforcement community will consider making educational and/or enforcement stops, thereby providing the requisite level of positive reinforcement to reduce injuries throughout the State. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to "share the road" with pedestrians and bicyclists. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were not provided or expended to any media vendor to provide pedestrian/bicycle messaging. However, the NH OHS has recently hired a media vendor for FFY 2025 who will be providing pedestrian/bicycle messaging to the public. In 2024, the NH OHS did work with Bike Walk Alliance of New Hampshire to design a brochure on Pedestrian & Bicycle Safety.

Funding Source: 402 Funds Obligated: \$0 Funds Expended: \$0

**2024 Bicycle/Pedestrian
24-06-04**

Planned Activity Description

State (405e flex funds) and Local (402 funds) law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and bicycle patrols will be conducted year-round with a focus on highly trafficked bicycle and pedestrian areas, located primarily in downtown locations during the evening commuting hours as well as in areas of the State. State Police will be responsible for providing enforcement patrols on public roads to include Franconia Notch and Hampton Beach areas. Specific times and locations will be based on local data. Additionally, approximately 10% of the funding will be utilized to train and familiarize Law Enforcement Officers with the state laws relating to bicyclists and pedestrians. All agencies participating in the overtime enforcement effort are recommended to have officers take the Bicycle/Pedestrian course online from Police Standards and Training Council (PSTC).

In FFY 2024, funds were provided to State and Local law enforcement agencies to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws. Pedestrian and bicycle patrols were conducted year-round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations were based on local data.

In 2024, the NHOHS provided grant funding to the State Police and 19 local law enforcement communities who conducted 416 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 44 hours to this enforcement effort, which resulted in 105 vehicles stopped producing 71 warnings (5 were for Ped/Bike) and 51 summonses issued (0 for Ped/Bike).
- Local Police dedicated 372 hours to this enforcement effort, which resulted in 846 warnings (266 were for Ped/Bike) and 89 summonses issued (5 were for Ped/Bike), 1 arrest and 3 DWI arrests.

2024 Pedestrian Bicycle Enforcement Patrols		
Grantee	Obligated	Spent
Berlin	\$ 3,000.00	\$ 2,986.97
Center Harbor	\$ 1,400.00	\$ 497.85
Concord	\$ 3,000.00	\$ 2,735.18
Derry	\$ 3,000.00	\$ 1,372.12
Dover	\$ 1,600.00	\$ 854.08
Hampton	\$ 3,000.00	\$ -
Hanover	\$ 3,000.00	\$ 636.31
Keene	\$ 3,000.00	\$ 2,694.89
Laconia	\$ 3,000.00	\$ 3,000.00
Lebanon	\$ 3,000.00	\$ 2,527.90
Lincoln	\$ 1,600.00	\$ -
Littleton	\$ 3,000.00	\$ 2,541.49
Manchester	\$ 3,000.00	\$ 3,000.00

Meredith	\$ 3,000.00	\$ 2,110.24
Newmarket	\$ 6,000.00	\$ 1,475.73
Portsmouth	\$ 3,000.00	\$ 1,813.37
UNH PD	\$ 5,000.00	\$ -
Wolfeboro	\$ 5,000.00	\$ -
Woodstock	\$ 3,000.00	\$ 447.25
NHSP	\$ 15,000.00	\$ 5,087.71
Total	\$ 74,600.00	\$ 33,781.09

Funding Source: 402 Funds Obligated: \$59,600.00 Funds Expended: \$28,693.38

Funding Source: 405e (flex) SP Funds Obligated: \$15,000.00 Funds Expended: \$5,087.71

2024 Pedestrian/Bicycle Assessment 24-06-06

Planned Activity Description:

This Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in March of 2024. This Assessment would allow for a review of the effectiveness of our current pedestrian and bicycle (educational, outreach and enforcement) programs taking place throughout the state. Recommendations would provide strategies that could be implemented to improve pedestrian/bicycle safety throughout New Hampshire to minimize the potential of injuries and or deaths associated with pedestrian/bicycle crashes. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies). In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to "share the road" with pedestrians and bicyclists. Meetings involving NH OHS leadership

and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In 2024, The NH OHS provided funding to support NHTSA contractors to conduct a Pedestrian/Bicycle assessment for the state of NH. The final report of the assessment provided NH with priority recommendations to consider supporting. One of these recommendations asked NH to improve law enforcement (LE) reporting of crash data. At that time, 60% of NH LE agencies were reporting crashes electronically to the DMV VISION system. Currently, as of January 1, 2025, over 75% of law enforcement agencies (157) are submitting the MMUCC V crash report electronically to the DMV VISION system. NH has already achieved our eCrash annual targets for FFY 2024 (140) FFY 2025 (145) and 2026 (150).

Funding Source: 402 Funds Obligated: \$25,000.00 Funds Expended: \$22,750.08

OCCUPANT PROTECTION

Evidence based data continues to show that unrestrained fatalities have accounted for (in years prior) upwards of 60% of all fatal crashes (many of these crashes have resulted in ejection) on New Hampshire roads. In 2024, there was 38 unrestrained fatalities on New Hampshire roads. In 2024, the target to maintain unrestrained fatalities at 48.2 (2017-2021 average) to 48.2 (2020-2024 average) was met with a result (2020-2024 average) of 43.4 unrestrained fatalities (10% decrease from the 2020-2024 target).

It is important that the enforcement, messaging, and outreach countermeasure be adjusted in FFY 2025 to increase overall involvement and participation of partners to address the issue of unrestrained seat belt use. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The Department of Safety PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Traffic Safety Commission and the Buckle Up coalition to improve laws that would increase seat belt use to save lives.

Enforcement, media messaging, and outreach efforts continue to address the problem of driving while unrestrained. However, it is difficult to have an impact on all motorists due to the current New Hampshire seat belt law that only requires seatbelts to be worn under the age of 18 and not for adults.

In FFY 2025 and during the development of the FFY 2026 AGA, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border) and the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt use, etc.). In addition, the Department of Safety PIO and our media vendor will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high-risk populations with special emphasis in both these areas. Use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2025 and FFY 2026 AGA. We will also continue to implement in our FFY 2025 AGA, community outreach and betterment (COB) grants, to increase educational outreach to communities to help reduce unrestrained occupant fatalities.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2024. The reported New Hampshire statewide seat belt usage rate for 2024 is 78.2%, an increase of .4% from the 2023 seat belt usage rate of 77.9%. In 2024, NH had 38 unrestrained fatalities compared to 39 in 2023 (a 2.6% percent decrease in unrestrained fatalities).

In 2024, the target to maintain unrestrained fatalities at 48.2 (2017-2021 average) to 48.2 (2020-2024 average) was met with a result (2020-2024 average) of 43.4 unrestrained fatalities (10% decrease from the 2020-2024 target).

Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 23 percentage points and could save an estimated 25 lives each year.

It is important to continue to monitor the efficacy of our Occupant Protection programs to identify any innovative model programs that may help to increase our seat belt use rate and subsequently reduce the number of unrestrained yearly fatalities in New Hampshire. In FFY 2022, New Hampshire had an occupant protection (OP) Assessment conducted that provided recommendations (recommended New Hampshire establish an adult seat belt law) to better improve seat belt use and save more lives. These OP recommendations were useful in the development of the FFY 2025 AGA to reduce unrestrained fatalities and serious bodily injuries. These recommendations will also prove to be useful when developing the FFY 2026 AGA.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

24-01-08

Planned Activity Description:

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2024 to improve the use of child restraints in New Hampshire. Funding shall support personnel services at \$101,332.40 (CPS Program Coordinator \$62,628.80, Program Assistant \$10,570.56, IPC Program Manager \$3,684.10, benefits \$24,448.94, Current Expenses at \$36,650.00, Public Information & Educational Materials at \$5,000.00 (to include latch manuals), Website Hosting at \$2,000.00, NHTSA Certification Classes to Include Instructor Expense at \$25,000.00, Child Passenger Safety Seats at \$4,000.00, Media Campaigns at \$18,000.00, indirect costs at \$16,398.24, and travel at \$6,000.00. Programs will include the development and distribution of public information and educational materials (to include the NH OHS survey flier with QR code) along with providing media and advertising using television, radio, and the internet to promote child passenger safety *to include the dangers of “children in hot cars”*. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of and funding for:

- Full Time CPS Professional (CHaD)
- CPS technicians *3 ea. Certification Classes*
- EMS and CPS personnel *4 ea. Introduction Courses*
- Inspection stations *Increase to 67*
- Special needs
- Hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings *Programmed for 247 current technicians*
- Renewal fees and instructor fees

Funding through this Planned Activity shall also provide for in-state and out of state travel, and provide funding for instructors, proxies, and technicians to attend regional/national conference(s)

with focus on occupant protection. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign, and during Statewide efforts using Dynamic Message Boards (DMB) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc., and may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public. In 2023, public participation and community outreach meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to provide information to the motoring public of the importance of seat belt use. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. FFY 2024 will see an added emphasis on communicating important CPS information to all areas within our state to ensure that the message, training, education, and effective enforcement, is realized in these areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital in FFY 2023 to support the training of CPS technicians and EMS and CPS personnel. Also funded, were inspection stations, special needs, and hospital emergency departments. Funding was provided for NHTSA certification courses, CPS Technician update trainings, and renewal and instructor fees. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of child passenger safety seats and devices. Through the monitoring, training, and periodic auditing of this countermeasure, in 2024, the target to maintain unrestrained fatalities at 48.2 (2017-2021 average) to 48.2 (2020-2024 average) was met with a result (2020-2024 average) of 43.4 unrestrained fatalities (10% decrease from the 2020-2024 target).

Additional emphasis was placed in areas within the state where seat belts are not being used to include Teen Drivers, 25 - 35-year-old MV and all other occupants to ensure that the appropriate message, training, and effective enforcement was achieved in FFY 2024.

Grant Overview:

In FFY 2024, the OHS continued funding to support the Child Passenger Safety Program and a Child Passenger Safety Specialist position (.8 FTE).

The following are goals set by the CPS program to achieve for FFY 2024:

1. Goal achieved-Unknown: The expected goal was the CPS Program will work to reduce the number of incapacitated and non-incapacitated injured children age 8 and under by 10% using crash data reports provided by the NH OHS. The IPC no longer has access to this specifically defined data from DMV or NH OHS. The IPC has discovered data from another state agency that will allow for consistent access and information relevant to injury of children who have been in a motor vehicle crash. The source is the EMS Patient Care Report (PCR) data which is organized differently and includes much more information. Considering our previous data source no longer is available, goals were modified 2024-2025 CPS grant to include the PCR data which will better reveal more accurate injury rates.

2. Goal was achieved: The CPS Program will work to increase the number of certified technicians from 247 to at least 260 technicians. The program conducted 4 certification classes and one recertification course to increase the number of certified technicians to our state's technicians' numbers. At the conclusion of these courses New Hampshire had 271 CPS Technicians. Statewide courses were held in Charlestown, North Woodstock, Lebanon, Hollis and Swanzey.

3. Goal was achieved: The CPS Program will work to add 3 new fitting stations for a total of 65 locations. Over the course of the grant year 33 new fitting stations were added. However, during that same time period 8 fitting stations discontinue their CPS Program for an end of year total of 88 stations. New stations were dispersed throughout the state and helped fill areas like Cheshire County, Sullivan County as well as Head Start Programs and Home Health Visitors in Rockingham and Hillsborough Counties.

4. Goal was achieved: The CPS Program will increase its distribution of non-English material to non-English speaking populations. Demand for our Spanish to English help guides has increased a lot and more is ordered. Most of the Spanish demand has been in locations in Concord and south. Material were distributed to African based languages like Swahili and Arabic for fitting stations located in Concord, Manchester and Salem.

Funding Source: 405b Funds Obligated: \$184,381.00 Funds Expended: \$155,579.37

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

24-01-06

Planned Activity Description

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

For 18 years, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Observational Survey. In July 2024, this survey was conducted to measure seat belt usage of passenger vehicles on New Hampshire roads. The study was conducted for the OHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Administration (NHTSA).

Observations were conducted during weekdays and weekends between 7 a.m. and 6:00 p.m. The schedule included rush hour (before 9:30 AM and after 3:30 PM) and non-rush hour observations. Data collection was conducted for 60 minutes at each site, with approximately 5 sites scheduled per team each day. Start times were staggered to ensure that a representative number of weekday/weekend/ rush hour/non-rush hour sites were included.

The chart below shows survey results from the last 13 years of seat belt usage data from 2011 (75.0%) to 2024 (78.2%). From 2023 and 2024, seat belt usage increased by .4%. New Hampshire continues to be the only state that does not have an adult seat belt law, a contributing factor to low seat belt use rates and a high number of unrestrained related fatalities that occur each year (one year reaching 70% of total fatalities).

Percent of Operator and Front Seat Outboard Passengers Seat Belt Usage Rates

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7%	77.9%	78.2%

¹ Results from 2012-2017 cannot be directly compared with earlier studies because of methodological changes. Care must be used comparing 2018 and later rates to 2012-2017 rates as different sites were observed.

Funding Source: 405b Funds Obligated: \$53,288.00 Funds Expended: \$53,288.00

Planned Activity Description

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual attitude statewide survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. This survey will be conducted between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA. In 2024, public participation and community outreach meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to provide information to the motoring public of the importance of seat belt use.

In FFY 2024, funds were provided to the University of New Hampshire Survey Center who included fifteen questions on its summer 2024 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. One thousand two hundred and twenty-eight (1,228) Granite State Panel members completed the survey online between July 11 and July 15, 2024. The margin of sampling error for the survey is +/- 2.8 percent.

Key Findings

Licensed Drivers

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

Alcohol

One in five New Hampshire residents report that they have driven a motor vehicle within two hours of drinking alcohol in the past thirty days, largely unchanged since 2022 but near a record high. The vast majority who have done so say they have done it 1-5 times in the past month, while a very small number have done so more than 5 times. Seacoast and Manchester area residents are particularly likely to report having done this.

More than half of Granite Staters report reading, seeing, or hearing about alcohol impaired driving enforcement in the past 30 days, the largest proportion since 2019 to say this is true for them. Central/Lakes Region residents are most likely to have read, seen, or heard something about this. Nearly half of respondents think a person will rarely or never be arrested if they drive after drinking. This is down from more than half who thought so in 2023.

Seat belts

A record high number of New Hampshire residents say they always use a seat belt. Those with a high school degree or less education are more likely than in 2023 to say they always wear a seatbelt, but they remain less likely than those with more education to do so. Less than one in ten state residents report having seen something about seat belt enforcement recently, largely in keeping with results since 2020.

Despite the fact that New Hampshire does not have a law requiring adults to wear seat belts, half of residents believe a person who does not wear a seat belt will get a ticket at least rarely. Those with lower household incomes are particularly likely to believe this. Support for a mandatory seat belt law has increased since 2023 but remains lower than in the 2000s when a clear majority was in favor. Those who completed postgraduate work, newer state residents, seacoast residents, and those aged 65 and older are more likely to support such a law.

Speeding

Three in ten New Hampshire residents say they always or most of the time drive faster than 35 miles per hour on a local road with a speed limit of 30 miles per hour and nearly half say they always or most of the time drive faster than 70 miles per hour on a road with a 65 mile per hour speed limit. Responses to both questions have changed only slightly since 2023. Those under the age of fifty are a good deal more likely than others to report frequently speeding, particularly on high speed roads.

Just over half of Granite Staters say they have heard something about speed enforcement by police in the past thirty days, largely unchanged since 2023. One in ten believe a person will always or most of the time get a ticket while speeding, an all-time low.

Motorcycles

One in six Granite Staters have ridden on a motorcycle in the past year, unchanged since 2021. Manchester area residents and those with the highest incomes are most likely to report having done

this. Of those who have ridden on a motorcycle, more than three-quarters say they always or most of the time wear a helmet while doing so, largely unchanged since 2023 but far higher than in 2021 & 2022.

Funding Source: 402 Funds Obligated: \$10,799.00 Funds Expended: \$10,799.00

OCCUPANT PROTECTION PAID MEDIA

AAA Northern New England

24-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement,

surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths.

In FFY 2024, funds were allocated to support AAA Northern New England who executed running high quality Occupant Protection PSAs on television, social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. These PSAs received very positive feedback from the public.

Funding Source: 405b Funds Obligated: \$15,000.00 Funds Expended: \$14,744.39

2024 JOIN THE NEW HAMPSHIRE CLIQUE

24-01-04

Planned Activity Description

The NH OHS provides overtime (405b funds) traffic safety enforcement funds to state (NH State Police Troops A, B, C, D, E, F, G, and the special enforcement unit), local, and county (402 funds) law enforcement agencies across the state of New Hampshire to eliminate crash-related unrestrained deaths and injuries. These patrols will occur in four-hour increments and all participating agencies will be required to have their officers complete the online Occupant Protection course at PSTC to be eligible for reimbursement. A scope of work will be developed in support of this planned activity specifically outlining the methodology to have the most affect based on our current laws. Within this Planned Activity, patrols will participate in the "Join the NH Clique" mobilization, which is the New Hampshire version of "Click It or Ticket"; sub grantee participation will coincide with the "Click It or Ticket" National Mobilization. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths.

In FFY 2024, the NHOHS provided overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire to eliminate crash-related unrestrained deaths and injuries. New Hampshire enforcement agencies participated in the "Join the NH clique" which coincided with the "Click it or Ticket" National Mobilization as New Hampshire does not have an adult seat belt law but does have a seat belt law up to the age of 18.

In FFY 2024, the NH OHS provided grant funding to the State Police and 121 local law enforcement agencies who conducted 587.25 enforcement patrol hours, which resulted in the following:

- State Police dedicated 77 hours to this enforcement effort, which resulted in 250 vehicles stopped with 158 warnings (22 were for Occupant Protection) and 75 summonses issued (3 were for Occupant Restraint).
- Local Police dedicated 510.25 hours to this enforcement effort, which resulted in 1,244 warnings (25 were for Occupant Restraint) and 137 summonses issued (5 were for Occupant Protection).

2024 Join The New Hampshire Clique Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
Allenstown	\$ 850.00	\$ -
Alstead	\$ 850.00	\$ 850.00
Alton	\$ 850.00	\$ 479.45
Amherst	\$ 850.00	\$ 548.25
Ashland	\$ 850.00	\$ -
Atkinson	\$ 850.00	\$ -
Auburn	\$ 850.00	\$ 185.87
Barrington	\$ 850.00	\$ -
Bath	\$ 850.00	\$ 119.46
Bedford	\$ 850.00	\$ 333.47
Belknap County SO	\$ 850.00	\$ 424.71
Belmont	\$ 850.00	\$ -
Berlin	\$ 850.00	\$ 833.36
Boscawen	\$ 850.00	\$ -
Bow	\$ 850.00	\$ -
Bradford	\$ 850.00	\$ 804.00
Brentwood	\$ 850.00	\$ 850.00
Bristol	\$ 850.00	\$ -
Campton	\$ 850.00	\$ 250.26
Canaan	\$ 850.00	\$ -
Carroll	\$ 850.00	\$ 770.58
Charlestown	\$ 850.00	\$ 497.90

Chester	\$ 850.00	\$ 207.16
Chichester	\$ 850.00	\$ 412.76
Claremont	\$ 850.00	\$ -
Colebrook	\$ 850.00	\$ -
Concord	\$ 850.00	\$ -
Cornish	\$ 850.00	\$ 414.04
Deerfield	\$ 850.00	\$ 850.00
Derry	\$ 850.00	\$ -
Dover	\$ 850.00	\$ -
Dublin	\$ 850.00	\$ 769.37
Dunbarton	\$ 850.00	\$ 783.59
East Kingston	\$ 850.00	\$ 679.86
Enfield	\$ 850.00	\$ 179.38
Epping	\$ 850.00	\$ 850.00
Epsom	\$ 850.00	\$ 230.95
Exeter	\$ 850.00	\$ -
Franklin	\$ 850.00	\$ -
Fremont	\$ 850.00	\$ -
Gilford	\$ 850.00	\$ 677.34
Gilmanton	\$ 850.00	\$ 828.81
Gorham	\$ 850.00	\$ -
Grantham	\$ 850.00	\$ -
Greenland	\$ 850.00	\$ -
Hampstead	\$ 850.00	\$ -
Hampton	\$ 850.00	\$ -
Hancock	\$ 850.00	\$ -
Hanover	\$ 850.00	\$ -
Haverhill	\$ 850.00	\$ 123.41
Hillsborough County SO	\$ 850.00	\$ -
Hillsboro	\$ 850.00	\$ 363.68
Holderness	\$ 850.00	\$ -
Hollis	\$ 850.00	\$ 850.00
Hopkinton	\$ 850.00	\$ 595.37
Hudson	\$ 850.00	\$ 247.39
Jaffrey	\$ 850.00	\$ 850.00
Keene	\$ 850.00	\$ 850.00
Kensington	\$ 850.00	\$ -
Kingston	\$ 850.00	\$ -
Laconia	\$ 850.00	\$ 850.00

Lancaster	\$ 850.00	\$ -
Lebanon	\$ 850.00	\$ 685.95
Lee	\$ 850.00	\$ -
Lincoln	\$ 850.00	\$ 608.83
Lisbon	\$ 850.00	\$ -
Littleton	\$ 850.00	\$ 665.85
Londonderry	\$ 850.00	\$ 631.48
Loudon	\$ 850.00	\$ -
Lyndeborough	\$ 850.00	\$ 519.40
Madison	\$ 850.00	\$ -
Manchester	\$ 850.00	\$ -
Marlborough	\$ 850.00	\$ 845.95
Meredith	\$ 850.00	\$ 495.87
Merrimack	\$ 850.00	\$ 850.00
Merrimack CO SO	\$ 850.00	\$ -
Milford	\$ 850.00	\$ 230.05
Milton	\$ 850.00	\$ 550.70
Mont Vernon	\$ 850.00	\$ 712.87
Nashua	\$ 850.00	\$ 850.00
New Boston	\$ 850.00	\$ 184.53
New London	\$ 850.00	\$ -
Newbury	\$ 850.00	\$ 584.76
Newfields	\$ 850.00	\$ 531.15
Newmarket	\$ 850.00	\$ 460.88
Newport	\$ 850.00	\$ -
North Hampton	\$ 850.00	\$ 436.75
Northumberland	\$ 850.00	\$ 127.80
Orford	\$ 850.00	\$ 673.31
Ossipee	\$ 850.00	\$ -
Pelham	\$ 850.00	\$ 357.25
Pembroke	\$ 850.00	\$ -
Peterborough	\$ 850.00	\$ 850.00
Piermont	\$ 850.00	\$ 302.36
Pittsfield	\$ 850.00	\$ -
Plainfield	\$ 828.08	\$ 651.46
Plaistow	\$ 850.00	\$ 251.71
Portsmouth	\$ 850.00	\$ -
Rochester	\$ 850.00	\$ 289.64
Rockingham County SO	\$ 850.00	\$ 850.00

Rollinsford	\$ 850.00	\$ -
Runney	\$ 850.00	\$ -
Rye	\$ 850.00	\$ 307.13
Salem	\$ 850.00	\$ 850.00
Sandown	\$ 850.00	\$ 790.96
Seabrook	\$ 850.00	\$ 424.75
Somersworth	\$ 850.00	\$ -
Strafford	\$ 850.00	\$ -
Stratham	\$ 850.00	\$ -
Sullivan County SO	\$ 850.00	\$ -
Sunapee	\$ 850.00	\$ 201.48
Thornton	\$ 850.00	\$ 767.16
Wakefield	\$ 850.00	\$ -
Walpole	\$ 850.00	\$ -
Warren	\$ 850.00	\$ -
Weare	\$ 850.00	\$ -
Webster	\$ 850.00	\$ -
Wentworth	\$ 850.00	\$ -
Whitefield	\$ 850.00	\$ -
Wolfeboro	\$ 850.00	\$ -
Woodstock	\$ 850.00	\$ -
NHSP	\$ 15,000.00	\$ 8,105.55
Total	\$ 117,828.08	\$ 44,206.00

Funding Source: 402 Funds Obligated: \$102,828.08 Funds Expended: \$36,100.45

Funding Source: 405b Funds Obligated: \$15,500.00 Funds Expended: \$8,105.55

EVIDENCE-BASED ENFORCEMENT & COMMUNITY COLLABORATION

Our approach is grounded in the understanding that the New Hampshire Office of Highway Safety cannot address all the state's highway safety concerns independently. We believe that law enforcement can achieve greater effectiveness by serving as a catalyst to unite a wide range of community stakeholders and collaborating with them to identify and implement solutions to transportation safety challenges. We actively promote

partnerships with the business community, schools, media, parents, youth, social service organizations, senior citizens, community leaders, and other key groups within the community. We recognize that law enforcement is more successful when it works alongside the public, fostering greater acceptance of safety solutions that the community has had a role in shaping.

To support this collaborative approach, our office staff encourages ongoing engagement and conducts on site and remote training for law enforcement agencies on community outreach and collaboration efforts. To further this effort our office created the Community Outreach & Betterment (COB) Grant which funds NH law enforcement agencies to conduct public highway safety educational presentations in their community with an emphasis on vulnerable road users as identified in our states crash data. The COB Grant has evidenced positive results in NH communities such as Manchester and Nashua where it has positively impacted and expanded their community outreach efforts. In Federal Fiscal Year 2025, we plan to further expand our COB Grant and community collaboration efforts by offering community collaboration training for any new law enforcement agencies that wish to participate in those efforts.

The purpose of the Community Outreach & Betterment (COB) Grant is to bring the highway safety message via an in-person PowerPoint presentation to New Hampshire drivers predominantly involved in serious and fatal crashes according to the data. Public opinion is also solicited during the presentations which assists in shaping the law enforcement agencies policies and performance targets.

The New Hampshire Office of Highway Safety also funds the E-Citation project, which integrates citation data into the VISION records management system. This system enables our office to conduct detailed analyses of traffic enforcement activities, identifying potential disparities in any funded patrols. In cases where disparities are detected, our office staff provides training to the relevant law enforcement agencies.

Additionally, our staff performs on-site monitoring of law enforcement grantees to verify grant documentation, review agency citation activity data for compliance with both state and federal regulations. As per NHOHS policy when instances of non-compliance are identified, corrective measures are promptly implemented. All law enforcement grantees are required by state law to establish policies that promote transparency and prevent disparate impacts in their traffic enforcement practices. Our office maintains engagement with these grantees on an established schedule, reviewing their citation data for transparency and to identify any possible disparities in traffic enforcement.

In FFY 2024, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
24-04-04	Distracted Driving Enforcement Patrols
24-04-11	Distracted Driving Mobilizations
24-02-04	Enforcement Patrols & Equipment
24-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
24-07-11	Impaired driving National Campaigns
24-01-04	Join The NH Clique (Click It or Ticket)
24-06-04	Pedestrian and bicycle enforcement patrols

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

CRASH ANALYSIS

Hillsborough, Rockingham, and Merrimack counties were identified as having the highest average number of fatal crashes. Using fatality and serious injury crash data from 2020, 2021, 2022, and 2023, New Hampshire was able to plan its media and TSEP enforcement program with highway safety partners (media, law enforcement, etc.) to reduce fatalities and SBI within our state. Reported non-fatal crash data from calendar year 2023 reflected 598 serious bodily injuries because of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 36% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above reflect the highest risk as it relates to fatalities and SBI, the NH OHS continued to partner with all willing participants that could contribute in the overall effort to reduce fatalities and SBI throughout the entire state.

DEPLOYMENT OF RESOURCES:

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

Correctly identifying communities and their law enforcement agencies participation in planned activities requires a data-driven process and careful data analysis. This process begins when law enforcement agencies electronically transmit a crash report (MMUCC V compliant) to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or submit a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) to the NH DMV, which is then manually entered into the VISION database. Currently, the NH State Police electronically submits MMUCC 5 crash reports to the DMV VISION system database where this crash data is stored. In addition, the NH OHS is working with all law enforcement agencies to submit MMUCC compliant crash reports electronically to VISION in preparation for the implementation of a crash data dashboard to be used within the NH OHS that would provide (real time) evidence-based data to be accessed internally. Currently, the central electronic crash VISION database provides a crash data file that can be used by the Department of Safety (DOS) Data Analyst, who then mines and categorizes the crash data accordingly by several data points (location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender, etc.). This evidence-based data supports countermeasures implemented by the NH OHS to address identified highway safety problems specific to New Hampshire, its counties, towns, and cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants were required to submit town/city crash and traffic enforcement information and data in their grant application as well as present a strategic data driven plan to address the traffic safety issues happening in their community.

EFFECTIVENESS MONITORING:

E-CRASH and E-CITATION data submitted by state and local police departments and analyzed by the NH OHS has proven to be important in monitoring the effectiveness of enforcement efforts. This data will provide location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. and will help in determining if enforcement efforts in high crash areas helped to reduce crashes and the resulting injuries, fatalities, or overall motor vehicle violations.

Also effective in monitoring enforcement efforts, is the NH OHS review of a law enforcement agencies application and highway safety goals established within their Performance Tracking Tool (PTT) section. For example, if a law enforcement agency shows within the PTT an improvement of speed summonses issued from the prior year speed summonses issued, then, they have achieved their goal. The effectiveness of the enforcement effort may also show a correlation between overall crashes reduced within a community and the increase of summonses issued.

An additional tool that assists in monitoring, analyzing progress and problem identification is the “Driver Attitude Survey” and “Seat Belt Observational Survey”. The context and results of these surveys provided observational data on seatbelt usage as well as measures driver attitudes on issues such as speeding, DUI, distracted driving and seat belt use. These surveys provided an additional

gauge on effectiveness of enforcement and media efforts. This data and the insight it provides was utilized in the development of the FFY 2025 AGA and will be used in the FFY 2026 AGA as well.

The NH OHS continues to monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis as crash data is received from the DMV. NH OHS staff take a proactive approach to monitor activity and have frequent interaction with partners who may be experiencing an increase in fatalities and/or serious bodily injuries in their communities. Areas identified as having an increase in crashes will be analyzed for potential causation and the appropriate resources to mitigate the problem will be implemented as needed. Additionally, current crash and fatality data will continue to be reported at all the Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce Meetings, etc. to leverage our partnerships with legislative representatives, local businesses, and other state agencies in an effort to improve highway safety.

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2024, New Hampshire had 135 fatalities up from 127 in 2023. New Hampshire did not achieve the target of 120 (2020-2024 average) fatalities this year. The 5-year (2020-2024) average number is 126.0. Still, in FFY 2024, enforcement efforts resulted in thousands of motor vehicle stops, warnings and citations issued. New Hampshire State Police and local enforcement agencies increased not only participation in 2024 but also activity. Enforcement efforts throughout the year focused on major high crash corridors traversing throughout the state as well as areas of highway safety concern (areas increasing in crashes, speeding, impairment, distraction, etc.) that were trending within the state. The Office of Highway Safety recognized these concerning trends and coordinated with troop commanders and local enforcement agencies to implement enforcement initiatives to address these concerns.

In 2024, the Office of Highway safety funded law enforcement and implemented countermeasures to decrease speed related fatalities on high crash corridors to include routes 3, 4, 10, 12 11, 16, 28, 101, 111, 125, 202/9, I-95, 1-93, 1-89, etc. Also, conducted in conjunction with regular speed enforcement patrols, mobilizations, and NHTSA's high visibility campaign "Border to Border" was conducted by NH law enforcement in partnership with other states. These enforcement initiatives were conducted during specific dates and times throughout the year to address an uptick in motor vehicle crashes and fatalities on these high crash corridors. These initiatives also included important highway safety messaging to help change negative driving behaviors to help save lives.

Highway safety messaging in conjunction with enforcement efforts or campaigns continued to be released throughout FFY 2024 to have the greatest impact of reducing crashes overall.

Also, of importance to note in FFY 2024, is the speed equipment program that the OHS implemented and funded that allowed many local law enforcement agencies the ability to purchase speed enforcement equipment (i.e., radar trailers, handheld or in car radar, speed message boards, data collection devices, etc.). This equipment could only be purchased with the approval of the OHS and the fulfillment of the requirement within the OHS grant agreement scope of work that local enforcement agencies must conduct enforcement efforts. Any equipment requests that are over \$5,000.00 was sent to NHTSA for approval and was Buy America compliant. This equipment program provides local law enforcement with not only an important speed enforcement tool to reduce crashes and save lives but also helps to satisfy the NHTSA share to local 402 requirement that 40 percent of Federal funds apportioned to New Hampshire be expended by or for the benefit of political subdivisions in carrying out local highway safety programs.

In FFY 2024 and during the development of the FFY 2025 AGA, the OHS has implemented countermeasures to decrease traffic fatalities by funding enhanced enforcement efforts by increasing the number of high crash corridor saturation efforts, county DUI saturation efforts and other special enforcement initiatives. Media efforts will also be enhanced within those areas of New Hampshire where crashes and fatalities are occurring and where enforcement efforts are focused. The Department of Safety public information officer and the newly hired media vendor shall ensure that important highway safety messaging reaches the motoring public in the areas of impairment, speeding, seat belt use, distraction, motorcycle, and pedestrian/bicycle. In addition, in FFY 2025, the New Hampshire Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce will continue to have regular meetings to communicate ideas to change negative driving behaviors and to review current highway safety related laws that potentially could be strengthened to reduce crashes and save lives on NH roads. In addition, new technology will continue to be explored that could provide valuable information to reduce crashes (i.e., roadside oral fluid testing, etc.).

POLICE TRAFFIC SERVICES

24-02-04

Using a funding methodology for FFY 2024 that focused heavily on fatal and serious injury crashes to identify communities with the highest priority helped determine award amounts and strategically target areas for maximum positive impact on reducing overall crashes, fatalities, and serious injuries. In this focused approach, participation in NH OHS enforcement efforts in FFY 2023 and FFY 2024 increased. This increase in participation and activity from law enforcement (in 2023, 2024, and in 2025) will continue to combat the upward trend of fatalities experienced in 2021 (118), 2022 (146), 2023 (127) and 2024 (135), to lower fatalities numbers experienced in 2017 (102), 2019 (101), 2020 (104). Additionally, crash data will be obtained quarterly to monitor

the effectiveness of the countermeasures in communities and will result in consultation with our partners to redirect, as needed both media and enforcement efforts. Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws essential in creating safer roadways for New Hampshire's citizens and visitors. The strategies to achieve these goals include:

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

The NH OHS anticipates an increase in high-risk drivers as drug and alcohol abuse continues to surge and an inflated economy continues to put stresses on many people, creating increased anxiety, desperation, anger, and depression, contributing to an increase in negative driving behavior. Increased enforcement efforts by the New Hampshire State Police, and our local enforcement partners continue to be focused to mitigate what is occurring on our roadways to help reduce negative driving behavior trends.

Performance Target:

Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 44 (2020-2024) average.

The 2024 data from FARS reported 36 speeding related fatalities (*2024 data as of 1/11/2025 – not final).

- **The current speed related fatality (2020-2024) average is 45.8 (using the 2024/36 unconfirmed speed fatality number calculated into the 2020-2024 average).**
- **This is an increase of 4% from the speed fatality (2020-2024) average 44 target.**

In 2024, New Hampshire **did not meet** our target of 44 speed related fatalities (2020-2024) average. It was predicted at the end of 2024, that the speed related fatalities (2020-2024) average target would be 44.

The NH OHS continues to implement regular monitoring visits of our partners to prevent any non-compliance of federal, state, or OHS requirements. In addition, training for both State police and local Law Enforcement continues to improve efficiencies but also activity with our law enforcement partners. In FFY 2024 and 2025, the OHS will continue using an electronic platform

(Camtasia software) to help train partners more efficiently. Partners will be able to view training at their leisure through a link at any time to learn about the OHS grant process, etc. In addition, our grant agreements and scopes of work continue to be improved to allow more flexibility to encourage maximum participation from all partners in an effort to change negative driving behaviors to minimize crashes and the resulting injuries and or deaths.

In FFY 2024, increased and strategically placed enforcement efforts substantially increased overall law enforcement visibility and speed enforcement activity (warnings and summonses issued) on NH roads in comparison to FFY 2023. In 2024, the Office of Highway Safety implemented countermeasures to decrease speed related fatalities by funding high crash corridor enforcement efforts that were conducted on routes 3, 4, 10, 12 11, 16, 28, 101, 111, 125, 202/9, I-95, 1-93, 1-89, etc. Also conducted in conjunction with regular speed enforcement patrols, mobilizations, and the NHTSA’s high visibility campaign “Border to Border” was conducted by NH law enforcement in partnership with other states. In 2024, law enforcement engagement in all enforcement projects combined, resulting in 8,378 more grant funded vehicle stops than in 2023 (39,983 stops), with 48,361 stops made in 2024 (an increase of 21%). This increased participation and activity is the most since 2021 (118 fatalities) that resulted in 40,128 stops made. Going forward, New Hampshire law enforcement has the ability, visibility, and momentum to continue to decrease fatalities in 2025 to begin the downward trend of fatalities.

The NH OHS will continue to place emphasis on messaging and education as a countermeasure to inform the motoring public on the importance of operating a motor vehicle at a speed conducive to driving safely and within the posted speed limit. Additionally, we will continue to message and educate our LE partners on the importance of citing motorists for speed-related violations.

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

POLICE TRAFFIC SERVICES PAID MEDIA

AAA of NNE

24-02-03

Planned Activity Description:

This planned activity will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed 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 planned activity will provide funding for New Hampshire Department of Safety, NH Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injuring Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA etc. or other media sources to conduct public information and education campaigns. These campaigns may consist of common media such as electronic media, public service announcements, print audio to address highway safety problems relative to impaired driving, distracted driving, speeding, seat belts, child passenger safety, pedestrian bicycle, motorcycle, etc. The NH OHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "U Drive. U Text. U Pay.", etc.). It is anticipated that a contract will be secured with vendor that will provide radio media in the form of 15, 30, and 60 second highway safety related safety messages. Additionally, the vendor will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leveraging other digital platforms such as Facebook and Twitter. NH OHS will work closely with its media partners to produce topic specific PSA's and various other types of media to complement the current NHTSA provided media resources. 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, unrestrained occupants, and alcohol and/or drug impaired driving. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc.

In 2024, public and community outreach meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. In FFY 2024, funds were allocated to support AAA Northern New England who executed running a high quality "Slow Down Move Over" PSA on television, social media and at sporting events at UNH and Fisher Cat's stadiums. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. This PSA received very positive feedback from the public.

Funding Source: 402

Funds Obligated: \$15,000.00

Funds Expended: \$14,420.00

2024 Enforcement Patrols and Equipment

24-02-04

Planned Activity Description

This planned activity will provide funds to support New Hampshire's State Police (402/405e flex funds), County, and Local law enforcement agencies (402 funds). Funds will support New Hampshire's State (NH State Police Troops A, B, C, D, E, F, G and the special enforcement unit), County, and Local law enforcement agencies efforts to conduct statewide enforcement patrols, purchase speed related equipment and receive certification (to use speed-related equipment) training. Funding for speed equipment will be determined during the grant year based on need, priority, and patrols conducted. Any equipment requests that is over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. Enforcement patrols will be scheduled in 4-hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility enforcement during commuting hours in problem areas throughout our state. Patrols (Speed and Distracted Driving) will be conducted primarily around commuting hours and will also be targeted on high crash corridors; routes 3, 4, 10, 12 11, 16, 28, 101, 111, 125, 202/9, I-95, 1-93, 1-89, etc. and altered as needed (locations and time of day) to address trending problem areas through proactive monitoring initiatives. In 2024, public and community outreach meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, the NH OHS provided overtime traffic enforcement grants to the NH State Police, County, and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols and purchase speed equipment necessary to effectively enforce traffic laws. Overtime enforcement patrols were conducted during the commuting hours in locations that have been identified as having a high crash risk (3,4, 9, 10,11,12, 28, 95, 16, 89, 93, 293, 101, 125, 202,111, etc.). These patrols were conducted on identified high risk crash corridors within the state and focused on rural roadways in addition to our highways and urban areas. These collaborative efforts across the state helped to reduce crash-related deaths and serious injuries.

In FFY 2024, the NH OHS provided grant funding to the State Police and 189 local law enforcement agencies who conducted 6,654.47 speed enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 2,764 hours to this enforcement effort, which resulted in 8,321 vehicles stopped with 4,198 total warnings and 3,910 total summonses issued. The NHSP saw an increase in the number of speed warnings and speed summonses issued from the previous year.
- Local Police dedicated 3,890.47 hours to this enforcement effort, which resulted in 10,587 total warnings and 1,661 total summonses issued. Local Police also made 13 DUI arrests in this effort.

2024 Speed Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
Allenstown	\$ 1,600.00	\$ 1,600.00
Alstead	\$ 2,000.00	\$ -
Alton	\$ 3,200.00	\$ 2,463.42
Alton - EQ	\$ 3,198.76	\$ 3,198.75
Amherst	\$ 5,000.00	\$ 4,660.91
Amherst EQ	\$ 4,372.50	\$ 4,372.50
Antrim	\$ 1,600.00	\$ 1,600.00
Ashland	\$ 3,200.00	\$ 758.06
Atkinson	\$ 1,600.00	\$ -
Auburn	\$ 1,600.00	\$ 1,600.00
Barrington	\$ 1,600.00	\$ 1,014.70
Bath	\$ 1,600.00	\$ 119.46
Bedford	\$ 2,500.00	\$ 1,661.67

Belknap County SO	\$ 1,600.00	\$ 1,600.00
Belmont	\$ 2,500.00	\$ 1,166.52
Belmont EQ	\$ 7,607.22	\$ -
Bennington	\$ 1,600.00	\$ 510.52
Bennington EQ	\$ 9,948.34	\$ 9,948.34
Berlin	\$ 3,700.00	\$ 3,643.61
Boscawen	\$ 1,600.00	\$ 508.21
Boscawen - EQ	\$ 11,766.00	\$ 11,766.00
Bow	\$ 1,600.00	\$ 1,584.83
Bradford	\$ 1,600.00	\$ 1,562.47
Bradford EQ	\$ 4,767.00	\$ 4,767.00
Brentwood	\$ 1,600.00	\$ -
Bristol	\$ 1,600.00	\$ 1,429.45
Bristol EQ	\$ 26,509.88	\$ 26,020.50
Campton	\$ 1,600.00	\$ 816.77
Canaan	\$ 4,000.00	\$ 2,799.17
Canaan EQ	\$ 6,967.50	\$ 5,493.75
Candia	\$ 1,600.00	\$ -
Carroll	\$ 1,600.00	\$ 720.56
Carroll EQ	\$ 4,008.75	\$ 2,133.75
Center Harbor	\$ 2,800.00	\$ 2,090.41
Center Harbor EQ	\$ 2,823.75	\$ 2,823.75
Charlestown	\$ 1,600.00	\$ 1,600.00
Chester	\$ 1,600.00	\$ 1,584.39
Chester EQ	\$ 2,038.13	\$ 1,966.88
Chichester	\$ 1,600.00	\$ 195.99
Chichester EQ	\$ 2,031.00	\$ 2,031.00
Claremont	\$ 2,500.00	\$ 1,077.72
Claremont EQ	\$ 2,186.25	\$ 2,186.25
Colebrook	\$ 6,600.00	\$ 5,255.97
Colebrook EQ	\$ 6,510.00	\$ 6,510.00
Concord	\$ 5,900.00	\$ 4,360.90
Concord EQ	\$ 12,416.12	\$ -
Conway	\$ 1,600.00	\$ 1,379.66
Cornish	\$ 1,600.00	\$ -
Cornish EQ	\$ 1,875.00	\$ 1,875.00
Dalton (Town of) EQ	\$ 4,585.50	\$ 4,585.50
Deerfield	\$ 1,600.00	\$ 711.65
Deerfield EQ	\$ 9,817.50	\$ 9,817.50
Derry	\$ 12,000.00	\$ 12,000.00

Dover	\$ 5,600.00	\$ 3,663.81
Dover EQ	\$ 23,777.12	\$ 23,647.38
Dublin	\$ 1,600.00	\$ 1,283.80
Dublin EQ	\$ 8,992.13	\$ 8,991.75
Dunbarton	\$ 1,600.00	\$ 1,523.94
East Kingston	\$ 2,500.00	\$ 2,471.42
East Kingston EQ	\$ 2,137.50	\$ 2,137.50
Enfield	\$ 1,600.00	\$ 1,027.35
Epping	\$ 7,500.00	\$ 7,022.04
Epsom	\$ 1,600.00	\$ 1,600.00
Epsom - EQ	\$ 3,552.00	\$ 3,552.00
Exeter	\$ 2,900.00	\$ 1,756.92
Exeter EQ	\$ 4,372.50	\$ 4,372.50
Franklin	\$ 1,600.00	\$ -
Gilford	\$ 5,400.00	\$ 4,139.79
Gilmanton	\$ 1,600.00	\$ 1,565.52
Gorham	\$ 3,200.00	\$ 2,349.24
Grantham	\$ 1,600.00	\$ 1,486.28
Grantham EQ	\$ 2,031.00	\$ 2,031.00
Greenland	\$ 6,440.00	\$ 5,855.98
Greenland EQ	\$ 3,034.88	\$ 3,034.88
Hampstead	\$ 1,600.00	\$ 1,440.92
Hampton	\$ 6,300.00	\$ 4,085.57
Hampton EQ	\$ 20,690.25	\$ 20,690.25
Hampton Falls	\$ 5,000.00	\$ 2,238.35
Hampton Falls EQ	\$ 4,050.00	\$ 1,725.00
Hancock	\$ 1,000.00	\$ 782.85
Hanover	\$ 1,600.00	\$ 1,600.00
Hanover EQ	\$ 9,315.23	\$ 9,315.23
Haverhill	\$ 1,600.00	\$ 1,428.20
Haverhill EQ	\$ 6,878.25	\$ -
Hillsborough County SO	\$ 1,600.00	\$ 930.06
Hillsborough County SO EQ	\$ 10,995.00	\$ 10,995.00
Hillsboro	\$ 2,500.00	\$ 2,441.19
Hillsboro EQ	\$ 4,217.25	\$ 4,217.25
Hinsdale	\$ 1,600.00	\$ 1,600.00
Hinsdale EQ	\$ 4,372.50	\$ 4,372.50
Holderness	\$ 1,600.00	\$ 1,509.09
Holderness EQ	\$ 5,338.13	\$ 5,338.13
Hollis	\$ 4,200.00	\$ 4,055.87

Hopkinton	\$ 7,400.00	\$ 3,671.27
Hudson	\$ 2,400.00	\$ -
Jaffrey	\$ 1,600.00	\$ 1,310.94
Keene	\$ 3,000.00	\$ 3,000.00
Kensington	\$ 3,500.00	\$ 3,500.00
Kingston	\$ 1,600.00	\$ 328.59
Kingston EQ	\$ 4,372.50	\$ 4,372.50
Laconia	\$ 8,000.00	\$ 7,394.66
Lancaster	\$ 1,600.00	\$ 1,578.52
Lebanon	\$ 5,400.00	\$ 5,338.65
Lee	\$ 4,000.00	\$ 1,762.04
Lincoln	\$ 5,600.00	\$ 2,887.15
Lincoln EQ	\$ 6,093.00	\$ 6,093.00
Lisbon	\$ 1,600.00	\$ 657.05
Littleton	\$ 2,400.00	\$ 1,827.38
Littleton - EQ	\$ 5,484.38	\$ 5,484.38
Londonderry	\$ 5,000.00	\$ 5,000.00
Loudon	\$ 1,600.00	\$ 1,600.00
Lyndeborough	\$ 1,600.00	\$ 1,596.10
Lyndeborough EQ	\$ 7,289.25	\$ 7,289.25
Madison	\$ 1,600.00	\$ 627.15
Manchester	\$ 8,000.00	\$ 8,000.00
Marlborough	\$ 1,600.00	\$ 1,600.00
Marlborough EQ	\$ 14,584.61	\$ 14,584.61
Meredith	\$ 1,200.00	\$ 458.66
Meredith - EQ	\$ 6,572.25	\$ 6,572.25
Merrimack	\$ 1,600.00	\$ 1,600.00
Merrimack EQ	\$ 9,375.00	\$ -
Merrimack CO SO	\$ 1,600.00	\$ 287.54
Milford	\$ 1,600.00	\$ 828.51
Milford EQ	\$ 8,041.50	\$ 6,463.54
Milton	\$ 1,600.00	\$ 715.06
Mont Vernon	\$ 1,600.00	\$ 902.42
Nashua	\$ 19,000.00	\$ 19,000.00
Nashua - EQ	\$ 2,813.96	\$ 2,813.96
New Boston	\$ 2,800.00	\$ 2,059.61
New Hampton	\$ 5,000.00	\$ 1,660.49
New Ipswich	\$ 1,600.00	\$ -
New London	\$ 1,600.00	\$ 1,273.11
Newbury	\$ 1,600.00	\$ 1,600.00

Newfields	\$ 1,600.00	\$ 1,600.00
Newmarket	\$ 1,600.00	\$ 1,573.58
Newmarket EQ	\$ 7,222.50	\$ 7,222.50
Newport	\$ 2,500.00	\$ 1,241.85
Newport EQ	\$ 6,093.00	\$ 6,093.00
Newton	\$ 2,800.00	\$ 778.34
Newton EQ	\$ 7,534.13	\$ 7,534.13
North Hampton	\$ 1,600.00	\$ 1,076.70
Northfield	\$ 2,600.00	\$ 2,561.81
Northfield EQ	\$ 6,480.86	\$ 6,480.86
Northumberland	\$ 6,000.00	\$ 1,116.72
Northumberland EQ	\$ 4,018.50	\$ 4,018.50
Orford	\$ 2,600.00	\$ 2,564.66
Ossipee	\$ 4,000.00	\$ 2,543.41
Pelham	\$ 3,900.00	\$ 3,507.04
Pelham EQ	\$ 17,096.25	\$ 17,096.25
Pembroke	\$ 1,600.00	\$ -
Peterborough	\$ 2,400.00	\$ 1,583.51
Piermont	\$ 1,600.00	\$ 1,133.85
Piermont EQ	\$ 2,208.75	\$ 2,088.75
Pittsfield	\$ 1,600.00	\$ 1,537.84
Pittsfield EQ	\$ 6,558.75	\$ 6,558.75
Plainfield	\$ 1,600.00	\$ 227.41
Plainfield - EQ	\$ 9,748.73	\$ 9,748.73
Plaistow	\$ 1,600.00	\$ 1,600.00
Plymouth	\$ 1,600.00	\$ 1,285.98
Portsmouth	\$ 5,300.00	\$ 4,950.48
Rochester	\$ 1,600.00	\$ 1,557.81
Rockingham County SO	\$ 9,000.00	\$ 9,000.00
Rollinsford	\$ 1,600.00	\$ 541.71
Rollinsford - EQ	\$ 10,537.50	\$ 10,537.50
Rumney	\$ 1,600.00	\$ -
Rye	\$ 6,000.00	\$ 4,364.97
Salem	\$ 5,000.00	\$ 4,673.21
Salem EQ	\$ 2,216.25	\$ 2,216.25
Sandown	\$ 1,800.00	\$ 1,244.70
Seabrook	\$ 1,600.00	\$ -
Somersworth	\$ 1,600.00	\$ 299.39
Strafford	\$ 1,600.00	\$ -
Stratham	\$ 1,600.00	\$ 1,574.46

Sullivan County SO	\$ 1,600.00	\$ 1,600.00
Sullivan County SO EQ	\$ 5,596.88	\$ 5,596.88
Sunapee	\$ 1,600.00	\$ 1,512.91
Sunapee - EQ	\$ 7,208.25	\$ 7,208.25
Thornton	\$ 3,200.00	\$ 2,098.72
Wakefield	\$ 2,500.00	\$ 2,500.00
Walpole	\$ 1,600.00	\$ 1,484.83
Warren	\$ 1,600.00	\$ -
Weare	\$ 3,600.00	\$ 3,222.58
Weare EQ	\$ 9,771.00	\$ 9,771.00
Webster	\$ 2,400.00	\$ 497.30
Wentworth	\$ 1,600.00	\$ 1,553.37
Wentworth EQ	\$ 4,657.50	\$ 4,657.50
Whitefield	\$ 1,600.00	\$ 365.43
Wolfeboro	\$ 3,200.00	\$ -
Woodstock	\$ 5,000.00	\$ 229.68
NHSP	\$ 335,000.00	\$ 290,175.73
NHSP EQ	\$ -	\$ -
Total	\$ 1,125,498.20	\$ 925,799.27

Funding Source: 402 Funds Obligated: \$790,498.24 Funds Expended: \$635,623.54

Funding Source: 402/405e Flex (SP) Funds Obligated: \$335,000.00 Funds Expended: \$290,175.73

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION
24-02-05

Planned Activity Description

Funding will be provided to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute RSA 21-P: 64, effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving Conference and Governor's Traffic Safety Conference. A keynote speaker shall be presenting at this conference to have funds cover the luncheon, plaques, etc. There will be a minimum of three meetings scheduled within the calendar year. In 2024, an impaired driving taskforce was established as a subcommittee of the Traffic Safety Commission. Also, for 2024, the commission will look to include other partners, stakeholders, and coalitions to increase communication to improve highway safety in New Hampshire. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. These ideas from the public to minimize overall crashes will be discussed with the Traffic Safety Commission, Impaired Driving Taskforce, and the Motorcycle Taskforce.

In FFY 2024, \$1,000 was allocated but not obligated and no funds were expended for this project which has typically been the case historically each year. In past years, funds have been used to reimburse for mileage which is not necessary as meetings now are conducted virtually. This updated commission includes new membership with partners that would be actively involved in determining how NH can minimize crashes and the resulting injuries and or deaths that occur each year on NH roads. Of importance, in FFY 2024, the Commission membership had meetings to discuss the following proposed highway safety related legislation:

- **SB418: Relative to THC concentrations for driving offenses**

- **SB419:** Relative to THC limits in cannabis and reporting
- **SB426:** Relative to the possession of controlled drugs in motor vehicles.
- **SB465:** Relative to motorist duties when approaching highway emergencies involving a disabled vehicle.
- **SB471:** Relative to adding a speed limit of 45 miles per hour on rural highways.
- **HB1061:** Relative to motor vehicle stops of uninspected vehicles.
- **HB1063:** Relative to motor vehicle speed within 10 miles per hour of the speed limit.
- **HB1391:** allowing new vehicles purchased in the model year or before to be inspected in the second year after purchase.
- **HB1543:** Relative to personal electric vehicles (PEVs)
- **HB1637:** Relative to reducing requirements for vehicle inspections.
- **SB427:** Relative to establishing an alternative driver education program.

Funding Source: 402

Funds Obligated: \$1,000.00

Funds Expended: \$0.00

TEEN TRAFFIC SAFETY PROGRAM

YOUTH OPERATOR PROGRAM

24-08-04

Planned Activity Description:

The Injury Prevention Center at CHaD, will coordinate programs to inform teens of the risks associated with driving. Funds shall be used to support Personnel Service at \$93,464.51 and Benefits at \$22,550.65, Current Expenses at \$10,350.00, Indirect cost at \$13,581.45, Contractual Services at \$63,500.00 (i.e. Matrix Entertainment, Think Fast Interactive, media, website hosting, etc.), and travel at \$7,000.00. Teens shall be made aware that their age group has a high crash rate and therefore an increased potential to be involved in a crash. Information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. Approximately 15 schools shall be served through the youth operator program that shall create peer-to-peer groups in these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. These

schools and their locations will be chosen based on high crash rates and chosen based on a community that may be underserved and overrepresented by crash data. Risks associated with driving while impaired or distracted will be enhanced through presentations conducted by the youth operator specialists and Matrix Entertainment using driving simulators. The process of identifying participating schools will involve an analysis of risk factors identified in the Youth Risk Behavior Survey (YRBS) results, Department of Safety Crash Data, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New

Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This program provides a share to local component through the implementation and presentation of highway safety issues designed for communities throughout the state. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were provided to the Injury Prevention Center at Dartmouth Hospital Youth Operator program, Matrix Entertainment and THINK FAST to support educational programs informing teens of the true risks associated with driving. Teens were made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Information was provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding, etc.

The Youth Operator Program Goals:

1. School outreach and educational programming:

a. Provide the Matrix Entertainment “Save a Life” tour to 8 new NH high schools by September 15, 2024.

- This goal was met.
- Through connections with Dartmouth Hitchcock Population Health members, community organizations, and coalitions PC was able to gain new relationships within NH high schools. In addition, PC would review high school websites to find a contact person (health teacher, social worker, etc.). PC would then make contact through email and phone calls in order to introduce self, the Youth Operator program, and the “Save a Life” program.
- PC worked with Jason Cooper, Matrix Consultant, in order to educate the school staff around the program, discuss the schedule for the day and provide the schools with any additional material needed to promote the event.
- PC was able to invite local law enforcement, mental health/substance misuse and prevention members, youth groups, and other community resources to be present during these events.
- Participating schools: Raymond High School (Raymond), Newfound Regional High School (Bristol), Kearsarge Regional High School (North Sutton), Groveton High School (Groveton), Nute High School (Milton), Newport High School (Newport), and Sanborn Regional high School (Kingston), Rivendell Academy (Orford).
- Additional school from NH that participated with funding from Matrix Entertainment was Littleton High School (Littleton)

b. Provide the Think Fast Interactive program to up to 5 new NH high schools by September 15, 2024.

- This goal was met.
- Through connections with Dartmouth Hitchcock Population Health members, community organizations, and coalitions the PC was able to gain new relationships within NH High Schools. In addition, PC would review high school websites to find a contact person (health teacher, social worker, etc.). Once information was gathered PC would reach out through email and phone calls in order to introduce self, the Youth Operator program, and the ThinkFast program.
- PC worked with the ThinkFast team in order to educate the school staff around the program, discuss the schedule for the day and provide the schools with any additional material needed to make sure the event would run smoothly.
- PC was able to invite local law enforcement, and mental health/substance misuse and prevention members to be present during these events.

- Participating schools: Conant Middle High School, Mascoma Valley Regional High School, Stevens High School, Fall Mountain Regional High School, and Lebanon High School.

c. Promote best practice safe driving educational material with four additional NH schools to include middle schools by September 15, 2024.

- This goal was met and on-going.

- PC provided additional traffic safety educational material to the following high schools: Pittsburg High School, Colebrook High School, Spaulding High School, Woodsville High School, Stevens High School, Fall Mountain Regional High School, Pinkerton Academy, Windham High School, Franklin High School, Keene High School, Alvirne High School, Bow High School, Epping High School, Exeter High School, Goffstown High School, Lebanon High School, and Hanover High School.

- PC continues to gather information and educational material to share with New Hampshire middle schools. PC has been reaching out to middle school staff to gather feedback, and brainstorm educational material.

Funding Source: 402 Funds Obligated: \$187,895.96 Funds Expended: \$164,631.98

*MATRIX ENTERTAINMENT EXPENDED \$28,000.00 OF THE YOUTH OPERATOR \$187,895.96

*THINK FAST EXPENDED \$17,500.00 OF THE YOUTH OPERATOR \$187,895.96

PARENT/TEEN SAFE DRIVING MODELING AND EDUCATION

24-08-05

Planned Activity Description:

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted

driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving and seat belt consultants, presenters, and travel for teens to attend the Governor's Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2024. There will be an evaluation component to measure. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funding supported the Derry Community Alliance for Teen Safety to educate teens about highway safety and had teens participate in the creation and development of highway safety brochures, and a PSA on distracted driving, seatbelt use, etc. Derry teens developed this highway safety information to encourage their peers, loved ones, and the people of their community to make the safe and important decision to not drive distracted and the importance of wearing a seatbelt. A seatbelt PSA was used on social media, websites, and could be used by many different media sources and brochures were handed out.

Funding Source: 402

Funds Obligated: \$5,984.66

Funds Expended: \$5,610.00

TEEN SAFE PAID MEDIA

24-08-03

Planned Activity Description:

This planned activity will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed 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 planned activity will provide funding for the New Hampshire Department of Safety, Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA, etc. and/or other media sources to conduct public information and education campaigns. These campaigns may consist of electronic media, public service announcements, print audio activities etc. to address distracted driving, speed, seatbelt use, and impaired driving. The NH OHS shall coordinate highway safety messaging with the NHTSA National Mobilizations (i.e., “Drive Sober or Get Pulled Over”, “Click It or Ticket,” Distracted Driving “U Drive– U Text– U Pay”, etc.). Funding for this planned activity will be specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. 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, unrestrained occupants, and alcohol and/or drug impaired driving. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were not expended for this project.

Funding Source: 402

Funds Obligated: \$0

Funds Expended: \$0

COMMUNITY TRAFFIC SAFETY PROGRAM (COB)

24-09-03

Planned Activity Description:

Funds will be provided to New Hampshire State Police, local law enforcement agencies (in urban and rural locations), and nonprofit organizations to conduct a Community Outreach & Betterment (COB) highway safety grant to communities throughout New Hampshire. Funds will also be used to support interpretation/translation services, printing expenses used to provide handouts incorporating highway safety messaging to participants, food (light refreshments), and hall or location fee (if necessary). The purpose of the COB Grant is to educate communities and New Hampshire drivers, on important highway safety messaging (i.e. Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.). Using these federal funds from the National Highway Traffic Safety Administration (NHTSA), awarded agencies and organizations will be able to conduct educational outreach programs to groups in New Hampshire identified by NH OHS that would best be served by direct and targeted highway safety messaging.

NHOHS believes highway safety messaging (i.e. Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.) is imperative for all persons and communities. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to reduce crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), education and enforcement to inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, the NH OHS provided grant funding to the State Police, twelve local law enforcement agencies, AAA Northern New England and Derry CATS.

2024 Community Outreach & Betterment		
Grantee	Obligated	Spent
Berlin	\$ 10,000.00	\$ 3,157.73
Concord	\$ 10,000.00	\$ -
Dover	\$ 10,000.00	\$ 1,706.59
Hampton	\$ 10,000.00	\$ -
Laconia	\$ 10,000.00	\$ -
Manchester	\$ 10,000.00	\$ 898.59
Nashua	\$ 10,000.00	\$ 2,312.36
Northumberland	\$ 5,000.00	\$ -
Portsmouth	\$ 10,000.00	\$ 608.28
Salem	\$ 10,000.00	\$ -
UNH PD	\$ 5,000.00	\$ -
Whitefield	\$ 5,000.00	\$ -
NHSP	\$ 10,000.00	\$ 3,863.91
Total	\$ 115,000.00	\$ 12,547.46

Funding Source: 402 (Local) Funds Obligated: \$105,000.00 Funds Expended: \$8,683.55

Funding Source: 402/405e Flex (SP) Funds Obligated: \$10,000.00 Funds Expended: \$3,863.91

Funding Source: 402 (AAA NNE) Funds Obligated: \$9,500.00 Funds Expended: \$142.54

Funding Source: 402 (Derry CATS) Funds Obligated: \$9,500.00 Funds Expended: \$9,500.00

TRAFFIC RECORDS

In FFY 2024, the traffic records program planned activities have made some very positive improvements that have been instrumental in providing the state with more timely and complete highway safety data that can be used in many important ways.

In 2024, there were 141 (1/18/24) New Hampshire law enforcement agencies (out of 208) submitting crash reports electronically to the DMV VISION System. Currently (as of 1/21/25), there are now 157 agencies submitting MMUCC V crash reports electronically. The OHS has achieved and exceeded the annual targets set for 2024 (140), 2025 (145), and 2026 (150) of agencies submitting crash reports to the DMV VISION system. With more agencies submitting crash reports electronically to the DMV VISION system, fewer crash reports will need to be manually entered by DMV staff reducing the overall backlog of crash reports resulting in more timely, accurate data.

The OHS has also helped in making the reporting process more efficient, timelier, and more complete by providing funding to law enforcement to purchase E-Crash equipment (i.e., mobile data terminals, printers, scanners, and receivers) that will allow for citations and crash reports to be submitted electronically into the VISION system by law enforcement. In FFY 2024, the OHS provided funding to sixteen (57) law enforcement agencies to purchase printers, scanners, receivers, and MDT's.

Although, the NH OHS is working toward the goal to obtain a crash data dashboard, it is important to know that additional steps must be taken before this can happen. The first step is to ensure that data is "scrubbed" and considered complete through a data warehouse before using and that law enforcement agencies have the ability to submit a MMUCC V/VI compliant crash report using a MMUCC V/VI compliant platform or portal. Currently (as of 1/27/25), a project concept document for a crash data warehouse and a crash data portal has been approved by DOS leadership. Work will begin on the data warehouse first followed by work then done by a vendor who will implement the data portal. Also, a selected vendor will need update the DMV MMUCC V VISION system to MMUCC VI. Lastly, once these steps have been completed, only then can a crash data dashboard be implemented. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots.

In FFY 2025 and 2026, the OHS will continue to work towards our goal to implement a crash data dashboard to be used by the OHS to analyze and query important, accurate, timely data, to identify trending highway safety concerns to deploy countermeasures to reduce crashes and the resulting deaths and injuries on NH roads.

CRASH DATA

VEHICLE CRASH DATA UPDATE

24-03-05

Planned Activity Description:

This planned activity will enable the NH Division of Motor Vehicles to fund the crash related activities associated with crash data input for 2-part time members for the manual data entry of crash reports (not including commercial vehicles and fatalities). Funds shall be used to support Personnel Services and the 3,744 support hours and benefits at \$41,648.00 and indirect costs at \$5,640.00. This will increase the timeliness of processing manually submitted crash reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition, a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered a database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects to meet highway safety goals.

In FFY 2024, funds were not used to support this project because there was no back log of crash reports. The continued increase of electronic submission of MMUCC crash reports are eliminating the need to manually enter reports into the VISION system.

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

E-CRASH (E-TICKET/CRASH UPGRADE)/C.A.R EQUIPMENT

24-03-06

Planned Activity Description

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

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

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

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams. Any equipment requests that are over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of highway safety data was mentioned and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

For FFY2024, funding was provided to local law enforcement to purchase e-Crash (mobile data terminals, printers, scanners, GPS, etc.) and C.A.R. Equipment. In total, 57 local police departments purchased E-Crash/MDT equipment and only state police expended C.A.R equipment training funds.

All purchases made were Buy American Act compliant; equipment that is \$5,000 or more had the approval of NHTSA. With the use of this equipment, enforcement agencies were able to complement the electronic applications already built and use this software and equipment on the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. This equipment also enables the State to have more accurate and timely data submitted, helps reduce the backlog of unrecorded data, as well as giving access to this data, to identify areas where enforcement efforts need to be deployed. This effort aids to decrease traffic crashes, save lives, and reduce the potential for injury.

2024 E-Crash (E-Ticket/Crash Upgrade)/C.A.R Equipment/JONE			
Grantee	E= E crash	Obligated	Spent
	M=MDT C.A.R JONE		
Allenstown	M	\$ 12,816.75	\$ 12,816.75
Amherst	M	\$ 7,242.20	\$ 7,242.20
Antrim	E	\$ 2,527.53	\$ 2,041.77
Belknap County SO	M	\$ 24,713.82	\$ 24,713.82
Belknap County SO	E	\$ 5,242.00	\$ 5,242.00
Belmont	M	\$ 7,808.37	\$ -
Belmont	E	\$ 1,311.35	\$ -
Brentwood	M	\$ 19,845.00	\$ 19,845.00
Carroll	M	\$ 10,689.00	\$ 10,689.00
Carroll	E	\$ 1,033.20	\$ 1,033.20
Chichester	M	\$ 17,748.30	\$ 17,748.30
Chichester	E	\$ 4,690.67	\$ 4,690.67
Claremont	E	\$ 535.00	\$ 535.00
Claremont	M	\$ 2,622.75	\$ 2,098.50
East Kingston	M	\$ 3,291.86	\$ 3,291.86
East Kingston	E	\$ 1,705.00	\$ 1,705.00
Epsom	M	\$ 14,229.32	\$ 14,229.32

Epsom	E	\$ 2,942.00	\$ 2,942.00
Gorham	M	\$ 8,501.13	\$ 8,501.13
Gorham	E	\$ 2,539.33	\$ 2,539.33
Grantham	M	\$ 8,123.13	\$ 8,123.13
Hampton Falls	M	\$ 13,973.97	\$ 13,973.97
Hampton Falls	E	\$ 2,368.00	\$ 2,368.00
Hillsboro	M	\$ 8,674.55	\$ 8,674.55
Hillsboro	E	\$ 2,031.35	\$ 1,990.30
Hinsdale	E	\$ 1,794.00	\$ 1,794.00
Hollis	E	\$ 5,480.18	\$ 5,480.18
Keene	M	\$ 41,436.83	\$ 41,436.83
Keene	E	\$ 8,736.67	\$ 8,736.67
Lee	M	\$ 22,920.53	\$ 22,920.53
Lee	E	\$ 4,903.33	\$ 4,850.00
Londonderry	M	\$ 14,894.57	\$ 14,894.57
Manchester	C	\$ 1,790.00	\$ -
Mont Vernon	M	\$ 13,111.70	\$ 13,111.70
Mont Vernon	E	\$ 2,889.00	\$ 2,889.00
New London	M	\$ 17,738.82	\$ 17,738.82
New London	E	\$ 3,482.66	\$ 3,482.66
Ossipee	M	\$ 33,069.75	\$ 33,069.75
Ossipee	E	\$ 6,034.66	\$ 6,034.66
Piermont	E	\$ 1,507.00	\$ 1,453.00
Piermont	M	\$ 524.25	\$ 524.25
Pittsfield	E	\$ 4,868.33	\$ 4,868.33
Plainfield	M	\$ 10,592.91	\$ 10,592.91
Plaistow	M	\$ 8,695.55	\$ 8,695.55
Plaistow	E	\$ 7,618.00	\$ 7,618.00
Rockingham County SO	M	\$ 13,145.97	\$ 10,709.01
Rockingham County SO	E	\$ 2,671.96	\$ 2,295.95
Rollinsford	M	\$ 10,627.50	\$ 10,627.50
Rollinsford	E	\$ 1,042.01	\$ 1,012.76
Sandown	M	\$ 14,255.97	\$ 14,255.97
Sandown	E	\$ 3,718.67	\$ 3,718.67
Stratham	M	\$ 22,209.19	\$ 22,209.19
Stratham	E	\$ 2,889.00	\$ 2,889.00
Sunapee	M	\$ 13,511.39	\$ 13,511.39
Sunapee	E	\$ 2,589.00	\$ 2,589.00
Sutton	E	\$ 3,731.00	\$ 3,731.00

Sutton	M	\$ 8,436.65	\$ 8,287.96
NHSP	*C.A.R.	\$ 48,957.10	\$ 40,125.65
NHSP	*JONE	\$ 186,857.00	\$ 186,857.00
Total		\$ 733,936.73	\$ 710,046.26

*NHSP J-One and CAR are below.

Funding Source: 402 (Locals/eCrash/CAR) Funds Obligated: \$498,122.63 Funds Expended: \$483,063.61

NEW HAMPSHIRE STATE POLICE

J-ONE VPN INSTALLATION ASSISTANCE FUNDS

24-03-06

Planned Activity Description

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

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

Additionally, fewer New Hampshire enforcement agencies are submitting manual citations and crash reports to the State. Currently, the backlog of these reports has decreased dramatically to the point that very few reports are now entered by DMV staff. Currently, the state is receiving more accurate and timely data than ever before providing the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams.

For FFY2024, the J-ONE program sought funding for the reimbursement of time utilized in support of this program. It was determined that additional work hours were required to streamline and increase the capabilities of our partners to begin reporting crash and related data electronically. The ability to communicate this data electronically in a standardized format will result in significant efficiencies in accuracy and availability of data in a timelier fashion for analysis

purposes (i.e. through a crash data dashboard, etc.). This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. In FFY 2024, there are 141 law enforcement agencies submitting crash reports electronically to the DMV.

Funding Source: 405c (J-One VPN) Funds Obligated: \$186,857.00 Funds Expended: \$186,857.00

NEW HAMPSHIRE STATE POLICE

COLLISION ANALYSIS & RECONSTRUCTION (CAR) TRAINING

24-03-06

Planned Activity Description

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

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN, enabling them to effectively deploy E-Citation and E-Crash. This will increase the number of agencies that will be able to participate in the E-Citation/E-Crash program, resulting in more timely submission of data, as well as reduced errors ensuring that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic

submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

Additionally, fewer New Hampshire enforcement agencies are submitting manual citations and crash reports to the State. Currently, the backlog of these reports has decreased dramatically to the point that very few reports are now entered by DMV staff. Currently, the state is receiving more accurate and timely data than ever before providing the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams. Any equipment requests that are over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of highway safety data was mentioned and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funding was provided to New Hampshire State Police C.A.R unit to purchasing C.A.R equipment and expend funds to receive C.A.R training for New Hampshire Troopers.

Funding Source: 405c (NHSP- CAR) Funds Obligated: \$48,957.10 Funds Expended: \$40,125.65

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

24-03-03

Planned Activity Description

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

In FFY 2024, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services also provided for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads, and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2024, as in past years, this Traffic Records Consultant provided valuable traffic records information to the Office of Highway Safety to develop the highway safety plan and annual report that is submitted to the National Highway Traffic Safety Administration. This consultant also provided coordination for and conducted the NHTSA required three (3) TRCC meetings in 2024. Also, assisted with the development of the traffic records strategic plan, helped the state address the NH Traffic Records Assessment Recommendations, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding Source: 402/405e Flexed Funds Obligated: \$75,000.00 Funds Expended: \$55,000.00

Data Analysis

24-03-08

Planned Activity Description

Funds were provided to the Department of Transportation for a Data Analyst who will retrieve, collect, and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging. This will help support the Office of Highway Safety by providing performance indicators to better determine support of highway safety projects more effectively and efficiently to share and disseminate important traffic records data with other highway safety partners to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FFY 2024, the data analyst will continue to produce an annual non-fatal crash report. This tool will become a principal tool to reduce fatalities and injuries. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of highway safety data was mentioned and location of crashes (to include causation) to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were provided to the Department of Transportation who provided the NH OHS with a 2023 non-fatal crash report summary that will be used in the methodology when inviting grantees to participate in the NH OHS grant program, developing documents, press releases, initiatives, etc. This is important non-fatal data will also be shared with all highway safety partners to include the motoring public.

Funding Source: 402

Funds Obligated: \$11,000.00

Funds Expended: \$1,759.91

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

24-03-07

Planned Activity Description:

The Fatality Analysis Reporting System (FARS) gathers data on fatal traffic crashes that occur each year. This data is essential to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This project will allow for the uniform and timely compilation of data, both statistical and specific information to assist local, state, and federal agencies to prevent further loss of life. This task will supplement other federal funds that support the data analyst position.

In FFY 2024, funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing us with accurate data used to develop the Triennial 3HSP, Annual Grant Application, Annual Report, press releases, etc. The FARS coordinator in 2024 has processed 135 fatal crashes and will provide a year-end fatality report for calendar year 2023 and will continue to work on the 2024 calendar year fatality report that will be utilized by state agencies in preparation of the Triennial 3HSP, AGA and Annual Report, HSIP, etc,. Additionally, the FARS coordinator continues to participate in all the scheduled meetings for the Traffic Records Coordinating Committee, Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce, etc. to provide valuable fatality related data to key decision makers.

Funding Source: 405c

Funds Obligated: \$78,000.00

Funds Expended: \$54,488.30

CORE HIGHWAY SAFETY DATABASE

24-03-09

Planned Activity Description:

The “Core Highway Safety Database” will integrate external and internal data flows over a virtual mediated schema, resulting in "virtual data integration" of data flows from the DMV, EMS, DOS, and DOT. The “Core Highway Safety Database” will integrate MMUCC compliant crash data, E- Crash, E-Citation Data, EMS crash response injury data, and DOT multi-source roadway & traffic flow data into an integrated analytical format that will identify, sort, and classify highway safety vectors which will establish effective and efficient methods for deploying law enforcement and other NH OHS resources. The “Core Highway Safety Database” will also utilize geo-mapping to identify areas that have high incidences of crashes and traffic violations, which, by the application of NH OHS resources, will directly reduce the incidence of crashes and traffic violations on New Hampshire roadways.

The “Core Highway Safety Database” will facilitate identification of areas that have high incidences of crashes and traffic violations. Along with these detailed data points, the expertise of the NH OHS will be deployed to reduce the incidence of crashes, and traffic violations on New Hampshire roadways and will directly impact Performance Targets. The NH OHS continues to explore how this database will be implemented and if actual equipment will need to be purchased or if a module will need to be purchased to allow access to a database housed at an agency other highway safety.

In 2024, funds were not used for this project as planning continues to prepare for this invaluable data system. Although, the NH OHS is working toward this goal to obtain a crash data dashboard, it is important to know that additional steps must be taken before this can happen. The first step is to ensure that data is “scrubbed” and considered complete through a data warehouse before using and that law enforcement agencies have the ability to submit a MMUCC V/VI compliant crash report using a MMUCC V/VI compliant platform or portal. Currently, a project concept document for this crash data warehouse and a crash data portal has been approved by DOS leadership. Work will begin on the data warehouse first followed by work then done by a vendor who will implement the data portal. Also, a selected vendor will need update the DMV MMUCC V VISION system to MMUCC VI. Lastly, once these steps have been completed, only then can a crash data dashboard be implemented. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots.

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

POLICE EMERGENCY MEDICAL SERVICES/EQUIPMENT

The Emergency Medical Services/Equipment countermeasure strategy was selected as it represented a good opportunity to use to achieve the stated performance goal to reduce fatalities and serious injuries within the Emergency Medical Services program area. Utilizing this very important equipment will ensure the safety of first responders responding to a crash and ensure victims of a crash are removed from a motor vehicle in a safe, timely, and efficient manner to receive medical care. Studies have shown that those extricated from a crash who have received medical care within an hour, “the golden hour”, are more likely to survive a crash. Funding for the planned activities within this countermeasure will be allocated based on overall crashes, serious injuries, fatalities, and extrication data that communities can provide to identify a highway safety problem.

EMERGENCY MEDICAL SERVICES/EQUIPMENT

24-10-04

Planned Activity Description:

This planned activity will support our goal of fulfilling the Safe Systems approach of Post Crash Care by providing funds to support New Hampshire's fire departments with the purchase of extrication equipment (i.e., spreaders, cutters, stabilization, combi tools, etc.). Utilizing this EMS related equipment will allow first responders to ensure that victims of a crash are removed from a motor vehicle in a safe, timely, and efficient manner to receive medical care. Studies have shown that those extricated from a crash who have received medical care within an hour, “the golden

hour”, are more likely to survive a crash. There is only one level 1 trauma facility in New Hampshire (Dartmouth Hitchcock Medical Center in Lebanon) that is also a level II Pediatric Trauma Center and the only air ambulance service (DHART) in New Hampshire. Being the only level I trauma center in New Hampshire adds to the importance of enhancing the ability of first responders to extricate victims of a crash in a timely manner. Additionally, new extrication equipment is important for fire departments to have to update or replace old or outdated extrication equipment that does not work well on newer vehicles constructed with newer metals. Funding for extrication equipment will be determined during the grant year based on need, priority, and data (to include the number of extrications conducted). Any equipment requests that are over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize fatalities relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) enforcement and equipment (to include extrication equipment). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were not used to support this project as NHTSA had not received the necessary guidance from Washington to support.

Funding Source: 402 Funds Obligated: \$0 Funds Expended: \$0

PLANNING AND ADMINISTRATION

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This

highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, U Text. U Drive. U Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2023, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of highway safety data was mentioned and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

In FFY 2024, funds were used to support salaries, travel, office space, and other overhead costs, equipment, and materials. Funds were also used to support the Accountant and Program Assistant positions. Also, funds supported the Program Managers ability to manage the Planning and Administration of all staff of the Office of Highway Safety, including supervision, directing work activities, setting priorities, reviewing staff assignments, conducting periodic staff evaluations, etc. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) duties for the Governor’s Traffic Safety Commission, the Impaired Driving and Motorcycle Taskforce, and the Traffic Records Coordinating Committee rests with this position as well as the development, implementation and reporting of the Triennial 3 HSP, Annual Grant Application, Strategic Traffic Records Plan, Impaired Driving Strategic Plan and the 2024 Annual Report (staff was also instrumental in providing support and information). Also oversight of Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation <https://www.msn.com/en-us/feed> and analysis of State traffic safety programs shall rest with these positions.

FIELD REPRESENTATIVE/L.E. LIAISON (LEL) ACTIVITIES

In FFY 2024, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for approximately over 140 local, county, state, organizational and institutional grants in support of programs funded by the National Highway Traffic Safety Administration (NHTSA), which promote and enhance highway safety efforts within the State of New Hampshire.

Field Rep/LELs provided information on Highway Safety Programs, National Mobilizations with associated Media Marketing to 234 New Hampshire law enforcement agencies.

Field Rep/LEL's are currently working on developing an electronic educational and training presentation within a new software platform that will be accessed by our highway safety partners to heighten their understanding of trending highway safety concerns, our grant program, process, and requirements.

Our field-monitoring program continues to ensure that all subrecipients are providing accurate documents to the OHS and are complying with all NHTSA requirements. Monitoring visits of highway safety partners continued to be conducted throughout 2024 with no concerning Monitoring visits continue to generated positive feedback and communication from our partners helping them improve their own internal process.

Funding Source: 402 Funds Obligated: \$650,910.00 Funds Expended: \$525,094.84

PROGRAM MANAGEMENT & ADMINISTRATION

PERFORMANCE TARGETS

Targets:

- 1. Submitting the Annual Grant Application including the Section 402 and Section 405 applications to NHTSA by August 1, 2024.**

Target Achieved.

2. Submitting the Annual Report to NHTSA by January 28, 2024.

Target Achieved.

3. Developing, managing, monitoring, and evaluating grants described in the FFY 2024 Annual Grant Application.

Target Achieved.