



THINK & DRIVE

603

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State of New Hampshire

DEPARTMENT OF SAFETY

Office of Highway Safety

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At the close of 2025, the State of New Hampshire recorded a 4.5% increase in overall traffic fatalities compared to 2024, along with an 8.3% increase in overall crashes. While the rise in fatalities is discouraging, the increase in crashes underscores the urgent need for continued improvements in roadway safety. Despite a decrease in law enforcement participation and overall traffic stops and arrests, we observed a 26% increase in summons issued, demonstrating that targeted enforcement remains impactful even with reduced activity. From 2024 to 2025, law enforcement participation in Office of Highway Safety (OHS) grant programs decreased by 11.8%, reflecting a broader trend of reduced traffic enforcement. However, participation has grown by 50% from 2022 to 2025, significantly increasing the visibility and impact of enforcement initiatives over the long term.

To address these challenges, OHS has invested heavily in expanding paid messaging campaigns and earned media outreach to amplify safety awareness statewide. In 2025, OHS successfully scheduled and coordinated 9 statewide DUI saturation patrols and 13 high-crash corridor enforcement operations, including participation in NHTSA's national traffic safety campaigns. These targeted enforcement activities demonstrate our commitment to addressing high-risk behaviors such as impairment, speeding, and distracted driving factors that remain leading contributors to preventable crashes.

OHS also continues to make progress in improving the electronic submission of MMUCC V-compliant crash reports to the DMV VISION System. Currently, 80% of law enforcement agencies submit crash reports electronically, a substantial improvement from just a few years ago. This achievement reflects strong collaboration among OHS staff, NH State Police, the Division of Motor Vehicles, the Department of Transportation, the Department of Information Technology, and our law enforcement partners. Once full electronic compliance is achieved, OHS will be able to more accurately identify high-risk locations and deploy targeted resources, including enforcement, outreach, and messaging.

The State of New Hampshire and its highway safety partners recognize that most crashes are preventable. With impairment, speeding, and distracted driving continuing to pose significant challenges, OHS works tirelessly with all partners to encourage, educate, and enforce motor vehicle laws in pursuit of our mission to save lives.

A handwritten signature in blue ink, appearing to read "C. Storm", written over a horizontal line.

Lt. Christopher S. Storm

New Hampshire State Police

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)
- NH AARP
- Raymond Coalition for Youth
- NH Job Corps
- Manchester-Boston Regional Airport
- EVR Advertising
- Portsmouth International Airport at Pease

CONTENTS

VISION	5
MISSION	5
PROGRAM MANAGEMENT	5
TARGET	5
ACCOMPLISHMENTS	6
C-1 TRAFFIC FATALITIES (FARS).....	8
C-2 *SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)	11
C-3 FATALITIES/VMT MILEAGE DEATH RATE (FARS).....	13
C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS).....	14
C-5 ALCOHOL IMPAIRED DRIVING FATALITIES (FARS @ .08 AND ABOVE)	16
C-6 SPEEDING RELATED FATALITIES (FARS).....	19
C-7 MOTORCYCLIST FATALITIES (FARS)	21
C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)	23
C-9 DRIVERS AGE 21 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS).....	26
C-10 PEDESTRIAN FATALITIES (FARS).....	29
C-11 BICYCLIST FATALITIES (FARS)	31
OTHER CORE BEHAVIOR MEASURES	33
A-4 DISTRACTION/INATTENTION FATALITIES	36
A-5 TRAFFIC RECORDS E-TICKET ADVANCEMENT.....	40
DISTRACTED DRIVING:	47
2025 Distracted Driving Enforcement.....	54
2025 U Drive. U Text. U Pay. Enforcement Mobilization	58
(Distracted Driving Mobilizations)	58
IMPAIRED DRIVING (DRUGS AND ALCOHOL).....	62
IMPAIRED DRIVING TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) & INVESTIGATIVE PARALEGAL - DEPARTMENT OF JUSTICE.....	64
IMPAIRED DRIVING DECP TRAINING	72
JUDICIAL OUTREACH.....	83
IMPAIRED DRIVING CONFERENCE	84
IMPAIRED DRIVING PAID MEDIA	85
NEW HAMPSHIRE INTERSCHOLASTIC ATHLETIC ASSOCIATION (NHIAA)	87
EVR ADVERTISING.....	88
DEPARTMENT OF SAFETY (DOS) PIO.....	88

2025 DWI ENFORCEMENT PATROLS & EQUIPMENT	89
2025 DRIVE SOBER OR GET PULLED OVER MOBILIZATION.....	94
NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS.....	98
MOTORCYCLE SAFETY	102
MOTORCYCLE PAID MEDIA.....	103
NON-MOTORIZED – PEDESTRIAN & BICYCLE	105
Pedestrian/Bicycle Paid Media	106
2025 Pedestrian and Bicycle Enforcement Patrols	108
OCCUPANT PROTECTION	110
ACCOMPLISHMENTS	111
CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD	112
NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER	115
ATTITUDE SURVEY.....	116
OCCUPANT PROTECTION PAID MEDIA	117
New Hampshire Interscholastic Athletic Association (NHIAA)	118
EVR Advertising	119
Department of Safety (DOS) PIO	120
JOIN THE NEW HAMPSHIRE CLIQUE AND SUSTAINED OCCUPANT PROTECTION ENFORCEMENT.....	120
EVIDENCE-BASED ENFORCEMENT & COMMUNITY COLLABORATION	124
Crash Analysis.....	126
Deployment of Resources:	126
Effectiveness Monitoring:	127
POLICE TRAFFIC SERVICES PROGRESS	128
POLICE TRAFFIC SERVICES.....	130
POLICE TRAFFIC SERVICES PAID MEDIA.....	132
New Hampshire Interscholastic Athletic Association (NHIAA)	133
EVR Advertising	134
NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION.....	141
TEEN DRIVER (TD) YOUTH OPERATOR PROGRAM.....	143
Parent/Teen Safe Driving Modeling and Education	146
COMMUNITY TRAFFIC SAFETY PROGRAM (COB)	147
TRAFFIC RECORDS	150
CRASH DATA: Vehicle crash data Update	151
E-Crash/ E-Ticket/Crash Upgrade and J-One Installation Assistance	152

TRAFFIC RECORDS CONSULTANT	156
LEXIS NEXIS	156
Data Analysis	157
Fatality Analysis Reporting System (FARS), NH DMV.....	159
CORE HIGHWAY SAFETY DATABASE.....	159
POLICE EMERGENCY MEDICAL SERVICES/EQUIPMENT	161
EMERGENCY MEDICAL SERVICES/EQUIPMENT	161
PLANNING AND ADMINISTRATION.....	162
NH OHS Staffing (Field Representative) Activities	164
PROGRAM MANAGEMENT & ADMINISTRATION.....	165
Performance Targets.....	165

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, organizations, 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 2025, the NH OHS worked diligently to ensure law enforcement partners participated in our grant process to increase law enforcement visibility on NH roads to help improve driver behavior to reduce crashes. At the end of 2025, NH State Police increased patrol hours conducted in 2025 by 25% from 2024. Also in 2025, NH State Police increased warnings by 2.7%, increased summonses by an incredible 57%, and increased total arrests (DUI and non-DUI) 7% from 2024.

Also, in 2025, more law enforcement agencies are submitting the MMUCC V 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 168 law enforcement agencies submitting MMUCC V crash reports to the DMV VISION system compared to the 155 reported last year at this time (an 8% 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). In conjunction with this equipment, work continues to implement a data warehouse that is planned to be completed in 2026 allowing for data to be “scrubbed” to ensure data is accurate, complete, and timely. Also, work continues to secure a vendor who will then create a crash data analysis system that will be used to analyze the data deemed accurate, and complete from the data warehouse. This crash data analysis system will be a valuable tool in determining crash location, causation, and many other elements contributing to a crash to determine what countermeasures may be deployed to prevent future crashes from occurring.

In 2025, the DRE program continues to improve with 72 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 2025, 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, youth operator, and community outreach 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, 78.2% in 2024, and 82.3% in 2025. This is a 9% seat belt usage increase from 2021.

In 2025, a Governor's special taskforce on highway safety was created consisting of stakeholders, top state agency leadership, top law enforcement leadership, victim advocates, senators, representatives, attorneys, organizations, etc. that examined current laws, policies, crash and traffic data, and highway safety concerns that resulted in recommendations to improve highway safety on NH roads.

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 FFY 2025, 76 law enforcement agencies were monitored with very few 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 2026.

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



<https://www.highwaysafety.dos.nh.gov/>



<https://www.facebook.com/NHHighwaySafety/>



https://x.com/nh_ohs



https://www.instagram.com/nh_ohs/

Update on Performance Targets for FFY 2025

The 2025 FARS data reports **130 Fatal Crashes** resulting in **139 Fatalities**. All performance targets are updated with the most current FARS data available.

Note: Targets for 2025 are based on an average of 5-years of data (2021-2025). Because not all 2025 data is available, preliminary data is given using the average of 2021-2025 data that is available. Specific data used is described in each segment listed below.

Note: 2025 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 continue to increase their toxicology capabilities to increase efficiency and timeliness of this data being submitted to FARS.

C-1 TRAFFIC FATALITIES (FARS)

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

2024 – 2026 Triennial Projection

Projection - Traffic Fatalities: Decrease from 123.2 (2018-2022) average to 121.6 (2022-2026) average.

2025 Performance Target

Projection – Traffic Fatalities: Increase from 120.0 (2020-2024) average to 122.0 (2021-2025) average.

In 2025, 139 fatalities were reported on NH roads.

- **5-year (2021-2025) average is 132.6 fatalities.**

In 2025, New Hampshire **did not meet** the projected traffic fatality target of 122.0 (2021-2025 average). Instead, the 2021-2025 average fatalities were 132.6 (an increase of 8.7% from the predicted target). With the current 2025 number of fatalities (139) along with the consistent trend of fatalities increasing, it will be very difficult to meet our 2026 Triennial end target of 121.6 (2022-2026) average fatalities. To achieve the 121.6 (2022-2026) 2026 target, NH would need to have no more than 63 fatalities occur in 2026. The lowest number of fatalities that New Hampshire has ever had going back to 1973 was 90 fatalities in 2011, so it will be difficult to achieve this number.

The 2025 predicted performance projection of fatalities (2021-2025 average) justification target of 122.0 was calculated after removing the 2020, 104 low fatality number from the average (2021-2025) and replacing with 2021 118, 2022 146, 2023 115.5, 2024 115.5, and 2025 115.5 (2023, 2024, 2025 estimated using 115.5 comparable to the mean of the last decades performance) totaling 610.5 fatalities divided by 5 years (2021-2025) is 122.1 rounded to 122.

The NH Office of Highway Safety made countermeasure adjustments in 2025 and 2026 to reduce fatalities. These countermeasure adjustments involved a substantial increase in the creation of messaging from prior years that were NH centered highway safety messages delivered on all media platforms (TV, radio, social media, etc.) that included the tagline Think and Drive 603 with the NH highway safety message. Highway safety messaging was also run on all media platforms in conjunction with 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 (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.). In 2025, nine (9) Statewide DUI saturations were conducted to coincide with the thirteen (13) high crash corridor enforcement saturations efforts that continued to provide an increase of law enforcement visibility and activity on NH roads. Important messaging also continued to include press

releases/press conferences (to be used in conjunction with pre-and-post enforcement initiatives) that were picked up by local news stations to convey the message to the motoring public to drive safely.

In FFY 2025 and during the development of the FFY 2027 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 (PIO), continues to assist the NH OHS to ensure that important highway safety press releases inform the motoring public on the areas of concern to address impairment, speeding, seat belt use, distraction, motorcycle, pedestrian, and bicycle injuries and fatalities. We will continue to implement and expand in our FFY 2026 and FFY 2027 AGA the community outreach and betterment (COB) grants to law enforcement (NH state police and local law enforcement) and Non-Profit Organizations (NPO's) as well as continue to work to ensure innovative projects are conducted that will save lives and reduce crashes.

Other innovative projects planned to be implemented that is in the FFY 2026 AGA and will be planned for in the FFY 2027 AGA is the Preventing Roadside Deaths projects that will allow NH State Police the ability to enforce the NH "Move Over Law" for all vehicles on the side of the road and provide messaging to the public to create awareness of the unnecessary deaths that have occurred because motorists did not move over for vehicles on the side of the road. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities to prevent the risk of injury in the event of a vehicle collision. Funding will also be provided to fire departments to train first responders to respond appropriately to a crash to be able to quickly assess a crash and effectively remove the victim in a safe, timely manner to receive medical attention. The EMS project will also allow for funding to be used to conduct important "mock crash" or other similar presentations to communities to improve driver behavior and bring to light the consequences of not driving safely. Lastly, funding will be provided to fire departments to purchase extrication equipment 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. The above-mentioned projects will all be beneficial in helping to save more lives to align with the projected FFY 2026 (2022-2026 average) target of 121.6 fatalities.

In 2026 and 2027, the NH OHS staff will also conduct highway safety presentations for feedback from communities and attendees. Also, the NH OHS will discuss plans to increase messaging with all highway safety partners (using our new media vendor) and continue to meet with the motorcycle taskforce in NH to discuss the trending increase in motorcycle fatalities (2023/40 fatalities, down but still concerning in 2024/33, and 2025/30) in hopes of

changing negative driving behavior (speeding, impaired driving, reckless driving, etc.). These discussions and projects may also prove to be effective in reducing overall traffic fatalities.

Lastly, the NH OHS will work to implement and expand in our FFY 2026 and FFY 2027 AGA the phlebotomy project, a very important countermeasure that will assist in removing the impaired driver from NH roads, reduce impaired driving recidivism, ultimately reducing crashes and the potential for serious injuries and fatalities through obtaining blood draws through a phlebotomy contracted vendor.

2024 FARS Documented Fatalities: 133

2024 Fatality Performance Target Value: 120.0 (projected 2020-2024 average)

2025 FARS Documented Fatalities: 139

2025 Fatality Performance Target Value: 122.0 (projected 2021-2025 average)

2025 State Data (Projected 2021-2025 Average): 132.6 * Target Not Met

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

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

2024 – 2026 Triennial Projection

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

2025 Performance Target

Projection - Serious injuries: Decrease from 509.6 (2020-2024) average to 502.4 (2021-2025) average.

- **The 2025 serious injury data is unavailable at this time from the NH DMV.**
- **5-year serious injury average from (2021-2025) is unavailable at this time**

In 2025, New Hampshire serious injury data is unavailable at this time to report out on the projected (2021-2025 average) target.

The Office of Highway Safety has made countermeasure adjustments in 2025 and 2026 to reduce serious injuries. In FFY 2025 and continuing in FFY 2026 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 2025, nine (9) Statewide DUI saturations were conducted to coincide with the thirteen (13) high crash corridor enforcement saturations efforts increasing law enforcements visibility and activity among the motoring public.

In FFY 2026 and during the development of the FFY 2027 AGA, the NH OHS has, and will continue to 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 related press releases inform the motoring public of highway safety issues of concern including impairment, speeding, seat belt use, distraction, motorcycle safety, pedestrian safety, and bicycle safety, etc. to reduce crashes to minimize potential injuries and fatalities that may occur. In 2025, and continuing in 2026, media efforts through our contracted media vendor (EVR) has developed many NH centered “home grown” highway safety messages to help change driving behavior on NH roads using many platforms to include; T.V., radio, social media, posters, banners, electronic messaging, etc. Other partners and media sources (EVR, AAA, NHIAA, Injury Prevention Center, Fisher Cats, Bike Walk Alliance, etc.) continue to be valuable partners who provide messaging for the NH OHS (via radio, social media, print material, etc.) and run important highway safety messaging in conjunction with NHTSA campaigns or NH OHS enforcement efforts to provide the greatest impact to reduce serious injury crashes. Also, Manchester-Boston Regional Airport, Pease Development Authority and Portsmouth Airport, C&J Bus Company, etc. have volunteered (non-grant funded, earned media) to provide important highway safety messaging (electronic display boards, posters, PSA’s, etc.) to the public helping the NH OHS to reach more people to help improve driving behavior.

Other innovative projects planned to be implemented that is in the FFY 2026 AGA and will be planned for in the FFY 2027 AGA is the Preventing Roadside Deaths projects that will allow NH State Police the ability to enforce the NH “Move Over Law” for all vehicles on the side of the road and provide messaging to the public to create awareness of the unnecessary deaths that have occurred because motorists did not move over for vehicles on the side of the road. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities to prevent the risk of injury in the event of a vehicle collision. Funding will also be provided to fire departments to train first responders to respond appropriately to a crash to be able to quickly assess a crash and effectively remove the victim in a safe, timely manner to receive medical attention. The EMS project will also allow for funding to be used to conduct important “mock crash” or other similar presentations to communities to improve driver behavior and bring to light the

consequences of not driving safely. Lastly, funding will be provided to fire departments to purchase extrication equipment 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. These above-mentioned EMS projects will be beneficial in helping to minimize the potential for serious injury crashes through training, outreach and equipment to minimize these cases.

Also, being implemented in FFY 2026 and continuing in FFY 2027 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 communities to provide important highway safety information and to seek information back from participants at these events that would help the NH OHS make any highway safety improvements (education, outreach, enforcement, messaging, highway improvements, new programs, etc.) to reduce crashes and the resulting injuries or fatalities.

We will continue to implement and expand in our FFY 2026 and FFY 2027 AGA other countermeasures that will decrease crashes and the potential for serious injuries and fatalities through the Phlebotomy project that will assist in removing the impaired driver from NH roads through blood draws, the EMS and equipment project to ensure victims of a crash survive a crash because of timely extrication and emergency transport to receive medical attention, Preventing Roadside Deaths through enforcement and messaging projects to reduce these unnecessary crashes and deaths caused by distraction, etc.

2024 Serious Injuries: 518 *Data not final

2024 Performance Target Value: 509.6 (projected 2020-2024 baseline average)

2025 Serious Injuries: * 2025 data not final

2025 Performance Target Value: 502.4 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 baseline Average): *2025 data not final

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

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

2024 – 2026 Triennial Projection

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

2025 Performance Target

Projection – Fatalities/VMT: Maintain from the .933 (2020-2024) average to .933 (2021-2025) average.

- **The 2025 data is necessary to calculate the end of year result is not available from NH Department of Transportation (DOT) at this time.**

2024 Fatality Rate: .959

2024 Performance Target Value: .933 (projected 2020-2024 baseline average)

2025 Fatality Rate: *Not Available currently

2025 Fatality Rate Target Value: .933 (projected 2021-2025 baseline average)

2025 State Data (Projected 2021-2025 Average): * 2025 data not available

Travel may have increased in 2025. Also, fatalities have increased 4.5% from 2024. Once the OHS receives the 2025 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 FY27 AGA.

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

2024 – 2026 Triennial Projection

Projection - Unrestrained Fatalities: Maintain from the 48.2 (2017-2021) average to 48.2 (2022-2026) average.

2025 Performance Target

Projection - Unrestrained Fatalities: Maintain from the 48.2 (2020-2024) average to 48.2 (2021-2025) average.

The 2025 data from FARS for Unrestrained Occupant Fatalities is not confirmed final currently. However, as of the end of 2025, there have been 33 Unrestrained Occupant Fatalities down from 38 Unrestrained Occupant Fatalities in 2024.

- **The 5-year (2021-2025) average is 44.2 for Unrestrained Occupant Fatalities**

In 2025, there were 33 unrestrained NH fatalities. New Hampshire has **met** the unrestrained passenger vehicle occupant fatality (2021-2025) average target by having less than the originally predicted target (48.2) by achieving 44.2 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) and in 2025, there has been an 8.3% decrease (44.2) 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 2023, 2024, and 2025 target. It is also encouraging to see that our seat belt observational survey is showing an increase of seat belt use each year to include an increase in 2025 to 82.3% from 2024 78.2%.

It appears that enforcement, messaging and education efforts continue to be working to improve seat belt use by changing behavior and messaging that seat belts save lives. The NH OHS continues to conduct more regular meetings with our partners to help communicate on important highway safety issues and receive feedback from our partners of ideas that can make a difference. The NH OHS believes that highway safety messaging is very important in helping to change negative driving behavior and has hired a media vendor that has developed and provided highway safety messaging on all platforms (tv, social media, radio, etc.) to the motoring public of highway safety concerns. Also, the Department of Safety PIO has been working closely with the NH OHS and our media vendor to ensure that highway safety messaging is the type of quality messaging that will be useful in helping to promote seat belt use and other highway safety messaging to the public. The NH OHS will continue to work with the New Hampshire Buckle Up coalition, the Traffic Safety Commission, the Raymond Youth Coalition, and other highway safety partners who are actively involved in promoting seat belt use to save lives.

In FFY 2026 and during the development of the FFY 2027 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 Saturations). Continued educational efforts (presentations for schools, messaging, community and betterment presentations, public participation and engagement presentations, etc.) will ensure the public is aware of the importance of

wearing a seat belt, as well as capture data from enforcement, messaging, or educational efforts that may identify high-risk populations not wearing seats belts to proactively implement countermeasures. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities to prevent the risk of child passenger injury or fatality in the event of vehicle collision. Lastly, the NH OHS continues 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.

2024 Unrestrained Fatalities: 38

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

2025 Unrestrained Fatalities: *33 data not confirmed final

2025 Performance Target Value: 48.2 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 44.2 *2025 data not confirmed final

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

2024 – 2026 Triennial Projection

Projection - Alcohol Impaired (BAC of .08 and above) Driver or Operator Fatalities:
Decrease from 38.6 (2017-2021) average to 34.2 (2022-2026) average.

2025 Performance Target

Projection - Alcohol Impaired (BAC of .08 and above) Driver or Operator Fatalities:
Decrease from 37.8 (2020-2024) average to 36.8 (2021-2025) average.

Note: 2024 and 2025 alcohol impaired driving fatalities incomplete due to cases pending toxicology and or investigation.

- **The 5-year average (2021-2025) for alcohol impaired driving fatalities is 37.2 (*Data not complete or confirmed)**

In 2025, there were 19 driver fatalities with a BAC .08 and above (*data not complete or confirmed). At this time, New Hampshire **did not meet** the 2025 projected (2021-2025)

average target of 36.8 drivers with a BAC .08 and above fatalities. In 2025, alcohol impaired driving fatalities decreased to 19 (*data not complete or confirmed) from 34 reported in 2024. In order to have met the 2025 (2021-2025 average) target of 36.8, New Hampshire needed no more than 17 confirmed alcohol (BAC of .08 and above) impaired driver fatalities in 2025. 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 (2021-2025) average target calculated impaired fatalities by first removing the 2020 (38) and adding 2021 (45), 2022 (42), 2023 (27 estimated not confirmed), 2024 (37 estimated not confirmed), 2025 (33 estimated not confirmed) totaling 184 alcohol impaired driving fatalities, divided by five (5) years (2021-2025) resulting in 36.8 alcohol impaired driving fatalities.

The Office of Highway Safety has made countermeasure adjustments in 2025 and 2026 to reduce impaired driving fatalities. In 2025, the NH OHS continued with 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 2026, 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 10 through January 1, 2026) were conducted as well as high crash corridor enforcement efforts conducted by local and state law enforcement (data not available at this time). Additionally, high crash corridor enforcement efforts and DUI saturation efforts are planned through September 30, 2026, increasing law enforcements visibility on NH roads.

The Office of Highway Safety will continue to adjust and implement countermeasures in FFY 2026 and 2027 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 2026 and in FFY 2027 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 to conduct enforcement efforts in, provide messaging to, and to conduct community presentations in.

Also, the Traffic Safety Resource Prosecutor (TSRP) has been working with top law enforcement, state agency leadership and other highway safety partners and stakeholders to improve impaired driving legislation to minimize recidivism as well as provide education to prosecutors and law enforcement to successfully challenge and win DUI cases to remove the impaired driver from NH roads. The Traffic Safety Resource prosecutor will also be updating the States DUI manual to provide this necessary, important information to law enforcement to improve their knowledge and training of impairment.

Other important countermeasure programs implemented to address impaired driving in FFY 2026 and FFY 2027 is the continued DECP program and the new pilot Phlebotomy program that will be helpful in detecting drivers under the influence of drugs to remove from NH roads to reduce recidivism. Also, the EMS outreach and extrication equipment program will help to provide the necessary educational outreach and lifesaving extrication equipment to communities to help save lives to include removing victims of an impaired driving crash in a timely manner (within the “golden hour”) to receive medical attention.

Media efforts have also increased in 2026 on all platforms (tv, social media, radio, etc.) and are NH centered (Think and Drive 603) that include impaired driving messaging. Other NH OHS highway safety messaging has been promoted through earned media partnerships with Portsmouth International Airport at Pease, Manchester-Boston Regional Airport, Community Action Program Belknap-Merrimack Counties, Inc, etc. to help improve driving behavior on NH roads. The Department of Safety PIO will also continue working with the media vendor to ensure quality messaging that is accurate and impactful to help improve driver behavior. 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 2026, the NH OHS will continue to conduct the traffic safety commission and impaired driving taskforce meetings to discuss improving alcohol consent, ALS, and other laws to improve highway safety. Other impaired driving related concerns that can be improved (education, messaging, enforcement, roadway improvements, technology, etc.) will be discussed at these meetings. Concerning trends related to impaired driving, highway safety data (overall crashes, serious injury, or fatalities, etc.) will also be discussed to come up with countermeasures to prevent alarming trends. Also being implemented in FFY 2026 and planned for in the FFY 2027 AGA, is the continuation of the community outreach and betterment (COB) grants, public participation and engagement events, and presentations for driver education schools conducted by NH State Police. Also, the NH OHS will continue to discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.).

2024 Alcohol Impaired Driving Fatalities: 34 (data not complete or confirmed)

2024 Performance Target Value: 37.8 (projected 2020-2024 baseline average)

2025 Alcohol Impaired Driving Fatalities: 19 *2025 data not final

2025 Performance Target Value: 36.8 (projected 2021-2025 baseline average)
2025 State Data (2021-2025 Average): 37.2 *2025 data not complete or confirmed.

C-6 SPEEDING RELATED FATALITIES (FARS)

2024 – 2026 Triennial Projection

Projection - Speed-Related Fatalities: Decrease speed-related fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average.

2025 Performance Target

Projection - Speed-Related Fatalities: Maintain speed-related fatalities from 44 (2020-2024) average to 44 (2021-2025) average.

- **The 5-year average (2021-2025) for speed related fatalities is 44 (*Data not complete or confirmed)**

The 2025 data from FARS reported 46 speeding related fatalities (*2025 data not final or complete).

In 2025, New Hampshire met our target of 44 speed related fatalities (2021-2025) average. It was predicted at the end of 2025, that the speed related fatalities (2021-2025) average target would be 44. This was calculated by adding speeding related fatality numbers for 2021 (40), 2022 (56), 2023 (estimated 50), 2024 (estimated 37), 2025 (estimated 37) totaling 220 speeding related fatalities, divided by five (5) years (2021-2025) average resulting in 44 speeding related fatalities.

We continue to be confident that we will meet the (2022-2026) average target of 43.4 speed related fatalities in 2026 if the 2025 (46) speed fatality number is confirmed and the 2026 speed fatality number is no more than 37.

In FFY 2026 and during the development of the FFY 2027 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 2025 on routes 3, 4, 10, 12, 11, 16, 28, 101, 111, 125, 202/9, I-95, 1-93, 1-89, etc. Also, to be conducted in FFY 2026 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, etc.). In FFY 2026, the NH OHS will continue to coordinate with other states (Maine/New Hampshire/Vermont/Massachusetts) to conduct enforcement efforts on

shared corridors between states 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 2026 and planned in FFY 2027 is the community outreach and betterment (COB) grants conducted by NH law enforcement and Non-Profit Organizations (NPO's) to increase educational outreach to high-risk 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 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)/2025 (30) fatalities) in hopes of improving behavior (speeding, impaired driving, reckless driving, etc.) These discussions and projects may also prove to be effective in reducing speed related crashes and the resulting fatalities.

Lastly, other innovative projects planned to be implemented that is in the FFY 2026 AGA and will be planned for in the FFY 2027 AGA is the Preventing Roadside Deaths projects that will allow NH State Police the ability to enforce the NH "Move Over Law" for all vehicles on the side of the road and provide messaging to the public to create awareness of the unnecessary deaths that have occurred because motorists did not move over for vehicles on the side of the road. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities to prevent the risk of injury in the event of a vehicle collision. Funding will also be provided to fire departments to train first responders to respond appropriately to a crash to be able to quickly assess a crash and effectively remove the victim in a safe, timely manner to receive medical attention. The EMS project will also allow for funding to be used to conduct important "mock crash" or other similar presentations to communities to improve driver behavior and bring to light the consequences of not driving safely. Lastly, funding will be provided to fire departments to purchase extrication equipment 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. These above-mentioned EMS projects will be beneficial in helping to minimize speed-related fatal crashes through training, outreach and equipment to minimize these cases.

2024 Speed Related Fatalities: 51

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

2025 Speed Related Fatalities: 46 (*2025 data as of 1/12/25 - not final)

2025 Performance Target Value: 44 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 44, target met (*2025 data not final and complete)

C-7 MOTORCYCLIST FATALITIES (FARS)

2024 – 2026 Triennial Projection

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

2025 Performance Target

Projection – Motorcycle Fatalities: Decrease motorcycle fatalities from 24.8 (2020-2024) average to 23.6 (2021-2025) average.

The 2025 data from FARS reported 30 motorcycle fatalities (*2025 Data not confirmed final at this time)

- **Motorcycle fatalities (2021-2025 baseline average) are 32.4 (an increase of 37% from 23.6 target). There were (30) motorcycle fatalities in 2025 down from 2024 (33).**
- **Motorcycle fatalities have decreased since 2023 (40) to 2025 (30), 25%.**

In 2025, New Hampshire **did not meet** the Motorcycle Fatalities target of 23.6. In 2025, there were 30 motorcycle fatalities resulting in (2021-2025) average of 32.4 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 developed the ride SMART (Safely, Maturely, Aware, Responsible and Trained) motorcycle campaign and created messaging through the NH Automobile Dealers Association to run at the beginning of the NH 2025 motorcycle season and through the rest of the season. This messaging also was used to create awareness for the motoring public to “Check Twice” and “Share the Road”, with motorcycles as motorcycles are not always easily seen. Also, new and important motorcycle messaging was developed by our media vendor and run on all media platforms in conjunction with the DOS PIO and during any high crash corridor enforcement efforts, initiatives or campaigns that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols on roads traversing throughout NH (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.).

The New Hampshire Motorcycle Rights Organization and the New Hampshire Motorcycle Taskforce continue to have on going conversations with motorcycle groups throughout the state to help promote the message of riding SMART and safely to reduce motorcycle crashes in New Hampshire. There have been motorcyclists that have gained attention in the news and on social media platforms for their reckless unsafe riding behaviors to include stunt riding and speeding (at times over 150 MPH). Other stories involve motorcyclists (drivers and passengers) involved in a crash because motorists did not “share the road” or did not “check twice” for motorcycles that have resulted in crashes that involved serious injury and or fatalities. 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 that were made in the motorcycle assessment will continue to be incorporated in our approach to create more awareness for the motoring public to reduce many of these unnecessary motorcycle crashes and the resulting serious injuries and fatalities. Consistent with that, we have adjusted our FFY 2026 motorcycle media countermeasures to increase motorcycle safety messaging on all media platforms (TV, social media, banners, posters, electronic display boards, etc.) through our contracted media partners and the DOS PIO.

For FFY 2026 and for FFY 2027, efforts continue, to 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.). Also, continued educational outreach to include the community outreach and betterment projects, the youth operator project, and public participation and engagement events will be ongoing for FFY 2026 and for FFY 2027 to provide the public and communities with constant awareness on the importance of riding a motorcycle safely and “looking twice” and “sharing the road” with motorcycle operators and passengers. Also in FFY 2026 and FFY 2027, motorcycle messaging will continue to be run on all media platforms in conjunction with any high crash corridor enforcement efforts, initiatives or campaigns that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols on roads traversing throughout NH (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.) to reduce overall motorcycle crashes and the potential resulting injuries and fatalities.

2024 Motorcycle Fatalities: 33

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

2025 Motorcycle Fatalities: 30

2025 Performance Target Value: 23.6 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 32.4 (2025 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.

2025 Performance Target

Projection - Unhelmeted Motorcycle Fatalities: Decrease unhelmeted motorcycle fatalities from 15.6 (2020-2024) average to 14.4 (2021-2025) average.

- **Unhelmeted motorcycle fatalities (2021-2025 baseline average) are 21.4 (an increase of 48.6% from the 14.4 target).**
- **NH did decrease unhelmeted motorcycle fatalities in 2025 to 16 down from 18 in 2024.**

- **NH does not have an adult helmet law requiring operators and passengers ages 18 and over to wear a helmet.**
- **NH does have a helmet law for riders and passengers under the age of 18.**

In 2025, New Hampshire **did not meet** the un-helmeted Motorcyclist Fatalities target of 14.4. Even though it is impossible to achieve our 2022-2026 end target of 12.6 unhelmeted fatalities (if we had 0 in 2026 we would still not achieve the 2026 target), we are encouraged that additional lives may be saved if this trend of decreasing these fatalities **(from 2023 (32), 2024 (18), to 2025 (16), unhelmeted fatalities decreased 50%)** continues.

In 2025, the NH Motorcycle Taskforce developed ride SMART (Safely, Maturely, Aware, Responsible and Trained) motorcycle messaging through the NH Automobile Dealers Association to run at the beginning of the NH 2025 motorcycle season and through the rest of the season. This messaging also was used to create awareness for the motoring public to “Check Twice” and “Share the Road”, with motorcycles as motorcycles are not always easily seen. Also, new and important motorcycle messaging was developed by our media vendor and run on all media platforms in conjunction with any high crash corridor enforcement efforts, initiatives or campaigns that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols on roads traversing throughout NH (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.).

The New Hampshire Motorcycle Rights Organization and the New Hampshire Motorcycle Taskforce continue to have on going conversations with motorcycle groups throughout the state to help promote the message of riding SMART and safely to reduce motorcycle crashes in New Hampshire. There have been motorcyclists that have gained attention in the news and on social media platforms for their reckless unsafe riding behaviors to include stunt riding and speeding (at times over 150 MPH). Other stories involve motorcyclists (drivers and passengers) involved in a crash because motorists did not “share the road” or did not “check twice” for motorcycles that have resulted in crashes that involved serious injury and or fatalities. 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 that were made in the motorcycle assessment will continue to be incorporated in our approach to create more awareness for the motoring public to reduce many of these unnecessary motorcycle crashes and the resulting serious injuries and fatalities. Consistent with that, we have adjusted our FFY 2026 motorcycle media countermeasures to increase motorcycle safety messaging on all media platforms (TV, social media, banners, posters, electronic display boards, etc.) through our contracted media partners and the DOS PIO.

For FFY 2026 and for FFY 2027, efforts continue, to 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.) for FFY 2026 and for FFY 2027. Also, continued educational outreach to include the community outreach and betterment projects, the youth operator project, and public participation and engagement events will be ongoing for FFY 2026 and for FFY 2027 to provide the public and communities with constant awareness on the importance of riding a motorcycle safely and “looking twice” and “sharing the road” with motorcycle operators and passengers. Also in FFY 2026 and planned in FFY 2027, motorcycle messaging will continue to run on all media platforms and in conjunction with any high crash corridor enforcement efforts, initiatives or campaigns that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols on roads traversing throughout NH (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.). to reduce overall motorcycle crashes and the potential resulting injuries and fatalities.

2024 Un-helmeted Motorcycle Fatalities: 18

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

2025 Un-helmeted Motorcycle Fatalities: 16

2025 Performance Target Value: 14.4 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 21.4 (2025 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.

2025 Performance Target

Projection – Young Driver Fatalities: Decrease young driver involved fatalities from 8 (2020-2024) average to 7 (2021-2025) average.

- **The 2025 data from FARS reported *10 age 21 or younger driver involved fatalities.**
- **Drivers aged 21 or younger involved in fatal crashes (2021-2025 baseline average) is 9.2. The following data was used in this calculation: 2021 (9), 2022 (9), 2023 (8), 2024 (10), 2025 (10) = 46/5-years = 9.2.**

In 2025, New Hampshire **did not meet** the target of 7 fatalities of drivers aged 21 or younger involved in fatal crashes. In FFY 2026, and during the development of the FFY 2027 AGA, the Office of Highway Safety will adjust and implement countermeasures to decrease drivers aged 21 or younger involved in fatal crashes by continuing to support high visibility enforcement efforts and educational and outreach efforts.

The NH OHS will continue to work with Dartmouth Hitchcock Memorial Hospital – the 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 Office of Highway Safety made countermeasure adjustments in FFY 2025 and will continue to make any adjustments necessary in FFY 2026 and in planning for FFY 2027 to reduce fatalities. In FFY 2025 and FFY 2026, there has been a substantial increase in the creation and distribution of messaging compared to prior years using our contracted

vendors and DOS PIO. This increase in messaging included NH centered highway safety messages delivered on all media platforms (TV, radio, social media, etc.) that included the tagline “Think and Drive 603” with the NH Office of Highway Safety logo. Important highway safety messaging (to include teen driver highway safety messaging) was also run on all media platforms in conjunction with high crash corridor enforcement efforts and initiatives that involved NH State Police working in conjunction with local police departments and sheriff departments conducting patrols in areas of highway safety concern (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.). In FFY 2025 and continuing in FFY2026 impairment related messaging was run in conjunction with Statewide DUI law enforcement saturations that continued to create highway safety awareness for the motoring public during this increase in law enforcement visibility and activity on NH roads. Important messaging also 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.

In FFY 2025, highway safety partners to include AAA Northern New England and the New Hampshire Interscholastic Athletic Association (NHIAA) continued to provide important teen driver-related highway safety messaging on various platforms (PSA’s, electronic display boards, social media, banners, etc.). to improve driver behavior to reduce under 21 or younger fatalities. AAA aired motorcycle and distracted driving highway safety PSAs on TV, YouTube and social media that reached millions and NHIAA ran four PSAs on occupant protection, speeding (Slow Down Move Over), distracted driving (Don’t Drive Intoxicated), and impaired driving (motorcycles, share the road) at various events (Wrestling Meet of Champions and Girls Individual State Championships, Winter Spirit Cheerleading Championships, Ice Hockey Championships, Baseball Championships,) throughout the state that had over 11, 700 people (participating athletes, coaches, parents, family, friends, etc.) attending.

Also, being implemented in FFY 2026 and planned in FFY 2027 is an enhanced Community Outreach and Betterment grant that will now include law enforcement school resource officers to educate parents of youth drivers using specialized curriculum on laws crucial to New Hampshire. This is a very important program designed to ultimately improve the driving behavior of parents to increase the profound impact of parental emulation within the teen driver, potentially resulting in improved teen driver behavior. NH State Police, AAA Northern New England will also continue to conduct this important community outreach project that will reach all drivers in a community to include young drivers to improve driver behavior.

Also, public participation and engagement events will continue to be conducted by the NH OHS to address young driver safety and to solicit feedback from participants related to highway safety concerns or ideas of improvements that can be made and possibly implemented.

Other projects being implemented in FFY 2026 and planned in FFY 2027 is the Preventing Roadside Deaths projects that will allow NH State Police the ability to enforce the NH “Move Over Law” for all vehicles on the side of the road and provide messaging to the public to create awareness of the unnecessary deaths that have occurred because motorists did not move over for vehicles on the side of the road. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities to prevent the risk of injury in the event of a vehicle collision. Funding will also be provided to fire departments to train first responders to respond appropriately to a crash to be able to quickly assess a crash and effectively remove the victim in a safe, timely manner to receive medical attention. The EMS project will also allow for funding to be used to conduct important “mock crash” or other similar presentations to communities to improve driver behavior and bring to light the consequences of not driving safely. Lastly, funding will be provided to fire departments to purchase extrication equipment 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. These above-mentioned EMS projects will be beneficial in helping to minimize under 21 and younger related fatalities through training, outreach and equipment to minimize these cases.

Also, the NH OHS will continue to work with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023 (40), 2024 (33), 2025 (30) 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.

2024 Drivers Aged 21 or Younger Fatalities: 10

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

2025 Drivers Aged 21 or Younger Fatalities: *10 (*2025 data not final)

2025 Performance Target Value: 7 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 9.2 target not met (*2025 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.

2025 Performance Target

Projection – Pedestrian Fatalities: Decrease in pedestrian fatalities from 12.2 (2020-2024) average **to 10.8** (2021-2025) average.

- **The 2025 data from FARS for pedestrian fatalities is 14.**
- **Pedestrian Fatalities (2021-2025 baseline) average is 13**

In 2025, New Hampshire **did not meet** the pedestrian fatalities target of 10.8 (2021-2025 average). There were 14 pedestrian fatalities (13 adult and 1 child) in 2025 resulting in a pedestrian fatality (2021-2025 average) number of 13 (a 20 percent increase from the 2025 pedestrian fatality target). The calculation was made using pedestrian fatality data from 2021 (8), 2022 (16), 2023 (15), 2024 (12), and 2025 (14) totaling 65 pedestrian fatalities divided by 5-years (2021-2025) averaging 13 pedestrian fatalities. Although, it is encouraging that New Hampshire pedestrian fatalities are relatively low compared to other states, it is disappointing that we will be unable to meet our 2026 (2022-2026) target of 10.6. Even if New Hampshire experiences 0 pedestrian fatalities in 2026, the 2022-2026 baseline average will still only be 11.4 pedestrian fatalities not low enough to meet our 2026 (2022-2026 average baseline) 10.6 target.

In FFY 2025, the Office of Highway Safety implemented countermeasures to decrease pedestrian fatalities through pedestrian/bicycle enforcement efforts and increased pedestrian and bicycle messaging. The NH OHS substantially increased this messaging through the NH OHS contracted media vendor and the DOS PIO to ensure the motoring public and the pedestrian public are made aware of the importance of pedestrian safety. “Always Look Both Ways” was geofenced in NH locations identified as having high foot traffic. Media efforts through the NH OHS media vendor continued to run important pedestrian highway safety messaging in conjunction with pedestrian enforcement efforts to

provide the greatest impact to reduce pedestrian and bicycle crashes. Additionally, for FFY 2026, adjustments have been made by the NH OHS to proactively identify pedestrian safety 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 2026 and planned in FFY 2027 is the enhanced community outreach and betterment (COB) grant that will include law enforcement school resource officers with a specialized curriculum for educating parents of new drivers on crucial New Hampshire laws. This curriculum will delve into the specifics of regulations surrounding youth operators, the severe consequences of providing alcohol to minors, and the legal process involved when a youth operator receives a traffic citation. Furthermore, the program will emphasize the profound impact of parental emulation, addressing how parental driving behaviors and attitudes directly influence their children's driving habits and the potential negative consequences of modeling unsafe practices. By proactively informing parents, this initiative aims to foster a safer driving culture among young operators in New Hampshire, helping to reduce overall fatalities to include pedestrian-related fatalities. Also, continued educational outreach to communities and driver education schools will be conducted by NH State Police, all of which will help to increase awareness around pedestrian safety is included in the FFY 2026 AGA and planned for in FFY 2027 AGA. 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.

Also, being implemented in FFY 2026 and planned in FFY 2027 is the community outreach and betterment (COB) grants conducted by Non-Profit Organizations (NPO's) to include AAA Northern New England to increase educational outreach to communities. Highway safety presentations will be conducted in approximately 15 NH schools by the Injury Prevention Center (IPC) Youth Operator program and public participation and engagement events will be conducted by the NH OHS to provide the public with the information 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 2027 AGA.

2024 Pedestrian Fatalities: 12 (12 adults)

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

2025 Pedestrian Fatalities: 14 (13 adults and 1 child)

2025 Performance Target Value: 10.8 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 13 (2025 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.

2025 Performance Target

Projection – Bicyclist Fatalities: Decrease bicyclist fatalities from 2.0 (2020-2024) average to 1.8 (2021-2025) average.

- **The 2025 data from FARS for bicyclist fatalities is 3.**
- **Bicyclist Fatalities (2021-2025 baseline) average is 2.6.**

In 2025, New Hampshire **did not meet** the bicyclist fatalities (2021-2025) average target of 1.8. In 2025, there was a total of 3 bicycle fatalities resulting in a 2021-2025 average of 2.6 bicycle fatalities (an increase of 44% from the 2025 bicycle fatality target). The calculation was made using bicyclist fatality data from 2021 (2), 2022 (3), 2023 (1), 2024 (4) and 2025 (3) totaling 13 bicyclist fatalities divided by 5 -years (2021-2025) averaging 2.6 percent. Although, it is encouraging that New Hampshire bicyclist fatalities are relatively low compared to other states, it is disappointing that we will be unable to meet our 2026 (2022-2026) target of 1.6. Even if New Hampshire experiences 0 bicyclist fatalities in 2026, the 2022-2026 baseline average will still only be 2.2 bicycle fatalities not low enough to meet our 2026 (2022-2026 average baseline) 1.6 target.

In FFY 2025, the Office of Highway Safety implemented countermeasures to decrease pedestrian/bicycle fatalities through pedestrian/bicycle enforcement efforts and increased pedestrian and bicycle messaging. The NH OHS substantially increased this messaging through the NH OHS contracted media vendor and the DOS PIO to ensure the motoring public and the pedestrian/bicycle public is made aware of the importance of pedestrian/bicycle safety. “Always Look Both Ways” “Follow the Rules of The Road” was geofenced in NH locations identified as having high foot and bicycle traffic. Media efforts through the NH OHS media vendor continued to run important pedestrian/bicycle highway safety messaging in conjunction with pedestrian/bicycle enforcement efforts to provide the greatest impact to reduce pedestrian and bicycle crashes. Additionally, for FFY 2026, adjustments have been made by the NH OHS to proactively identify pedestrian/bicycle areas of concern and continue to actively work with partners to assist in reducing pedestrian/bicycle fatalities, as well as work closely with MPO’s throughout the state.

Also, being implemented in FFY 2026 and planned in FFY 2027 is the enhanced community outreach and betterment (COB) grant that will include law enforcement school resource officers with a specialized curriculum for educating parents of new drivers on crucial New Hampshire laws. This curriculum will delve into the specifics of regulations surrounding youth operators, the severe consequences of providing alcohol to minors, and the legal process involved when a youth operator receives a traffic citation. Furthermore, the program will emphasize the profound impact of parental emulation, addressing how parental driving behaviors and attitudes directly influence their children's driving habits and the potential negative consequences of modeling unsafe practices. By proactively informing parents, this initiative aims to foster a safer driving culture among young operators in New Hampshire, helping to reduce overall fatalities to include pedestrian/bicycle related fatalities. Also, continued educational outreach to communities and driver education schools will be conducted by NH State Police, all of which will help to increase awareness around pedestrian/bicycle safety is included in the FFY 2026 AGA and planned for in FFY 2027 AGA.

The NH OHS has worked with New Hampshire Police Standards and Training who continues to administer an online course for law enforcement to re-familiarize them with the states’ laws and rules related to pedestrians and bicyclists and motor vehicles. Also, the NH OHS continues to collaborate with the New Hampshire Bike Walk Alliance and 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.

Also, being implemented in FFY 2026 and planned in FFY 2027 is the community outreach and betterment (COB) grants conducted by Non-Profit Organizations (NPO's) to include AAA Northern New England to increase educational outreach to communities. Highway safety presentations will continue to be conducted in approximately 15 NH schools by the Injury Prevention Center (IPC) Youth Operator program. Also, public participation and engagement events will be conducted by the NH OHS to provide the public with the information 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 2027 AGA.

2024 FARS Documented Fatalities: 4 (adult)

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

2025 FARS Documented Fatalities: 3 (3 adults)

2025 Performance Target Value: 1.8 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 average): 2.6 (2025 target not 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).

2025 Performance Target

Projection – Seat Belt Use: To increase (annually) the seat belt use rate from 76% (2024) to 76.2% (2025).

In 2025, New Hampshire **met** our target to increase seat belt use annually. In 2024, the NH seat belt use rate was 78.2%. In 2025, the NH seat belt use rate increased 8% (from the 2025 annual 76.2% target) to 82.3%. This is also a 9% increase from the 2021, 75.5% seat belt use rate.

In FFY 2025, enforcement, education, outreach, and messaging countermeasures may have helped to increase the NH voluntary seat belt use percentage to 82.3% and the reduction in unrestrained fatalities in 2025 (33) that helped achieve the NH unrestrained baseline (2021-2025 average) target of 48.2 (met the target with 44.2 unrestrained fatalities). This is an accomplishment given the fact that NH does not have an adult seat belt law.

The overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts and provide seat belt use messaging during these initiatives continued through FFY 2025 and FFY 2026 and is planned for in FFY 2027. With an increase in our law enforcement participating (approximately 60 percent since 2022) in the NH OHS grant process, the NH OHS continues to conduct regular meetings with our partners to communicate important highway safety issues and to receive feedback of ideas that can make a difference to include increasing seat belt use. In FFY 2026 and during the development of the FFY 2027 AGA, the Office of Highway Safety will evaluate and implement countermeasures to increase seat belt use and decrease unrestrained traffic fatalities by continuing to fund enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border/High Crash Corridor Saturations, etc.).

In FFY 2025 and FFY 2026, enforcement, messaging, outreach, and education efforts continue to be working to improve behavior to increase seat belt use and reduce unrestrained fatalities. The OHS continues to conduct more regular meetings with our partners to help communicate on important highway safety issues and receive feedback from our partners with ideas that can make a difference. The NH OHS believes that highway safety messaging is very important in helping to change negative driving behavior and has a media vendor that has developed and provided highway safety messaging on all platforms (TV, social media, radio, etc.) to the motoring public of highway safety concerns to include seat belt use. Also, the Department of Safety PIO has been working closely with the NH OHS and our media vendor to ensure that highway safety messaging is the type of quality messaging that will be useful in helping promote seat belt use and other highway safety messaging to the public. The OHS will continue to work with the New Hampshire Buckle Up

coalition, the Traffic Safety Commission, the Raymond Youth Coalition, and other highway safety partners who are actively involved in promoting seat belt use to save lives.

Continued educational efforts (presentations for schools, messaging, community and betterment presentations, public participation and engagement presentations, etc.) will ensure the public is aware of the importance of wearing a seat belt, as well as capture data from enforcement, messaging, or educational efforts that may identify high-risk populations not wearing seats belts to proactively implement countermeasures. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety (CPS) technicians to properly install child seats in communities (and to help parents, caregivers, etc. learn how to properly install a child seat) to prevent the risk of child passenger injury or fatality in the event of vehicle collision. Lastly, the NH OHS continues 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.

Percent of Operator and Front Seat Outboard Passengers Buckled														
2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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%	82.3%

2024 Documented Seat Belt Use: 78.2% (annual)

2024 Performance Target Value: 76% (annual)

2025 Documented Seat Belt Use: 82.3% (annual)

2025 Performance Target Value: 76.2% (annual)

2025 State Data (annual): 82.3% (2025 target met)

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.

2025 Performance Target

Projection – Distracted Fatalities: To decrease distracted fatalities from 5.6 (2020-2024) average to 4.8 (2021-2025) average.

The 2025 data from FARS for Distracted Driving Fatalities is 2 (*2025 data not final)

- **The 2025 Distracted driving fatalities (2021-2025) average is 4.4**

In 2025, New Hampshire, currently, has **met** the distracted driving fatality five-year (2021-2025 average) target of 4.8 by having (2021-2025 average) 4.4 distracted driving fatalities. This five-year calculation was made using distracted fatality data from 2021 (4), 2022 (6), 2023 (5), 2024 (5) and 2025 (2) totaling 22 distracted fatalities divided by 5 -years (2021-2025) averaging 4.4 distracted driving fatalities. Although, NH continues to have very low distracted driving fatalities, there is a concern that these fatalities could increase as there continues to be many non-fatal crashes that occur each year that involve vehicles; driving off the road on a clear day for no apparent reason, hitting fixed objects on the side of the road, and crossing over the center line and hitting another vehicle, etc. Although distracted driving fatalities are relatively low currently, these numbers could increase in the future if enforcement, education, outreach and messaging does not significantly address this issue. That said, the NH OHS remains optimistic that the five-year (2022-2026 average) target of 4.6. can be achieved.

The Office of Highway Safety made countermeasure adjustments in FFY 2025 and will continue to make any adjustments necessary in FFY 2026 and in planning for FFY 2027 to reduce distracted driving related fatalities. In FFY 2025 and FFY 2026, there was a substantial increase in the creation and distribution of messaging compared to prior years using our contracted vendor and DOS PIO. This increase in messaging included NH

centered highway safety distracted driving messaging delivered on all media platforms (TV, radio, social media, etc.) that included the tagline “Think and Drive 603” with the NH Office of Highway Safety logo. Important highway safety distracted driving messaging (to include “Put the Phone Away or Pay”) was also run on media platforms in conjunction with high crash corridor enforcement efforts and the NHTSA distracted driving initiatives that involved NH State Police working in conjunction with local police departments and sheriff departments conducting patrols in areas of highway safety concern (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.). Important distracted messaging was also included during press releases/press conferences (pre and post initiative) that were picked up by local news stations to convey the distracted driving message to the motoring public to drive safely and not distracted.

In FFY 2025, highway safety partners AAA Northern New England and the New Hampshire Interscholastic Athletic Association (NHIAA) continued to provide important teen driver-related highway safety messaging to include distracted driving messaging on various platforms (PSA’s, electronic display boards, social media, banners, etc.). to improve driver behavior to reduce under 21 or younger fatalities. AAA aired motorcycle and distracted driving highway safety PSAs on TV, YouTube and social media that reached millions and NHIAA ran four PSAs on occupant protection, speeding (Slow Down Move Over), distracted driving (Don’t Drive Intoxicated), and impaired driving messaging at various events (Wrestling Meet of Champions and Girls Individual State Championships, Winter Spirit Cheerleading Championships, Ice Hockey Championships, Baseball Championships,) throughout the state that had over 11, 700 people (participating athletes, coaches, parents, family, friends, etc.) attending and viewing these important highway safety messages.

Also, implemented in FFY 2025, FFY 2026 and planned for FFY 2027 is the community outreach and betterment (COB) grants conducted by Non-Profit Organizations (NPO’s) to include AAA Northern New England to increase highway safety educational outreach to communities to include discussion on the issue of distracted driving. Also, being planned for implementation in FFY 2026 and planned in FFY 2027 is the enhanced community outreach and betterment (COB) grant that will include law enforcement school resource officers with a specialized curriculum for educating parents of new drivers on crucial New Hampshire laws to include distracted driving. This curriculum will delve into the specifics of regulations surrounding youth operators, the severe consequences to include the issue of driving distracted, and the legal process involved when a youth operator receives a traffic citation. Furthermore, the program will emphasize the profound impact of parental emulation, addressing how parental driving behaviors and attitudes directly influence their

children's driving habits and the potential negative consequences of modeling unsafe practices like distracted driving. By proactively informing parents, this initiative aims to foster a safer driving culture among young operators in New Hampshire, helping to reduce overall fatalities to include distracted driving fatalities. Also, continued educational outreach to communities and driver education schools continues to be conducted by NH State Police, all of which will help to increase awareness around highway safety issues to include distracted driving implemented in FFY 2025, FFY 2026 and planned for in the FFY 2027 AGA.

In FFY 2026 and planned for FFY 2027, funding will also be provided to fire departments to train first responders to respond appropriately to a crash to be able to quickly assess a crash and effectively remove the victim in a safe, timely manner to receive medical attention. The EMS project will also allow for funding to be used to conduct important “mock crash” or other similar presentations to communities to improve driver behavior to include not driving distracted and to bring to light the consequences of not driving safely. Lastly, funding will be provided to fire departments to purchase extrication equipment 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. These above-mentioned EMS projects will be beneficial in helping to minimize distracted driving related fatalities through training, outreach and equipment to minimize these cases.

In FFY 2025, FFY 2026 and planned for in FFY 2027, the NH OHS will continue to work with The Dartmouth Hitchcock Memorial Hospital - Injury Prevention Center (Youth Operator program) who will continue to conduct highway safety presentations in approximately 15 NH schools. The NH OHS will also continue to work with the Derry Community Alliance for Teen Safety (CATS program) to increase outreach and education for young drivers to change driving behavior to include not driving distracted to reduce young driver related crashes and fatalities.

In FFY 2026 and planned for FFY 2027, the NH OHS will continue to work with the public, NH business and organizations and will conduct Public participation and engagement events to provide the information necessary to reduce distracted driving crashes and the potential resulting injuries and fatalities.

Distracted Driving Fatalities								
2017	2018	2019	2020	2021	2022	2023	2024	2025
7	5	6	7	4	6	5	5	*2

2024 FARS Documented Fatalities: 5

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

2025 FARS Documented Fatalities: 2 (*2025 data not final)

2025 Performance Target Value: 4.8 (projected 2021-2025 baseline average)

2025 State Data (2021-2025 Average): 4.4 target met (*2025 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 2026 and FFY 2027 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 anticipates that the OHS will be able to react more effectively to deploy resources to prevent crashes that are occurring on NH roads as crash reports and related traffic records informational systems become fully implemented.

A-5 TRAFFIC RECORDS E-TICKET ADVANCEMENT

2024 – 2026 Triennial Projection

Projection – TR E-Ticket Advancement: Increase local law enforcement agencies reporting crash and enforcement data (annually) from **134** (2023) to **150** (2026).

2025 Performance Target

Projection – TR E-Ticket Advancement: Increase local law enforcement agencies reporting crash and enforcement data (annually) from **140** (2024) to **145** (2025).

- **2025 target met:** Annual target of 145 law enforcement agencies submitting crash reports electronically to VISION **was met** in 2025 with **168** agencies submitting electronically).
- Primary performance attribute: **Integration**
- Core traffic records data system to be impacted: **Crash**

The New Hampshire State Police utilizes an E-Ticket/E-Crash electronic reporting system. This system is MMUCC V compliant and captures all the crash related fields needed to assist in data collection and countermeasure development.

Currently, 80% of New Hampshire local law enforcement agencies are submitting MMUCC V compliant crash reports to the DMV VISION system. However, there are still some local law enforcement agencies that are still mailing the outdated crash report (DSMV 159) to the NH DMV that is then manually entered by DMV staff. This outdated crash report (DSMV 159) is not MMUCC compliant and therefore skews crash data being reported to the VISION database (MMUCC V compliant) at the NH DMV.

The NH Department of Safety and Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to increase enforcement agencies reporting MMUCC V compliant crash data to the DMV. The following shows the continued increase of law enforcement agencies submitting crash reports electronically since April 1, 2019;

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;
From April 1, 2023 to March 31, 2024 [152] local law enforcement agencies were reporting.

In 2025, the NH OHS projected that 145 local law enforcement agencies (over 69% of law enforcement) will begin reporting crash data electronically in 2025. In 2025, this target was easily met and was achieved in 2024. There are now 168 local law enforcement agencies submitting MMUCC V crash reports electronically to the NH DMV VISION system (80% of local agencies are submitting crash reports electronically).

Core Outcome Measures	2021 - 2025				
	2021	2022	2023	2024	2025
Fatal Motor Vehicle Crashes	106	137	119	120	130
Operator Fatalities	63	75	54	62	73
Traffic Fatalities (C-1)	104	146	127	133	139
Fatalities Per 100 Million VMT (C-3)	0.898	1.110	.962	.959	*Data not final
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)	53	56	39	38	33
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)	45	52	36	34	*19
% of Alcohol-Impaired Driving Fatalities	38%	36%	28%	26%	*14%
OHRV Operator Fatalities	0	2	1	0	3
Total Crashes Reported	28,092	33,123	27,997	30,782	*Data not final
NH Licensed Drivers	1,174,826	1,179,058	1,123,009	*1,479,156	*Data not final
NH Registered Motorcycles	85,026	87,365	86,105	88,453	*Data not final
Population	1,387,677	1,396,678	1,402,199	1,409,032	*Data not final
Speeding-Related Fatalities (C-6)	40	53	30	51	*46
Motorcyclist Fatalities (C-7)	26	32	40	33	30
Unhelmeted Motorcycle Fatalities (C-8)	19	22	31	18	16
Drivers Involved in Fatal Crashes aged Under 21 (C-9)	9	9	8	10	10
Pedestrian Fatalities (C-10)	9	18	15	12	13
Bicyclist and Other Cyclist Fatalities**** (C-11)	2	2	1	4	3
Observed Seat Belt Use*** (B-1)	75.5	75.7	77.9	78.2	82.3
Grant Funded Seat Belt Citations	52	50	54	41	30
Grant Funded Impaired Driving Arrests	180	158	195	213	173
Grant Funded Speed Citations	8,185	5,791	5,679	6,562	9,123

Statewide Law Enforcement Activity 2024 *2025 data unavailable at this time	
Seat Belt Summons	105
DWI Administrative License Suspension	4,179
Speed Summons	36,320

2025 Public Participation and Engagement Summary

The New Hampshire Office of Highway Safety (NHOHS) fully executed its 2025 Public Participation and Engagement (PP&E) Plan in compliance with 23 CFR § 1300.35, which requires a narrative description of public engagement efforts and their influence on countermeasure strategies. These initiatives emphasize inclusive outreach to data-identified high-risk populations, such as young and older drivers, while fostering partnerships, amplifying educational messaging, and advancing data infrastructure. Stakeholder input played a pivotal role in shaping evidence-based programming, directly informing adjustments to countermeasure strategies in the FFY 2026 Annual Grant Agreement (AGA) to prioritize impaired driving, distracted driving, speeding, and vulnerable road user safety.

1. Roundtable Sessions

NHOHS hosted two targeted in-person roundtable discussions to solicit direct feedback from representatives of high-risk demographic groups:

- A session at New Hampshire Job Corps Center engaged young drivers and educators, focusing on challenges like distracted driving and peer influence.
- A session with the New Hampshire chapter of AARP addressed older driver concerns, including age-related impairments and safe mobility options.

These facilitated dialogues yielded actionable insights—such as enhanced emphasis on hands-free device education for youth and outreach to older drivers—that were integrated into FFY 2026 planning to refine targeted interventions. Additionally, our anonymous OHS Highway Safety Survey was taken by participants and used to solicit their opinions on highway safety issues as well as the performance of our office.

2. Community-Specific Initiatives

To extend educational reach, NHOHS staff designed and delivered specialized field presentations:

- One dedicated to young drivers, highlighting risks of speeding and impairment.
- One tailored for older drivers, covering medication effects and adaptive driving techniques.
- A collaborative presentation with New Hampshire Department of Transportation (NHDOT) staff for the business community, promoting fleet driver awareness.

These direct engagements reached diverse audiences, reinforcing behavioral change through interactive, evidence-based content.

3. Improved Communication Channels

NHOHS amplified public awareness through multifaceted messaging:

- Expanded Public Service Announcements (PSAs) on social media platforms, including Instagram, Facebook, X, REELS, Google Banners and YouTube, to engage younger demographics with dynamic, shareable content on key highway safety related risks.
- Increased deployment of targeted messages on statewide highway electronic sign boards, focusing on impaired driving (DUI), distracted driving, and speeding to influence real-time driver behavior.

These strategies enhanced message visibility and reach, contributing to broader public education on preventable crash factors.

4. Stakeholder Partnerships

NHOHS deepened interagency and community collaborations to support holistic safety improvements:

- Strengthened ongoing ties with NHDOT, New Hampshire Department of Health and Human Services (DHHS) Injury Prevention Program, Regional Planning Commissions, and Municipal Planning Organizations.
- Achieved formal membership in the NHDOT Complete Streets Advisory Working Group, contributing to policies that integrate safe accommodations for all road users, including pedestrians and bicyclists.

- Forged new alliances with the DHHS Bureau of Elderly and Adult Services and Impaired Driving Program to address vulnerable populations and enforcement gaps.

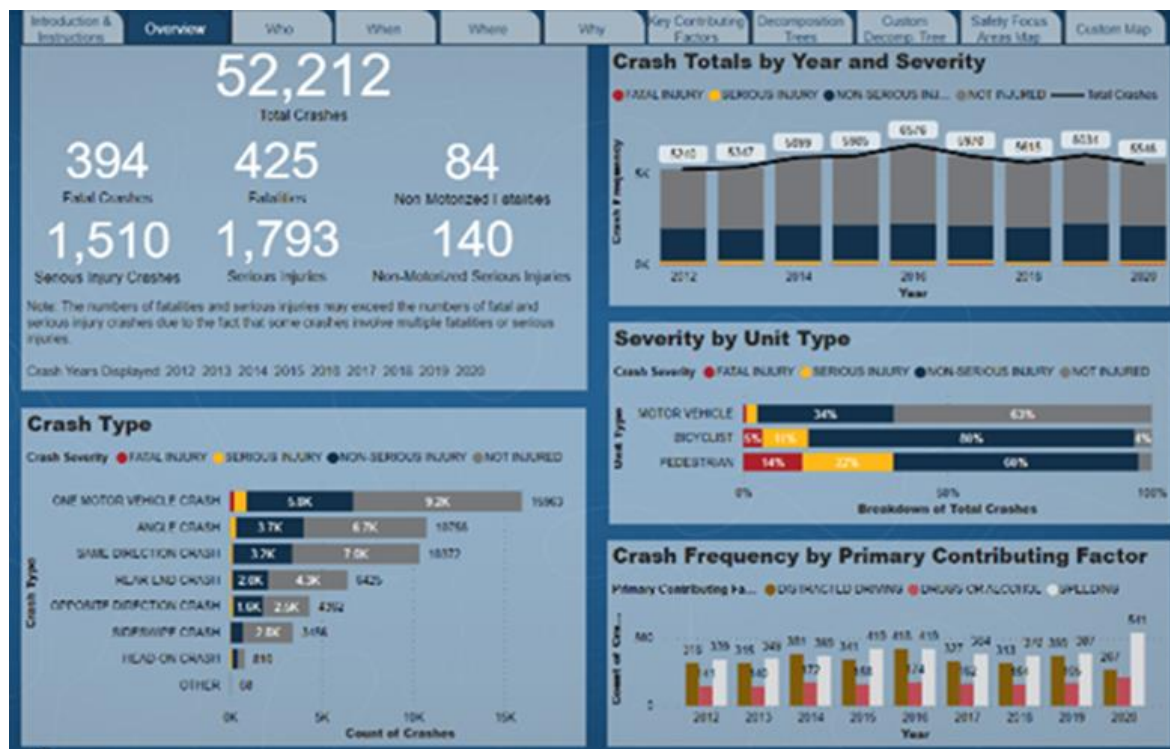
These partnerships enabled coordinated resource sharing and aligned efforts with statewide initiatives, such as the Strategic Highway Safety Plan.

5. Innovative Tools and Strategies

Investments in data infrastructure underscored NHOHS's commitment to equity and precision in safety planning:

- In partnership with NHDOT, funded development of an integrated crash data system comprising a data warehouse, advanced analysis platform, and electronic entry portal for local law enforcement. At 60% completion as of this report, full operational status is anticipated by FFY 2027.
 - The mapping system incorporates census tract overlays to pinpoint disproportionately impacted areas of the state, facilitating targeted resource allocation.
 - The entry portal promotes MMUCC VI electronic submission compliance among law enforcement, with planned public facing portal access to enable electronic civilian crash report submission.
- Supported upgrades to the New Hampshire Division of Motor Vehicles (DMV) Crash Records Management System (CRMS) to conform with Model Minimum Uniform Crash Criteria (MMUCC) Version VI standards, improving data consistency, interoperability, and enhanced trend analysis. Completion targeted for FFY 2027.

These advancements will enable more timely, accurate identification of crash hotspots and high-risk areas, directly supporting data-driven countermeasure development.



6. Community Outreach & Betterment Grants

Through the Community Outreach & Betterment Grant program, NHOHS awarded funding to 13 local law enforcement agencies and 2 non-profit organizations. Grantees conducted localized educational outreach to younger and older drivers as revealed by NH crash data using NHOHS-provided PowerPoint resources, delivering highway safety presentations to high-risk groups and extending the agency's highway safety message into communities statewide.

Comprehensive 2025 PP&E activities exemplify NHOHS's proactive, inclusive approach to highway safety. By prioritizing meaningful engagement with affected communities and leveraging feedback to refine strategies, these efforts advance New Hampshire's goal of reducing traffic crashes, injuries, and fatalities while promoting safer roadways for all users.

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, it is 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 were 5 confirmed fatalities caused by distracted/inattention and in 2025 there were 2 (2025 data not confirmed or complete at this time).

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 to not to drive distracted.



The NHOHS continued in FFY 2025, to diligently provide messaging to the public on distracted driving and provided funding for distracted driving enforcement efforts conducted (OHS distracted driving patrols and mobilizations, etc.) by state, local, and county law enforcement agencies. Personnel shortages continue to have a minimal effect on law enforcement's ability to conduct patrols. In 2024, 10% of NH law enforcement agencies experienced a personnel shortage and in 2025, 9.4% of law enforcement agencies experienced a personnel shortage.

In FFY 2025, many of our law enforcement partners continued to stop thousands of vehicles and issue thousands of warnings and citations when conducting distracted driving enforcement patrols (see 25-04-04 distracted driving enforcement project results below). 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 qualified for 405e (distracted driving) funds in 2024, 2025 and 2026 to allow the NHOHS the ability to address distracted driving issues through additional funds and project implementation (enforcement, education, outreach, messaging, etc.). Although NH law enforcement is actively involved in conducting distracted driving enforcement efforts, it is important to understand that it may be difficult at times for law enforcement to 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. In FFY 2025, 895 grant funded distracted driving citations were issued down from FFY 2024, 1,156 grant funded distracted driving citations that were issued (a decrease of 22.6%).

In FFY 2025, New Hampshire **met** the Distraction Driving fatality target of 4.8 (2021-2025) average by decreasing distracted driving fatalities in FFY 2025 (2). However, there still looms the potential that there may be fatality cases pending investigation that could determine distracted driving as being the causation. Regardless, if that number increases or not, the NHOHS will continue supporting all of its goals surrounding the reduction of distracted driving on our roadways. We believe the continued use of enforcement, messaging, education, and outreach efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2026 and the 2027 AGA.

Distracted Driving Fatalities
2025 Target: 4.8

2019	2020	2021	2022	2023	2024	2025
5	7	4	6	5	5	2

The Office of Highway Safety selected the following projects below to fund in FFY 2025 to reduce fatalities and serious injuries due to distracted driving in NH.

DISTRACTED DRIVING PAID MEDIA

25-04-03

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, EVR Advertising, 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 at the state or local level 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 *Put the Phone Away or Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, EVR Advertising, 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, 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. 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 distracted driving related crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public of the dangers involved with driving distracted. 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.

In FFY 2025, 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 given the trending fatalities occurring on NH roads.

In FFY 2025, the NH OHS supported funding a contract with EVR advertising, AAA Northern New England, and New Hampshire Interscholastic Athletic Association. 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 help provide messaging during NH OHS or NHTSA campaign initiatives (i.e. during NHTSA's "U TEXT, U DRIVE, U PAY", "PUT THE PHONE AWAY OR 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

25-04-03

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 2025, funds were allocated to support AAA Northern New England who executed developing a heartfelt, emotional, home grown, PSA with a focus on young drivers driving distracted titled "Distracted Driving Can Destroy Everything" & "Speak Up Lives Depend on It" "DON'T DRIVE INTOXICATED DON'T DRIVE INTEXTICATED." These high-quality distracted driving PSAs will be shown on television (WMUR), social media and at sporting events (UNH, SNHU, NHIAA, etc.). The NH OHS will use this PSA often in 2026 and 2027 to address the 2024 and 2025 trending increase of young driver fatalities occurring on NH roads that may have involved distracted driving.

Funding Source: 405e Funds Obligated: \$80,000.00 Funds Expended: \$72,815.36

EVR Advertising

25-04-03

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, EVR Advertising, 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 at the state or local level 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 *Put the Phone Away or Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, EVR Advertising, 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, 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 2025, funds were allocated to support EVR Advertising who executed home grown messaging to include "Heads up New Hampshire" "Put your Phone Down Don't Drive Distracted". This distracted driving messaging was messaged to the public on radio, streaming audio, Instagram, SnapChat, Youtube, OTT, etc. The NH OHS will use this developed messaging often in 2026 and 2027 to address the 2024 and 2025 trending increase of young driver fatalities occurring on NH roads that may involve distracted driving.

Funding Source: 405e Funds Obligated: \$61,500.00 Funds Expended: \$61,466.29

New Hampshire Interscholastic Athletic Association (NHIAA)

25-04-03

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, EVR Advertising, 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 at the state or local level 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 *Put the Phone Away or Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, EVR Advertising, 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, 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 2025, funds were allocated to support NHIAA who executed messaging the public (athletes, coaches, parents, friends, and the public) during NH sporting events using AAA Northern New England heartfelt, emotional, home grown, PSA's with a focus on distracted driving titled "Distracted Driving Can Destroy Everything" & "Speak Up Lives Depend on It"

“DON’T DRIVE INTOXICATED DON’T DRIVE INTEXTICATED.” These high-quality distracted driving PSAs were shown by NHIAA during the Wrestling Meet of Champions, Girls Individual State Championships, and the Winter Spirit (Cheerleading) event at Pinkerton Academy in Derry, NH, the Ice Hockey Championships at SNHU Arena in Manchester, NH, and the Baseball Championships at Delta Dental Stadium in Manchester, NH. These PSA’s were played at these events on jumbo videoboards after the PA announcer asked the crowd to turn their attention to the message to be played. These PSAs were also posted on both Instagram and X. The NH OHS will use this PSA often in 2026 and 2027 to address the 2024 and 2025 trending increase of young driver fatalities occurring on NH roads that may have involve distracted driving.

2025 DISTRACTED DRIVING ENFORCEMENT

25-04-04

Planned Activity Description:

Funds are requested to provide overtime enforcement (from 405e) to NHSP (Troops A, B, C, D, E, F, G and the special enforcement unit) to conduct patrols on 16, 93, 95, 293, 89, 101, 125, 3,

111, 9, 202, 28, etc., and local law enforcement agencies (funds from 402) to enforce distracted driving laws on roads throughout NH. Distracted driving enforcement will be conducted year- round. Specific times and locations will be based on local crash and violation data (improvements in entering data and an increase in law enforcement agencies submitting electronic MMUCC compliant crash reports and tickets should make this data more robust). Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize distracted driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address distracted driving/inattention violations committed by the motoring public on roads traversing throughout New Hampshire to include high crash corridors. 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 2025, the NHOHS provided grant funding to the State Police and 69 local law enforcement agencies who conducted 2,963.86 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 1,112 hours to this enforcement effort, which resulted in 2,513 vehicles being stopped with 1,287 total warnings (299 of these total warnings were for distracted driving, mobile electronic device), 1,506 total summonses issued (727 of these total summonses were for distracted driving, mobile electronic device, and move over violations), and 54 arrests.
- Local Police dedicated 1,851.86 hours to this enforcement effort, which resulted in 4,096 vehicles being stopped with 3,753 warnings (725 of these total warnings were for distracted driving, mobile electronic device, and move over violations), 527 summonses issued (168 of these total summonses were for distracted driving, mobile electronic device, and move over violations), and 56 arrests.

2025 Distracted Driving Enforcement Patrols		
Grantee	Obligated	Spent
ALTON	\$1,600.00	\$458.93
AMHERST	\$1,600.00	\$1,600.00
ANTRIM	\$1,600.00	\$862.32
AUBURN	\$1,600.00	\$1,303.10
BARRINGTON	\$1,600.00	\$-
BEDFORD	\$1,600.00	\$426.25
BELKNAP COUNTY SO	\$2,000.00	\$1,936.71
BELMONT	\$3,600.00	\$2,975.33
BERLIN	\$3,200.00	\$1,498.96
BOW	\$1,600.00	\$1,280.49
BRADFORD	\$1,600.00	\$1,582.65
BRENTWOOD	\$1,600.00	\$-
CAMPTON	\$1,600.00	\$1,472.49
CANAAN	\$3,000.00	\$1,001.96
CANTERBURY	\$1,600.00	\$-
CARROLL COUNTY SO	\$1,600.00	\$1,600.00
CHESTER	\$1,600.00	\$219.64

CHICHESTER	\$1,600.00	\$-
CLAREMONT	\$1,600.00	\$883.74
COLEBROOK	\$1,600.00	\$-
CONCORD	\$4,500.00	\$-
COOS COUNT SO	\$1,500.00	\$863.22
CORNISH	\$1,600.00	\$-
DERRY	\$4,000.00	\$1,547.33
DOVER	\$1,600.00	\$1,600.00
EPPING	\$1,600.00	\$1,600.00
EPSOM	\$1,600.00	\$952.94
EXETER	\$1,600.00	\$915.50
FREMONT	\$1,600.00	\$-
GILFORD	\$1,200.00	\$1,133.00
GILMANTON	\$1,600.00	\$1,578.23
GORHAM	\$5,000.00	\$350.49
GREENLAND	\$1,600.00	\$573.40
HAMPSTEAD	\$1,600.00	\$1,481.07
HAMPTON FALLS	\$3,000.00	\$461.11
HANCOCK	\$1,000.00	\$-
HANOVER	\$2,500.00	\$1,120.90
HAVERHILL	\$1,600.00	\$378.98
HILLSBOROUGH CO SO	\$1,600.00	\$-
HILLSBORO	\$2,000.00	\$1,524.73
HOLDERNESS	\$1,600.00	\$805.99
HOPKINTON	\$2,600.00	\$178.47
HUDSON	\$1,600.00	\$240.59
JAFFREY	\$1,600.00	\$1,600.00
KEENE	\$2,000.00	\$1,214.34
KENSINGTON	\$3,500.00	\$3,500.00
KINGSTON	\$1,600.00	\$-
LACONIA	\$2,800.00	\$2,800.00
LEBANON	\$1,600.00	\$1,273.89
LEE	\$1,000.00	\$637.50
LINCOLN	\$3,600.00	\$1,448.46
LITTLETON	\$1,600.00	\$-
LONDONDERRY	\$3,000.00	\$1,420.89
LOUDON	\$1,600.00	\$770.36
MANCHESTER	\$8,900.00	\$8,643.47
MEREDITH	\$1,200.00	\$481.89
MERRIMACK	\$2,600.00	\$2,600.00

MILFORD	\$3,900.00	\$2,627.92
MILTON	\$1,600.00	\$740.91
NASHUA	\$12,000.00	\$11,621.94
NEW HAMPTON	\$1,600.00	\$267.85
NEWBURY	\$1,600.00	\$-
NEWFIELDS	\$1,600.00	\$1,551.65
NEWINGTON	\$1,600.00	\$-
NEWMARKET	\$1,600.00	\$1,573.04
NEWPORT	\$1,800.00	\$1,006.74
NORTHFIELD	\$1,600.00	\$-
NORTHUMBERLAND	\$3,000.00	\$-
OSSIPEE	\$4,000.00	\$-
PELHAM	\$2,500.00	\$2,500.00
PETERBOROUGH	\$1,600.00	\$-
PITTSFIELD	\$1,600.00	\$-
PLAISTOW	\$1,600.00	\$1,600.00
PLYMOUTH	\$1,600.00	\$-
PORTSMOUTH	\$4,000.00	\$2,557.66
RAYMOND	\$1,600.00	\$1,513.52
ROCHESTER	\$1,600.00	\$1,061.38
ROCKINGHAM COUNTY SO	\$2,000.00	\$1,915.33
RYE	\$1,600.00	\$-
SALEM	\$1,800.00	\$1,529.84
SANBORNTON	\$1,600.00	\$-
SANDOWN	\$1,600.00	\$-
SANDWICH	\$1,600.00	\$-
SEABROOK	\$1,600.00	\$-
SOMERSWORTH	\$1,600.00	\$545.53
STRATHAM	\$1,600.00	\$1,600.00
SULLIVAN COUNTY SO	\$2,000.00	\$1,921.17
SUNAPEE	\$1,600.00	\$265.51
SWANZEY	\$1,600.00	\$129.92
TILTON	\$1,600.00	\$1,600.00
WAKEFIELD	\$1,600.00	\$1,600.00
WALPOLE	\$1,600.00	\$410.66
WEARE	\$1,800.00	\$285.74
WINCHESTER	\$1,600.00	\$-
WOLFEBORO	\$1,600.00	\$-
NHSP	\$150,000.00	\$117,055.74
Total	\$354,100.00	\$220,281.37

Funding Source: 402 Funds Obligated: \$204,100.00 Funds Expended: \$103,225.63

Funding Source: 402 or 405e Flex Funds Obligated: \$150,000.00 Funds Expended: \$117,055.74

**2025 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION
(DISTRACTED DRIVING MOBILIZATIONS)**

25-04-11

Planned Activity Description

Overtime enforcement patrols conducted by State (Troops A, B, C, D, E, F, G and the special enforcement unit) & Local Police 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 (95, 16, 89, 93, 293, 101, 125, 4, 3, 28, 11, 202, 9, 111, etc.). These patrols will be conducted along high crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize distracted driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address distracted driving/inattention 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 2025, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaign. These overtime enforcement patrols were conducted during commuting hours and in locations that have been identified as having a high crash risk.

In FFY 2025, the NHOHS provided grant funding to the State Police and 70 local law enforcement agencies who conducted 569.5 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 52 hours to this enforcement effort, which resulted in 123 vehicles being stopped with 56 total warnings (18 of these total warnings were for distracted driving and mobile electronic device violations), 85 total summonses issued (59 of these total summonses were for mobile electronic device and move over violations), and 3 arrests.
- Local Police dedicated 517.5 hours to this enforcement effort, which resulted in 1,513 vehicles being stopped with 1,425 warnings (285 of these total warnings were for distracted driving, mobile electronic device and move over violations) and 246 summonses issued (98 of these total summonses were for distracted driving, mobile electronic device and move over violations), and 16 arrests.

2025 Put the Phone Away Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
ALSTEAD	\$850.00	\$801.45
ALTON	\$850.00	\$603.87
AMHERST	\$850.00	\$534.34
ANTRIM	\$850.00	\$711.75
AUBURN	\$850.00	\$215.22
BARRINGTON	\$850.00	\$175.96
BEDFORD	\$850.00	\$372.13
BELKNAP CO SO	\$850.00	\$850.00
BELMONT	\$850.00	\$702.09
BERLIN	\$850.00	\$801.62
BOSCAWEN	\$850.00	\$179.74
BOW	\$850.00	\$-
BRADFORD	\$850.00	\$373.61
BRENTWOOD	\$850.00	\$-
BRISTOL	\$850.00	\$285.05
CAMPTON	\$850.00	\$-
CANAAN	\$850.00	\$850.00
CANTERBURY	\$850.00	\$-
CARROLL CO SO	\$850.00	\$-
CHESTER	\$850.00	\$219.64
CHICHESTER	\$850.00	\$-
CLAREMONT	\$850.00	\$500.34

COLEBROOK	\$850.00	\$-
CONCORD	\$850.00	\$-
CORNISH	\$850.00	\$-
DERRY	\$850.00	\$721.94
DOVER	\$850.00	\$849.96
DUBLIN	\$850.00	\$816.05
DUNBARTON	\$850.00	\$826.16
EAST KINGSTON	\$850.00	\$758.22
ENFIELD	\$850.00	\$787.95
EPPING	\$850.00	\$850.00
EPSOM	\$850.00	\$434.84
EXETER	\$850.00	\$356.40
FREMONT	\$850.00	\$-
GILFORD	\$850.00	\$247.80
GILMANTON	\$850.00	\$662.91
GORHAM	\$850.00	\$-
GREENLAND	\$850.00	\$235.41
HAMPSTEAD	\$850.00	\$850.00
HANCOCK	\$850.00	\$-
HANOVER	\$850.00	\$-
HAVERHILL	\$850.00	\$-
HILLSBOROUGH CO SO	\$850.00	\$373.37
HILLSBORO	\$850.00	\$804.72
HOLDERNESS	\$850.00	\$-
HOLLIS	\$850.00	\$731.08
HOPKINTON	\$850.00	\$850.00
HUDSON	\$850.00	\$684.63
JAFFREY	\$850.00	\$780.76
KEENE	\$850.00	\$850.00
KENSINGTON	\$850.00	\$-
KINGSTON	\$850.00	\$-
LACONIA	\$850.00	\$837.96
LANCASTER	\$850.00	\$-
LEBANON	\$850.00	\$569.56
LEE	\$850.00	\$-
LINCOLN	\$850.00	\$253.57
LISBON	\$850.00	\$-
LITTLETON	\$850.00	\$-
LONDONDERRY	\$850.00	\$-
LOUDON	\$850.00	\$770.36

LYNDEBOROUGH	\$850.00	\$-
MADISON	\$850.00	\$-
MANCHESTER	\$850.00	\$850.00
MARLBOROUGH	\$850.00	\$846.14
MEREDITH	\$850.00	\$254.68
MERRIMACK	\$850.00	\$712.40
MILFORD	\$850.00	\$339.59
MILTON	\$850.00	\$-
MONT VERNON	\$850.00	\$-
NASHUA	\$850.00	\$850.00
NEWBURY	\$850.00	\$850.00
NEWFIELDS	\$850.00	\$785.78
NEWINGTON	\$850.00	\$554.45
NEWMARKET	\$850.00	\$816.08
NEWPORT	\$850.00	\$-
NORTHUMBERLAND	\$850.00	\$-
ORFORD	\$850.00	\$850.00
OSSIPEE	\$850.00	\$-
PELHAM	\$850.00	\$797.88
PETERBOROUGH	\$850.00	\$307.72
PIERMONT	\$850.00	\$793.85
PITTSFIELD	\$850.00	\$-
PLAISTOW	\$850.00	\$850.00
PORTSMOUTH	\$850.00	\$850.00
RAYMOND	\$850.00	\$-
ROCHESTER	\$850.00	\$624.72
ROCKINGHAM COUNTY SO	\$850.00	\$730.76
RUMNEY	\$850.00	\$-
RYE	\$850.00	\$613.26
SALEM	\$850.00	\$850.00
SANBORNTON	\$850.00	\$-
SANDOWN	\$850.00	\$741.38
SEABROOK	\$850.00	\$291.34
SOMERSWORTH	\$850.00	\$-
STRATHAM	\$850.00	\$640.31
SULLIVAN COUNTY SO	\$850.00	\$607.07
SUNAPEE	\$850.00	\$531.02
SWANZEY	\$850.00	\$-
THORNTON	\$850.00	\$850.00
TILTON	\$850.00	\$775.52

WAKEFIELD	\$850.00	\$-
WALPOLE	\$850.00	\$184.56
WARREN	\$850.00	\$-
WEARE	\$850.00	\$299.39
WHITEFIELD	\$850.00	\$-
WINCHESTER	\$850.00	\$-
WOLFEBORO	\$850.00	\$-
NHSP	\$5,000.00	\$5,000.00
Total	\$97,650.00	\$48,128.36

Funding Source: 402 Funds Obligated: \$92,650.00 Funds Expended: \$43,128.36

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

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2025 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 2025, impaired driving continues to be a major concern. Funding expended by NH law enforcement agencies to conduct impaired driving enforcement patrols, purchase equipment and attend training increased (18% more funding expended by law enforcement) by law enforcement agencies from 2024. However, in 2025, the number of NH law enforcement agencies that participated in conducting grant funded DUI patrols decreased more than 18 percent and DUI activity (warnings, summonses, and arrests) decreased 7 percent from 2024.

A contributing factor that should be considered as we work to reduce the trending increase in impairment-related fatalities is New Hampshire's overall high alcohol per capita consumption compared to other states. Drivers operating a vehicle under the influence of alcohol and/or drugs continues to be a concern and contributing factor to many crashes and fatalities occurring on NH roads each year. In New Hampshire, drug-related overdose deaths fell 34% from 2023 to 2024, however, the New Hampshire's drug epidemic continues to be an area of concern as the drug fentanyl and other drugs continue to contribute to overdose deaths. From January 2024 to March 2025, 78 NH towns had between 1 to 5 overdose deaths, 4 NH towns (Dover, Portsmouth, Keene and Laconia) had 6 to 10 overdose deaths, 2 NH towns (Concord and Rochester) had between 11-25 overdose deaths, Nashua had 26 overdose deaths, and Manchester had the most overdose deaths with 65. This is

alarming, when you consider that there may be individuals driving at any time on NH roads under the influence of alcohol and or drugs risking their life and the lives of others.

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 2025 alcohol impaired driving fatality average (2021-2025) target of 36.8. Although, 2023 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 2024 (* Not confirmed, 34 alcohol .08 and above fatalities reported) and in 2025 (*Not confirmed, currently, 19 alcohol .08 and above fatalities reported). Overall alcohol .08 fatalities have decreased 31% from 2022 to 2023. If in 2024, no more than 27 alcohol .08 fatalities are recorded and in 2025 no more than 24 alcohol .08 fatalities are recorded and calculated into the (2021-2025) average, the target of 36.80 would be achieved. Currently, alcohol/drug impaired driving fatality cases are still pending toxicology and investigation results from 2024 and 2025.

In 2025, DUI enforcement efforts conducted by NH state and local police resulted in 516 total arrests, 189 of these arrests were impaired driving arrests.

Providing the public with important impaired driving media messaging through all avenues (TV, print, audio, video, social media, etc.) to address impaired driving throughout the year continues to be a very important countermeasure. The NHOHS conducted media messaging efforts in conjunction with enforcement efforts. 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 (2021-2025) 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 (DUI patrols, saturations and mobilizations) will remain very important and a part of our countermeasures and planned activities in both the FFY 2026 and 2027 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 2025 projects below to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

IMPAIRED DRIVING TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) & INVESTIGATIVE PARALEGAL - DEPARTMENT OF JUSTICE

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)& Investigative Paralegal. The purpose of a TSRP& investigative Paralegal is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, analyze and maintain all DUI reduction letters submitted statewide, 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 \$264,699.00 current expenses (to include training and educational materials, printing/binding costs, telephone, equipment rental, cell phone, Rent and DIOT transfers, etc.) at \$17,180.00, travel expenses (to include in-State/out- of-State travel, etc.) at \$6,600.00 and indirect cost at \$14,423.95 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 2025 to remove impaired drivers from New Hampshire roads. 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 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 2025, the NH Department of Justice Traffic Safety Resource Prosecutor (TSRP) achieved the following:

Law Enforcement Training:

- Law enforcement officers from across the state were able to attend in-person and via TEAMS Traffic Safety Thursdays, a 5 session training series. Each Session educated officers on proper investigation procedures and relevant laws/ caselaw. Sessions were 90 minutes – 3 hours long. Chiefs, officers, and Troopers attended and provided positive feedback. Officers appreciated that NH State Troopers with hands on experience helped present.
- Trainer at the NH State Police Standards & Trainings Winter 2025 DRE school. Provided input and explained legal issues related to the DRE process and common legal challenges in court. Taught Session 28, which addresses preparing for court (CV preparation, Daubert standard, direct examination, potential defense challenges, etc.). Conducted mock cross-examination on each DRE student based on a fact pattern in the NHTSA DRE 7 Day School Participant Manual.
- Instructor for mock trials at the NH Police Academy. Conducted mock trial experience for ALS hearings, suppressions hearings, and DWI criminal cases. Provided constructive criticism of police reports prepared by cadets.
- Hosted a regional training at Peterborough PD that maximized the ability of officers from small police departments to attend. Training included a curated 3-hour presentation and open discussions covering collision investigations, blood draws, warrant practices, charging options, ALS hearings, and hands-free laws issues in Merrimack County.

Prosecutorial & Judicial Training:

- Hosted Traffic Safety Thursdays training series for county attorney offices, circuit court prosecutors, and prosecuting officers. Prosecutors were able to earn CLE credits while learning about motor vehicle related criminal offenses and investigations. Each presentation and accompanying material were created from scratch based on legal research in response to commonly asked questions and topics. PDFs of each presentation and recordings of select sessions were made available to all prosecutors via the NH TSRP Forum.
- Established a relationship with both the Superior Court Chief Justice and Circuit Court Administrative Judge. Hosted a Judicial outreach informational session with

superior court judges to address traffic safety issues/charges in superior court, the DRE process, and SPAR Reports/ Forensic Toxicologist testimony. Provided DWI mandatory minimums and Habitual Offender bench cards for judges to use. Networked with out-of-state judges who are willing to assist with training and supporting NH judges.

- Member of Merrimack County Veterans Court. Participation allowed for tracking treatment progress of defendants convicted of major motor vehicle crimes and subsequent DWI offenses. Team meetings provided an opportunity to educate and discuss treatment issues with local judges, prosecutors, service providers, and local agencies to improve public safety.

Technical Assistance:

- Covered felony blood draw procedures and caselaw during multiple Traffic Safety Thursday sessions and regional trainings. Uploaded reference materials in multiple formats to the NH TSRP Forum.
- Provided training on medical records and blood evidence for DWI prosecutions. Responded to emails request with sample motions and search warrants. Also added examples on the NH TSRP Forum.
- Established a relationship with NH State Police to address Commercial Drivers Licenses/Commercial Motor Vehicles and the federal regulations that govern. Updated the NH DWI Prosecution Manual CDL section with assistance from Trooper Turner of Troop G. Attended two CDL conferences to become a subject matter expert. Created resource materials and covered the prohibition on masking during multiple training sessions. Worked directly with NDAA and NH DOS to create a CDLIP for NH.
- Trained prosecutors how to effectively deal with impaired drivers under the current DWI laws. Created and presented a new trial strategy (3-star witnesses) in response to *State v. Keller*, a NH Supreme Court decision regarding the admissibility of human performance expert testimony. Attended regional Grafton County circuit court prosecutors meeting to provide guidance on prosecuting DWI cases.
- Responded to emails and calls seeking advice or assistance in a timely fashion. Conducted legal research, shared supporting documents, and provided detailed insight on the legal and public safety issues connected with the advice sought. Reviewed discovery and defense motions to craft fact specific litigation plan. Hosted online and in-person case conference sessions. Provided information collected nationwide related to common defense “expert” witnesses. Co-counsel with Attorney Charles O’Leary from Troop D. The case involves potential interlocutory

appeal issues, Richards issues, expert witness issues, and professional misconduct issues. Utilizing co-counseling requests in Carroll County, Grafton County, and Dover to train and mentor inexperienced prosecutors.

- Worked on multiple cases involving motor vehicle fatalities. Provided impairment insight and legal support to combat a novel defense claim. Shared legal research to assist with an objection to an expert witness. Reviewed cases involving high-speed car chases and collisions. Researched search warrant practices.
- Drafted a memorandum requiring compliance with reduction reporting. Updated the standardized Reduction Form with easy-to-follow instructions and uniform data entry. Obtained a data related to all DWI charges filed between January 1, 2024 – June 30, 2025. Created excel sheets to track compliance and data analysis.
- Member of the Governor’s Special Highway Safety Task Force and two related subcommittees. Worked with DOS to amend NH Refusal statute. Provided insight regarding legal proceedings, reduction patterns, current criminal court practices, and other state’s sentencing conditions for Rep. Murphy’s bill to add a Victim Impact Panel condition to DWI related convictions.
- Created the first NH TSRP Forum. The NH TSRP Forum is a library of resources ranging from reference materials, legislation updates, forms, templates, links to online resources, training recordings, and more.
- Created “On the Road Again”, a quarterly NH TSRP Newsletter. Updated the NH DWI Manual to be released to all prosecutors and law enforcement statewide.
- Worked directly with regional and out-of-state TSRPs to assist with out-of-state hospital blood draw issues, reciprocal license suspensions, eluding cases, and other public safety issues.
- Technical assistance provided to DOS, OCME, law enforcement, and county attorneys related to fatal crash reporting.

The following is a report on the number of trainings, manuals, presentations, and law related bulletins delivered, and on the number of DWI reduction letters submitted statewide, as compared to the number of actual DWI reductions made statewide, along with the number of complex impaired driving cases directly involved in, whether as first chair, co-counsel or otherwise.

10 Trainings

- NH DRE school instructor, March 2025

- Police Academy DWI mock trials and ALS hearings, 4/24/25 and 8/21/25
- 5 Traffic Safety Thursday Sessions
 - Legal updates, 5/22/25
 - Prosecuting Drugged Drivers, 5/29/25
 - Collisions, 6/12/25
 - Felonies, 7/10/25
 - DWI- Serious Bodily Injury, 7/31/25
- Peterborough Police Department regional law enforcement training, 8/11/25
- Grafton County Attorney prosecuting DWIs and major offenses training, 9/25/25

2 Presentations

- Judicial outreach presentation, 3/21/25
- CDL presentation for County Attorneys, 6/11/25

2 Law related bulletin

- “On the Road Again” Newsletter Spring 2025 and Summer 2025.

Cases

- 1 circuit court DWI co-counsel case.
- 1 first chair superior court negligent homicide.
- 16 NH Supreme Court Appeals assigned. 8 still pending.
- 6+ Fatal Motor Vehicle Collision investigations.
- 15+ individual case reviews and/or trial preparation for agencies statewide.

2025 Reduction Data

- 3,354 charges were filed between January 1, 2025 – June 30, 2025.
 - 2,471 dockets
- 1,651 reduction reports were filed with the AG’s Office
- 1,317 of the 1,651 were filed after the AG’s April 17, 2025, Compliance Memorandum.

- January: 99
- February: 84
- March: 106
- April: 393 (AG's Compliance Memorandum sent April 17, 2025)
 - 457 reduction reports were filed between April 18, 2025 - May 9, 2025. (AG's Compliance Memorandum listed a due date of May 9, 2025)
- May: 263 (TSRP Unit sent direct emails to agencies with low reporting rates)
- June: 145
- July: 116
- August: 159
- September: 286 (TSRP Unit sent second set of direct emails to agencies with low reporting rates requesting compliance by September 5, 2025)

Serve as a member of an Impaired Driving Taskforce or similar task force or commission and maintain a working relationship with the NHTSA, NAPC, and NTLC.

- Member of the Governor's Highway Safety Task Force. Attended DWI monthly meeting with DOS to collaboratively address impaired driving issues.
- Maintaining a positive relationship with NHTSA and related federal agencies.
- Networking, sharing information, and collecting data and resources through the national TSRP Forum, conferences, and training opportunities.
- Worked with NTLC to establish a CDLIP in NH. Will act as the Chair for a CDL working group with NTLC.
- Participated in an expert witness project with NAPC. Also, working with NAPC mentor program to learn from an experienced TSRP who is also employed by their respective AG Office.

FFY 2025 DOJ TSRP & Paralegal Performance Measures

Law Enforcement Training:

- Audited sessions of NH DRE school.
- Reviewed and edited all training material for multiple trainings.
- Provided feedback to cadets during Police Academy mock trials.

Prosecutorial & Judicial Training:

- Managed all Traffic Safety Thursdays RSVPs and sent out secure links to all virtual attendees. Tracked attendance for CLE credits. Managed the technical side of the trainings, ensured the livestream and recording were working, all virtual attendees were muted, and questions were relayed from the chat to the presenter. Each PowerPoint presentation was reviewed before the training for accuracy and grammar.
- Assisted with a Judicial Informational Session for superior court judges.
- Created a NH specific CDL holder disqualification bench card.

Technical Assistance:

- Forwarded to the TSRP any inquiries received from law enforcement and prosecutors relating to the investigation and prosecution of traffic safety violations so the TSRP can respond accordingly. Logged communications into record keeping database. Created contacts for all of the prosecutors in the state to assist with communicating with law enforcement agencies.
- Provided paralegal Support on cases. Downloaded and processed discovery, filed motions, managed calendars, reviewed audio for a hearing, prepared exhibits, and other support tasks for the TSRP's assigned cases and investigations.
- The paralegal assisted in creating and reviewing the quarterly bulletins.
- Helped maintain NH TSRP Forum.

Reports:

- Assisted with the creation of a Performance Review for TSRP Paralegal, to support future funding for the new position.

- Submit a weekly Time and Attendance Record outlining TSRP related task completed daily.
- Additionally sent daily updates to the TSRP on completed tasks and projects
- Daily, downloaded reduction reports and data that was submitted the day before. This data is entered into multiple datasets for future analysis as well as a master list of DUI/DWI charges across the state.
- Assisted with the refinement of the data in these datasets so they can be correctly and accurately analyzed and distilled into reports.
- Contacted courts and prosecuting agencies to obtain information missing from the reduction datasets or information that was incorrectly input into the reduction report to ensure complete and accurate data.

In FFY 2025, New Hampshire's TSRP's made great progress, and many Highway Safety Partners have utilized this asset (i.e. the NH OHS, Law Enforcement Agencies, Hearings, Police Standards& Training, NH State Police Lab, NH Traffic Safety Commission, etc.). Listed below are the goals met (with a check mark) for this position and an update of goals not met.

Goals:

- Train police and prosecutors.
- Serve as a resource.
- Assist with prosecutions by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI/DWI reduction letters submitted state-wide.
- Provide insight on possible legislative updates.
- Judicial outreach program.
- Member of an Impaired Driving Task Force or similar task force.
- Maintain a working relationship with the NHTSA, NACPS, and NTLC.
- Fulfill reporting requirements.

This goal was not met.

- Did not write briefs or argue matters that deal with motor vehicle and highway safety issues to the NH Supreme Court. All Appeal cases assigned to TSRP during FFY25 were dismissed prior to the State's Brief.

- Did not host a Sobriety Checkpoint specific training. Ongoing effort with other legal counsel and agencies to determine uniform state-wide policies and procedure considering changing laws and regional resources. Was able to answer questions, advise, and provide legal

documents when law enforcement agencies sought guidance regarding sobriety checkpoints.

In FFY 2025, the TSRP Position and the Paralegal position proved to be invaluable positions that have helped to reduce impaired driving fatalities through education, training, outreach, data collection, and the continued guidance of laws and regulations.

Funding Source: 405d Funds Obligated: \$175,914.07 Funds Expended: \$159,051.83

Funding Source: 405d Funds Obligated: \$126,988.88 Funds Expended: \$3,529.59

Impaired Driving DECP Training

25-07-07

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 or contractor (in the event that this position becomes

vacant within the NH OHS) 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.

As of 2024, New Hampshire has approximately 75 certified DRE experts, of which, 24 are in NH State Police; this also includes 18 certified instructors, representing law enforcement agencies throughout the state.

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 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 FIELD CERTIFICATION SITE (out of state) - 1 Class of 12 Students/6 instructors per class
- DRE Candidate Class (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 Refresher - 2 Refresher classes of approximately 30 Students per class

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.
- DRE Candidate Class Instruction – Paying instructors to teach.
- Top performing law enforcement (DRE's identified by the NH OHS as having a determined interest to remove the impaired driver and/or have multiple or more than typical, DUI arrests) shall be selected and funded by the NH OHS to participate in DUI

enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funds should also be used to support court costs associated with arrests made.

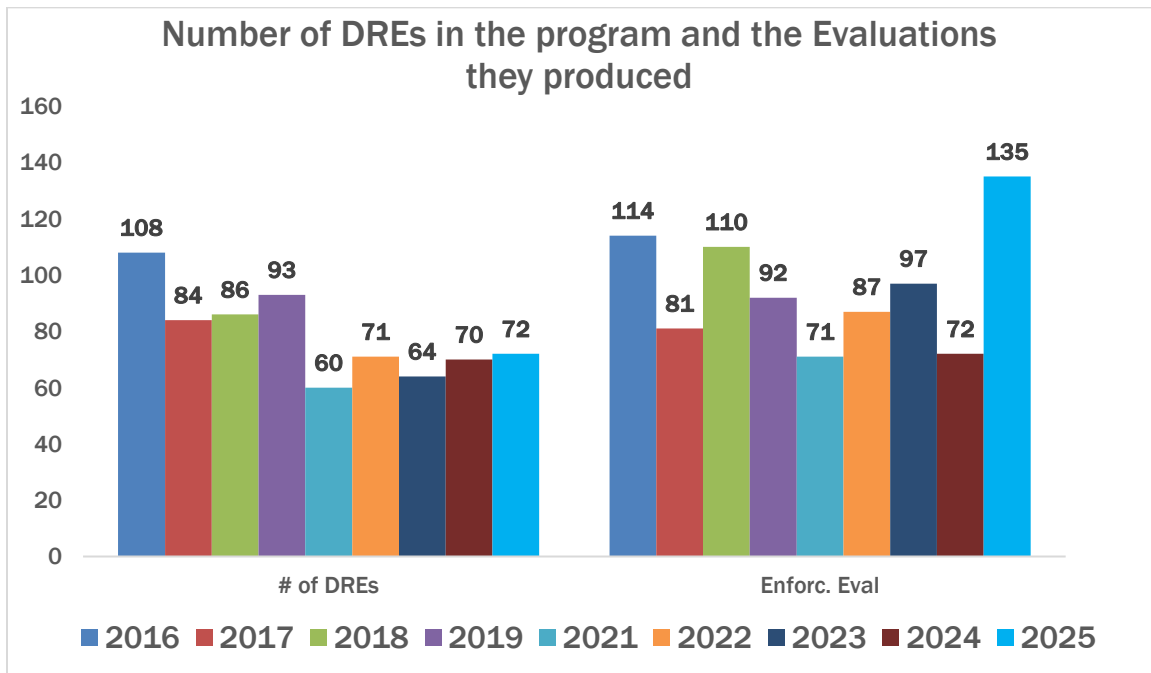
Funding for this planned activity will cover costs associated with the administration of the DECP Program now conducted by the Office of Highway Safety DECP Coordinator. Funding will be used for DRE instructors to instruct at schools and classes, current expenses to include DRE student and instructor course manuals, DRE Kits (pressure cuff, stethoscope, pen light, gloves, pupilometers, DRE classification cards-singer design, UV light, magnifying glass, DRE Kit Bag, USB Drives and wet lab supplies, etc.), DRE flip charts, Posters-Reprint, ARIDE course manuals, and educational flash drives, etc.), travel associated with in-state/out of state training for DECP, ARIDE, 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 and licensing to track drug evaluations conducted by DRE's to provide analysis of performance and statistical analysis, 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 2025, New Hampshire now has 72 certified DRE experts, of which, 26 are NH State Police and 44 make up local law enforcement; there are also includes 16 certified instructors representing law enforcement agencies throughout the state.

The following contains information summarizing the FFY 2025 NH Drug Evaluation and Classification Program (DECP):

Current DREs

Currently certified:	72
State Police DREs:	26
NH Police Standards:	1
Local DREs:	44
NH Marine Patrol:	1
County DRE:	0
DRE Instructors:	16
Number of Agencies:	43



NH has averaged, per DRE, 1.12 evals from 2016-2024. In 2025 after a full year of our new data collection system, we have averaged 1.87

2025 Evaluations

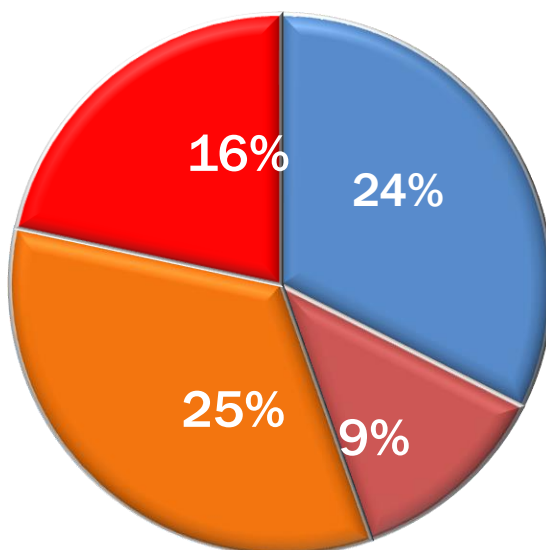
ITSMR Enforcement Evaluations: 135

Training Evaluations: 196

Total Evaluations: 331

ITSMR Drug Category Findings

2024 Drug Categories



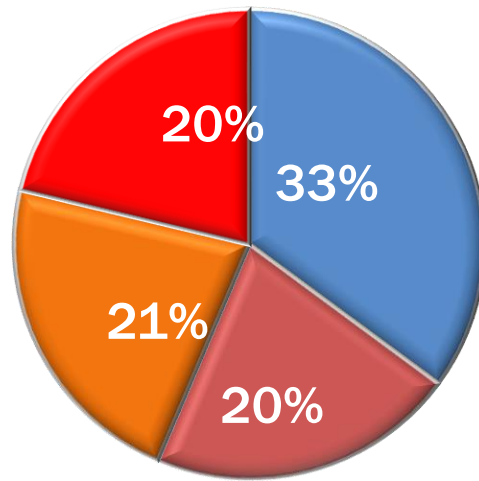
■ Cannabis

■ CNS Depressants

■ Narcotic Analgesics

■ CNS Stimulants

2025 Drug Categories



■ Cannabis
 ■ CNS Depressants
■ Narcotic Analgesics
 ■ CNC Stimulants

Note: Other three categories (Inhalants, Dissociative Anesthetics, Hallucinogens) accounted for less than 1%. 2025 results are based on a 94% reporting rate at the time of this report.

DRE Training

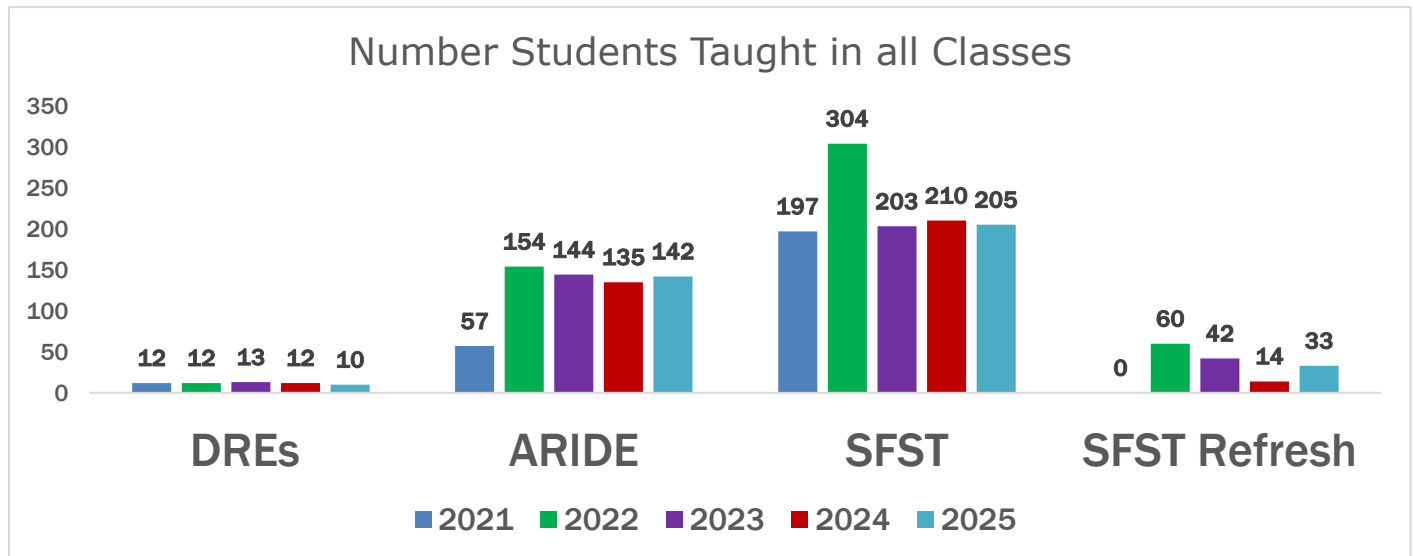
	2021	2022	2023	2024	2025
DRE School	1	1	1	1	1
DRE Students	12	12	13	12	10
Students Certified	12	11	13	12	10
DRE Instructor School	1	1	1	0	0
Students Certified	5	8	4	0	2*
8 Hour Recert Class	0	0	0	1	0
# Students	0	0	0	73	0
SFST Classes (Academies)	4	6	4	4	3
SFST Refresher Classes	0	5	1**	1**	3**
Drug Recognition Expert	1	1	1	1	1
ARIDE	4	4	4	4	4

*Three DREs were sent to an Out-of-State Instructor School and two passed.

All classes were conducted in the Police Standards and Training.

**Classes cancelled due to lack of enrollment.

Classes Taught

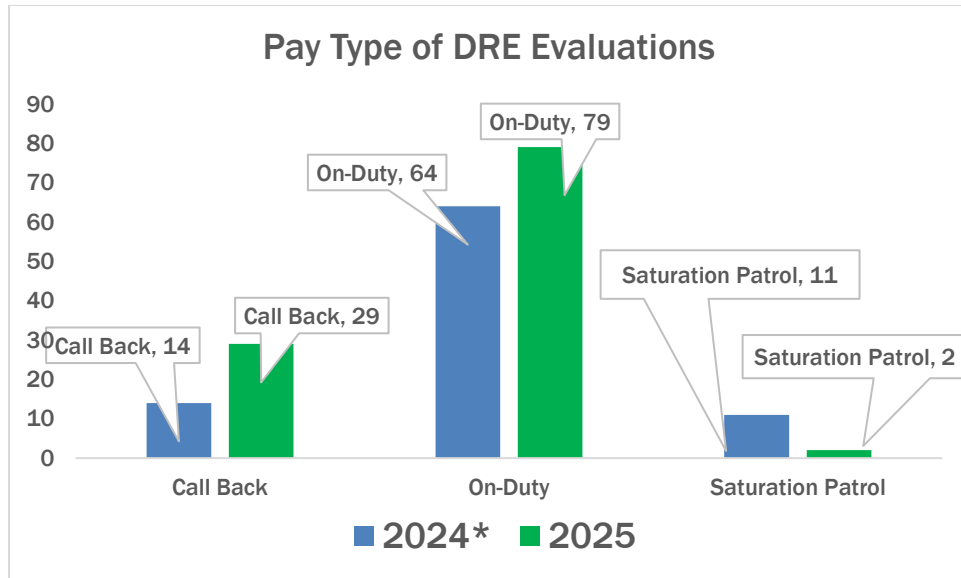


DITEP Training

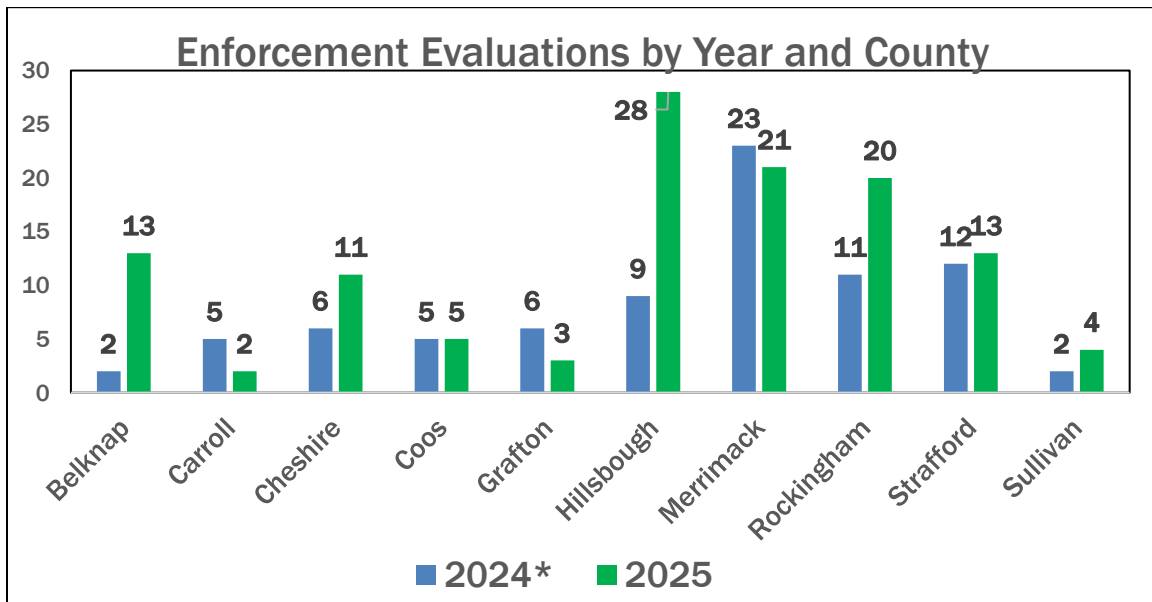
- NHTSA no longer provides funding to run this school.

Phlebotomy Training

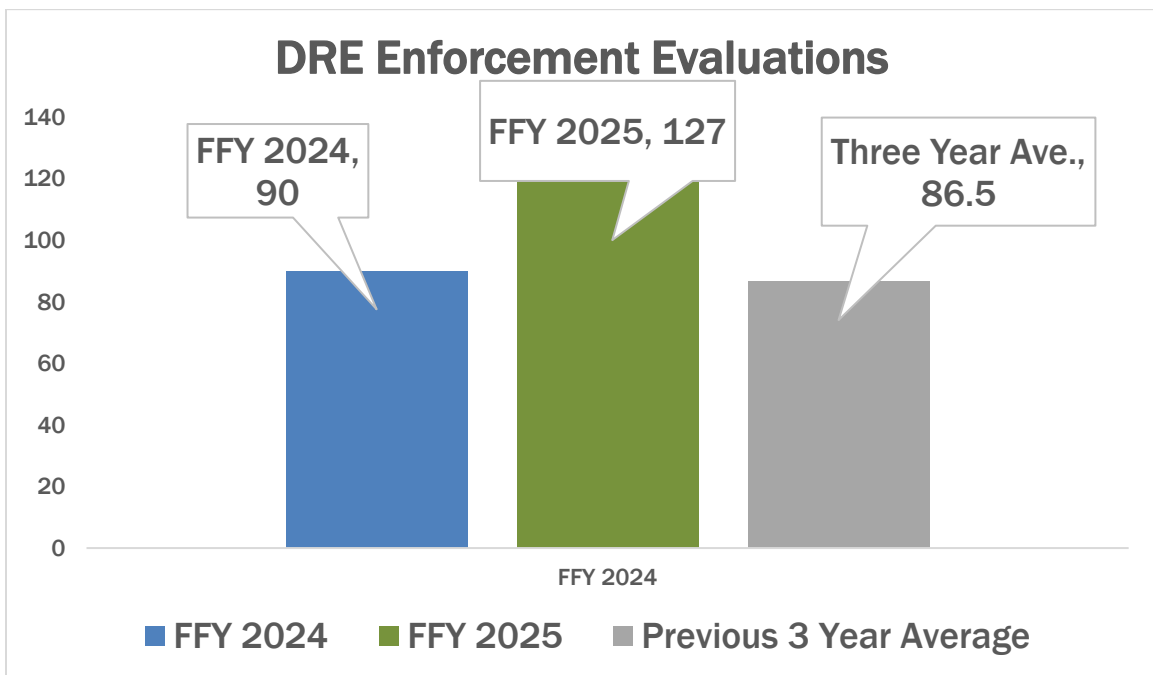
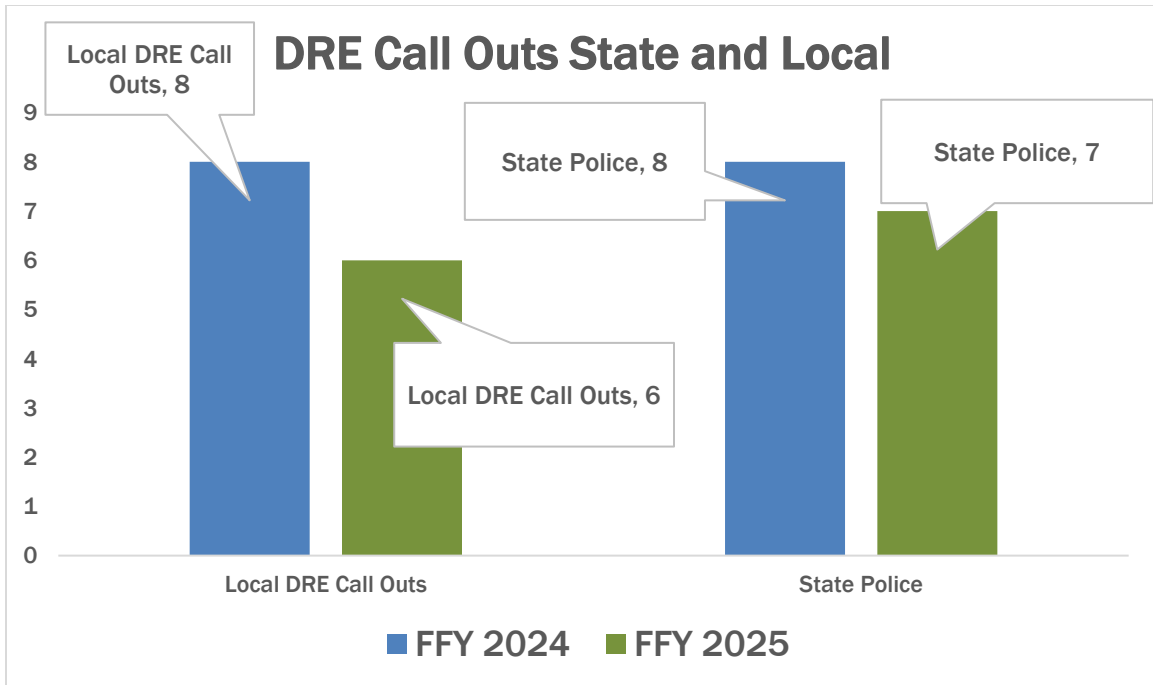
- We do not have a NHTSA funded program.



*2024 was a partial year as we went live with ITSMR July 1, 2024.



*2024 was a partial year as we went live with ITSMR July 1, 2024. In 2024, there were two uncategorized and 3 in 2025.



Top Producing DREs in the State of New Hampshire

1. NHSP Trooper Charles Brooks – 12
2. City of Keene, Police Officer Tyler Coppo – 9
3. Tied:
 - a. NHSP Trooper Madelyn Theve – 6
 - b. NHSP Trooper Cameron Vetter – 6
 - c. City of Nashua Police Officer Travis Soucy – 6
 - d. Town of Gilford Police Officer Connor Johnson - 6

Narrative

The State Coordinator (SC) assigned to the New Hampshire Department of Safety, Office of Highway Safety became a private contractor in June of 2025 for the State of New Hampshire to coordinate the DECP Program and the following scheduled classes to include:

3 - Standardized Field Sobriety Testing Refresher Classes.

4 – Advanced Roadside Impaired Driving Enforcement Classes.

1 – Drug Recognition Expert Candidate Class.

1 – DRE Instructor Development Class TDB.

All courses were held at the New Hampshire Police Standards and Training (P.S.T.).

A.R.I.D.E. were all held at PS&T, four classes had 142 students attend for an average of 35.5 students per class.

The DRE Instructor Course: Three candidates were sent to Little Rock Arkansas to save time and money. There was much to gain in this joint effort between NH and AR. The NH Coordinator worked with the AR State Coordinator Harold Edmonson in this effort.

The DRE Candidate Class went smoothly. There were two live alcohol drinking labs as part of the course. Field evaluations were conducted in Kingman, AZ. This was at the Mohave County Jail and although a different operation logistically, it was very good.

In 2024, the State Coordinator was able to obtain a grant from NHTSA to purchase 85 tablets and associated equipment for them. Also, 100 licenses were purchased from the Institute

for Traffic Safety Management and Research (ITSMR) to run DRE evaluation software allowing for DRE evaluations to be entered into the database once complete. This has substantially enhanced the program and the ability to manage the program more efficiently. All evaluations are approved by the reviewers appointed, entered and populated in the database for further review, if necessary, by the State Coordinator.

In the past, access to training has been an issue. To address this issue, the State Coordinator annually sends NH DRE's the following opportunities:

1. Access to the Florida TSRP Webinars. As a result, many DREs have taken classes there.
2. Maine Impaired Driving Seminar information (several DRE's attended).
3. Vermont Impaired Driving Seminar information (several DRE's attended).
4. Training opportunity to attend the National Conference "Tall Cop Says Stop".
5. Access to the National Conference, IACP DRE Section page. This is a treasure trove of DRE material and training. Half of NH DREs took advantage of this FREE offer.
6. In 2025, the State Coordinator traveled with several DREs to the National DRE Conference (IDTS) in Chicago.

In 2025, in addition to the above stats and information the following has also been implemented by the State Coordinator.

1. Developed a flow chart placard that is being placed at the 110 Intoxilyzer 9000's locations throughout the State of New Hampshire. The flow chart covers the routine steps of processing a DWI and then introduces DRE questions to assist the officer when a DRE may be worth calling. A number was also provided to call for a DRE to respond.
2. A current DRE list was provided to all NH Chiefs in the State of New Hampshire.
3. A laminated, Standardized Field Sobriety Testing Pocket Guide was created and will be distributed to all Police Recruits attending the three-day SFST course offered in the basic recruit academy. This guide will be distributed to all SFST Refresher attendees and A.R.I.D.E. students.
4. New Hampshire hosted the programs first out-of-state DRE Candidate training for the first time in many years.
5. Through networking done at the Regional Meetings and National Conference, the State Coordinator was able to provide three DRE Instructor Candidates to Arkansas for their DRE IDC course. Two of the three became instructors.

Funding Source: 405d Funds Obligated: \$289,115.00 Funds Expended: \$213,597.38

JUDICIAL OUTREACH

25-07-12

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 2025. 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 2025, 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 2026, New Hampshire is looking forward to working with a newly appointed Regional JOL to provide the necessary training 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

25-07-06

Planned Activity Description

This planned activity will provide funding for the Governor's Traffic Safety Conference conducted by the NH OHS with assistance from AAA Northern New England. This conference will be scheduled at a venue that will support 300 plus attendees and will be held during the fall holiday season. 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. Funding will support a venue to hold the conference, food, and any equipment needed to support this conference (if necessary, handicapped friendly specialized staging to support a keynote speaker, award recipient, who may be handicapped), dependable audio or visual equipment with updated technology to support computers, teleprompter, etc. Funding will also support any travel and speaking fees associated with a keynote speaker for the conference. 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 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 trainings, outreach, and conferences (for highway safety partners and stakeholders to include the public) to discuss impaired driving issues involving the motoring public. 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 2025, on November 4, 2024, the New Hampshire Office of Highway Safety in partnership with AAA Northern New hosted the New Hampshire Governors Highway Traffic Safety Conference that brought together national and regional experts from law

enforcement, and prosecution to share their expertise about the latest developments in traffic safety. The conference had hundreds attending to listen to some of the impairment-related presentations listed within the following agenda for the conference:

- Corporal Ryan L. Hutton, Missouri State Highway Patrol/**DRE: Drug Impairment, Employee Wellness, and Leadership**
- Ryan Campbell, Apopka Police Department Florida: **Lets Talk Nystagmus! No, Not HGN...The Other Ones!**
- Sarah Garner Traffic Safety Resource Prosecutor, North Carolina; **You're an Expert, Why Are You So Scared?**
- Jake Nelson, Director of Traffic Safety Advocacy & Research, AAA National Office: **Under the Influence, Over the Limit: Combatting Substance Impaired Driving**
- New Hampshire Department of Safety Commissioner Robert Quinn
- New Hampshire Department of Safety Assistant Commissioner Eddie Edwards
- Art Kinsman, Region 1 Director, National Highway Traffic Safety Administrator (NHTSA)
- Vehicle Technology
- Regional Traffic Safety Initiatives
- Traffic Safety Awards

Funding Source: 405d Funds Obligated: \$33,750.00 Funds Expended: \$24,456.53
Funding Source: 402 AL Funds Obligated: \$11,250.00 Funds Expended: \$8,824.57

IMPAIRED DRIVING PAID MEDIA

25-07-03

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, 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 2025, funds were provided to NHIAA, EVR Advertising and the Department of Safety PIO who provided impactful impaired driving highway safety messaging using T.V., radio, social media, etc. This important impaired driving messaging was provided to the public to create awareness of the issues of driving while impaired. This impaired driving messaging is also a countermeasure used in conjunction with enforcement efforts to reduce the potential of impairment related crashes and resulting injuries and or fatalities.

NEW HAMPSHIRE INTERSCHOLASTIC ATHLETIC ASSOCIATION (NHIAA)

25-07-03

In FFY 2025, funds were allocated to support NHIAA who executed messaging the public (athletes, coaches, parents, friends, and the public) during NH sporting events using AAA Northern New England heartfelt, emotional, home grown, PSA's with a focus on providing the public with impactful impaired driving messages delivered by Beth Shaw whose son was killed by an impaired driver & the AAA impaired motorcycle PSA "there is a line between drinking and riding the smart ones never cross it" providing awareness to the public to not drink and ride and that 40% of motorcycle fatalities involve alcohol.

These high-quality impaired driving PSAs were shown by NHIAA during the Wrestling Meet of Champions, Girls Individual State Championships, and the Winter Spirit (Cheerleading) at Pinkerton Academy in Derry, NH, the Ice Hockey Championships at SNHU Arena in Manchester, NH, and the Baseball Championships at Delta Dental Stadium in Manchester, NH. These PSA's were played at these events on jumbo videoboards after the PA announcer asked the crowd to turn their attention to the message to be played. In all, 89 high school communities were reached by this messaging and 53 schools who attended the above-mentioned events viewed the heartfelt, emotion impaired video messaging. These PSAs were also posted on both Instagram and X and tagged the NH Office of Highway Safety on each post. The NH OHS will continue to use these PSAs often in 2026 and 2027 to address the 2024 and 2025 trending increase of impaired driver fatalities occurring on NH roads.

Funding Source: 405d Funds Obligated: \$7,875.00 Funds Expended: \$7,875.00

EVR ADVERTISING

25-07-03

In FFY 2025, funds were allocated to support EVR Advertising impaired driving messaging that targeted 18-55 age groups. This messaging incorporated NHTSA messaging “Drive Sober or Get Pulled Over”, “Fans Don’t Let Fans Drive Drunk”, “Buzzed Driving is Drunk Driving” and more. Also, EVR provided many NH centered, emotional messaging to include a family who had lost their daughter to an impaired driver driving the wrong way. Other messaging involved NH law enforcement ads during the holidays, to include “Celebrate Safely”. This and many more impaired driving messages reached hundreds of thousands and were provided to the public on radio, streaming audio, banners at events, Instagram, SnapChat, Facebook, Google, Youtube, OTT, etc. The NH OHS will use this developed messaging often in 2026 and 2027 to address the 2024 and 2025 trending increase of impaired driving fatalities occurring on NH roads.

Funding Source: 405d Funds Obligated: \$145,000.00 Funds Expended: \$143,672.98

DEPARTMENT OF SAFETY (DOS) PIO

25-07-03

In FFY 2025, funds were allocated to support the Department of Safety PIO to attend the 2025 largest Government Social Media Conference held in Lake Buena Vista, Florida to gain insights into the latest social media trends, tools, and strategies that directly benefit the NH Office of Highway Safety (NH OHS) and the public who travel and use NH roads. This conference was extremely beneficial to the DOS PIO who later took a lead role in supporting the NH OHS by working closely with the newly contracted media vendor to ensure impactful, accurate, timely, impaired driving messaging was provided to the public on various platforms for maximum distribution and awareness of the impaired driving issue to the

public to reduce impairment related crashes and the potential resulting injuries and fatalities.

Funding Source: 405d Funds Obligated: \$750.00 Funds Expended: \$750.00

2025 DWI Enforcement Patrols & Equipment

25-07-04

Planned Activity Description:

This planned activity will support funding for New Hampshire's State Police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit), Local, and County law enforcement agencies (to be funded by 405d/402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, regional/statewide saturation patrols, drug recognition expert (DRE) patrols and evaluations, and sobriety checkpoints throughout the 2025 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 database) and the State's Fatality Analysis Reporting System (FARS). Impaired driving enforcement efforts will focus on the problem of impaired driving throughout FFY 2025 with special emphasis of enforcement efforts focused on 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). Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be selected and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funding shall also cover court costs associated with DUI arrests made. In FFY 2025, the NH OHS has included equipment in this planned activity in case it may be needed (PBT's/training, passive alcohol- sensing technology, roadside oral fluid testing equipment, DRE evaluation tracking software, etc.). The NH OHS will ensure that all equipment requests that are over \$9,999.00 will be Buy America compliant and have NHTSA approval before purchase. 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 (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 2025, 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, and/or sobriety checkpoints throughout the 2025 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 2025, the NH OHS provided grant funding to the State Police and (83) local law enforcement agencies who conducted 5,064.71 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 2,966 hours to this enforcement effort, which resulted in 6,080 vehicle stops, 4,724 warnings, 1,902 summonses and 264 total arrests (114 were DUI arrests).
- Local Police dedicated 2,098.71 hours to this enforcement effort, which resulted in 5,125 vehicle stops, 5,067 warnings, 333 summonses, and 173 total arrests (54 were DUI arrests)

2025 DUI Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
ALTON	\$2,000.00	\$1,122.54
AMHERST	\$1,600.00	\$1,399.03
ANTRIM	\$1,600.00	\$363.10
AUBURN	\$1,600.00	\$1,447.92
BARRINGTON	\$1,600.00	\$772.43
BEDFORD	\$1,600.00	\$1,431.80
BELKNAP COUNTY SO	\$4,000.00	\$4,000.00
BELMONT	\$4,900.00	\$2,009.52
BERLIN	\$1,600.00	\$1,541.90
BOSCAWEN	\$1,600.00	\$649.76
BOW	\$1,600.00	\$1,402.43
BRADFORD	\$1,600.00	\$1,336.81
BRENTWOOD	\$1,600.00	\$796.60
BRISTOL	\$1,600.00	\$848.13
CAMPTON	\$1,600.00	\$1,125.48
CANAAN	\$3,000.00	\$1,842.53
CANTERBURY	\$1,600.00	\$-
CARROLL COUNTY SO	\$1,600.00	\$1,520.88
CHESTER	\$1,600.00	\$1,600.00
CHICHESTER	\$1,600.00	\$-
CLAREMONT	\$1,600.00	\$1,440.10
COLEBROOK	\$5,000.00	\$3,864.67
CONCORD	\$3,500.00	\$-
CONWAY	\$2,000.00	\$1,614.70
CORNISH	\$1,600.00	\$215.30
DERRY	\$1,600.00	\$-
DOVER	\$4,000.00	\$3,208.56
DUBLIN	\$1,600.00	\$451.27
EAST KINGSTON	\$2,500.00	\$1,072.49
ENFIELD	\$1,600.00	\$1,600.00
EPPING	\$1,600.00	\$1,600.00
EPSOM	\$1,600.00	\$1,240.99
EXETER	\$2,700.00	\$886.64
FREMONT	\$1,600.00	\$-

GILFORD	\$2,200.00	\$789.03
GILMANTON	\$1,600.00	\$1,498.50
GORHAM	\$10,000.00	\$175.24
GREENLAND	\$1,600.00	\$1,551.38
HAMPSTEAD	\$1,600.00	\$1,437.99
HANCOCK	\$1,000.00	\$-
HANOVER	\$2,500.00	\$693.45
HAVERHILL	\$1,600.00	\$1,220.04
HILLSBOROUGH CO SO	\$5,000.00	\$3,052.71
HILLSBORO	\$5,000.00	\$4,948.16
HOLDERNESS	\$1,600.00	\$358.22
HOLLIS	\$2,000.00	\$1,572.14
HUDSON	\$1,600.00	\$513.91
JAFFREY	\$1,600.00	\$1,600.00
KEENE	\$1,800.00	\$1,197.54
KENSINGTON	\$2,600.00	\$1,471.31
KINGSTON	\$1,600.00	\$-
LACONIA	\$10,000.00	\$10,000.00
LANCASTER	\$1,600.00	\$1,078.77
LEBANON	\$3,500.00	\$3,499.90
LEE	\$3,000.00	\$3,000.00
LINCOLN	\$1,600.00	\$-
LISBON	\$1,600.00	\$-
LITTLETON	\$1,600.00	\$626.30
LONDONDERRY	\$3,000.00	\$3,000.00
LOUDON	\$1,600.00	\$165.65
MADISON	\$1,600.00	\$571.39
MANCHESTER	\$10,000.00	\$10,000.00
MARLBOROUGH	\$1,600.00	\$1,583.66
MEREDITH	\$1,200.00	\$1,016.20
MERRIMACK	\$1,600.00	\$-
MILFORD	\$3,200.00	\$1,424.34
MILTON	\$1,600.00	\$1,010.54
NASHUA	\$11,000.00	\$9,260.28
NEWBURY	\$1,600.00	\$1,311.25
NEWFIELDS	\$1,600.00	\$1,453.59
NEWINGTON	\$1,600.00	\$1,327.09
NEWMARKET	\$1,600.00	\$1,018.91
NEWPORT	\$1,600.00	\$1,150.80
NORTHFIELD	\$1,600.00	\$1,055.83

NORTHUMBERLAND	\$10,000.00	\$-
OSSIPEE	\$1,600.00	\$-
PELHAM	\$9,000.00	\$4,738.19
PETERBOROUGH	\$1,600.00	\$-
PITTSFIELD	\$1,600.00	\$787.12
PLAISTOW	\$1,600.00	\$1,509.19
PLYMOUTH	\$1,600.00	\$222.99
PORTSMOUTH	\$5,600.00	\$5,299.98
RAYMOND	\$1,600.00	\$894.97
ROCHESTER	\$1,600.00	\$1,376.47
RYE	\$1,600.00	\$306.63
SALEM	\$8,200.00	\$8,200.00
SANBORNTON	\$1,600.00	\$-
SANDOWN	\$2,000.00	\$224.52
SEABROOK	\$1,600.00	\$-
SOMERSWORTH	\$800.00	\$-
STRATHAM	\$1,600.00	\$1,600.00
SULLIVAN COUNTY SO	\$2,000.00	\$1,188.34
SUNAPEE	\$1,600.00	\$1,496.04
SWANZEY	\$1,600.00	\$461.90
TILTON	\$1,600.00	\$1,438.58
WAKEFIELD	\$2,700.00	\$1,248.98
WALPOLE	\$1,600.00	\$1,600.00
WEARE	\$2,200.00	\$1,926.71
WINCHESTER	\$1,600.00	\$-
WOLFEBORO	\$1,600.00	\$-
NHSP	\$400,000.00	\$316,666.39
NHSP Forensic Lab – PBT Devices	\$139,189.00	\$139,188.75
NHSP PBT Maintenance Training	\$8,340.00.00	\$-
Total	\$794,689.00	\$608,415.45

Funding Source: 40 Funds Obligated: \$247,160.00 Funds Expended: \$152,560.31

Funding Source: 405d (SP) Funds Obligated: \$547,529.00 Funds Expended: \$455,855.14

2025 Drive Sober or Get Pulled Over Mobilization

(Impaired Driving National Campaigns)

25-07-11

Planned Activity Description

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. Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be selected and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funds shall also cover court cost associated with DUI arrests made. 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 raversing throughout New Hampshire (to include high crash corridor roads). Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be chosen and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). 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 2025, 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 2025, the NH OHS provided grant funding to the State Police and 78 local law enforcement agencies who conducted 1,312 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 228 hours to this enforcement effort, which resulted in 376 vehicle stops, 285 warnings, 126 summonses, and 26 total arrests (13 of these arrests were DUI arrests).
- Local Police dedicated 1,084 hours to this enforcement effort, which resulted in 2,478 vehicle stops, 2,438 warnings, 153 summonses, and 53 total arrests (8 of these arrests were DUI arrests).

2025 Drive Sober or Get Pulled Over Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
ALSTEAD	\$1,700.00	\$1,598.03
ALTON	\$1,700.00	\$1,121.28
AMHERST	\$1,700.00	\$1,550.51
ANTRIM	\$1,700.00	\$530.87
AUBURN	\$1,700.00	\$1,435.88
BARRINGTON	\$1,700.00	\$554.29
BEDFORD	\$1,700.00	\$160.35
BELKNAP COUNTY SO	\$1,700.00	\$1,185.13
BELMONT	\$1,700.00	\$-
BERLIN	\$1,700.00	\$1,561.31
BOSCAWEN	\$1,700.00	\$229.94
BOW	\$1,700.00	\$243.90
BRADFORD	\$1,700.00	\$839.14
BRENTWOOD	\$1,700.00	\$-
BRISTOL	\$1,700.00	\$1,415.05
CAMPTON	\$1,700.00	\$1,672.84
CANAAN	\$1,700.00	\$431.24

CANTERBURY	\$1,700.00	\$-
CARROLL COUNTY SO	\$1,700.00	\$1,700.00
CHESTER	\$1,700.00	\$956.48
CHICHESTER	\$1,700.00	\$-
CLAREMONT	\$1,700.00	\$494.06
COLEBROOK	\$1,700.00	\$-
CONCORD	\$1,700.00	\$-
CORNISH	\$1,700.00	\$574.14
DERRY	\$1,700.00	\$-
DOVER	\$1,700.00	\$861.43
DUBLIN	\$1,700.00	\$767.72
DUNBARTON	\$1,700.00	\$1,532.62
EAST KINGSTON	\$1,700.00	\$816.27
ENFIELD	\$1,700.00	\$1,585.71
EPPING	\$1,700.00	\$-
EPSOM	\$1,700.00	\$980.02
EXETER	\$1,700.00	\$-
FREMONT	\$1,700.00	\$251.81
GILFORD	\$1,700.00	\$1,224.59
GILMANTON	\$1,700.00	\$281.13
GORHAM	\$1,700.00	\$-
GREENLAND	\$1,700.00	\$1,236.06
HAMPSTEAD	\$1,700.00	\$1,700.00
HANCOCK	\$1,700.00	\$-
HANOVER	\$1,700.00	\$-
HAVERHILL	\$1,700.00	\$-
HILLSBOROUGH CO SO	\$1,700.00	\$-
HILLSBORO	\$1,700.00	\$1,531.84
HOLDERNESS	\$1,700.00	\$-
HOLLIS	\$1,700.00	\$1,482.60
HOPKINTON	\$1,700.00	\$1,170.16
HUDSON	\$1,700.00	\$1,373.89
JAFFREY	\$1,700.00	\$-
KEENE	\$1,700.00	\$633.46
KENSINGTON	\$1,700.00	\$-
KINGSTON	\$1,700.00	\$-
LACONIA	\$1,700.00	\$1,700.00
LANCASTER	\$1,700.00	\$884.39
LEBANON	\$1,700.00	\$1,459.91
LEE	\$1,700.00	\$416.71

LINCOLN	\$1,700.00	\$-
LISBON	\$1,700.00	\$394.21
LITTLETON	\$1,700.00	\$612.58
LONDONDERRY	\$1,700.00	\$744.73
LOUDON	\$1,700.00	\$412.12
LYNDEBOROUGH	\$1,700.00	\$-
MADISON	\$1,700.00	\$1,250.82
MANCHESTER	\$1,700.00	\$1,700.00
MARLBOROUGH	\$1,700.00	\$1,700.00
MEREDITH	\$1,700.00	\$821.29
MERRIMACK	\$1,700.00	\$-
MILFORD	\$1,700.00	\$768.41
MILTON	\$1,700.00	\$661.04
MONT VERNON	\$1,700.00	\$1,003.73
NASHUA	\$1,700.00	\$1,098.36
NEWBURY	\$1,700.00	\$327.59
NEWFIELDS	\$1,700.00	\$1,666.70
NEWINGTON	\$1,700.00	\$947.54
NEWMARKET	\$1,700.00	\$459.46
NEWPORT	\$1,700.00	\$-
NORTHUMBERLAND	\$1,700.00	\$1,153.44
ORFORD	\$1,700.00	\$1,700.00
OSSIPEE	\$1,700.00	\$523.54
PELHAM	\$1,700.00	\$846.73
PETERBOROUGH	\$1,700.00	\$1,024.50
PIERMONT	\$1,700.00	\$1,623.35
PITTSFIELD	\$1,700.00	\$-
PLAISTOW	\$1,700.00	\$708.04
PORTSMOUTH	\$1,700.00	\$1,690.16
RAYMOND	\$1,700.00	\$1,444.14
ROCHESTER	\$1,700.00	\$1,317.42
ROCKINGHAM CO SO	\$1,700.00	\$1,611.27
RUMNEY	\$1,700.00	\$430.17
RYE	\$1,700.00	\$305.81
SALEM	\$1,700.00	\$1,684.83
SANBORNTON	\$1,700.00	\$-
SANDOWN	\$1,700.00	\$224.52
SEABROOK	\$1,700.00	\$-
SOMERSWORTH	\$1,700.00	\$-
STRATHAM	\$1,700.00	\$1,349.66

SULLIVAN CO SO	\$1,700.00	\$1,670.73
SUNAPEE	\$1,700.00	\$1,429.36
SWANZEY	\$1,700.00	\$-
THORNTON	\$1,700.00	\$747.66
TILTON	\$1,700.00	\$1,321.47
WAKEFIELD	\$1,700.00	\$1,177.98
WALPOLE	\$1,700.00	\$1,221.08
WARREN	\$1,700.00	\$-
WEARE	\$1,700.00	\$534.89
WHITEFIELD	\$1,700.00	\$-
WINCHESTER	\$1,700.00	\$-
WOLFEBORO	\$1,700.00	\$-
NHSP	\$40,000.00	\$25,229.19
Total	\$225,300.00	\$105,683.28

Funding Source: 402 Funds Obligated: \$185,300.00 Funds Expended: \$80,454.09

Funding Source: 405d (SP) Funds Obligated: \$40,000.00 Funds Expended: \$25,229.19

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

25-07-08

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 2025 to remove impaired drivers from New Hampshire roads.

Funds under this planned activity will support activities directly associated with DUI/DWI prosecution & paralegal support, current expenses, and in state/out of state travel. Funds will be used to support prosecutors & a paralegal to work 5,700 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. The paralegal will assist with the preparation of training materials including case

research, PowerPoint presentations and course handouts. Funds shall support personnel services and benefits at \$353,410.83, Current expenses at \$4,170.00 (i.e. telephone, DOIT transfers, DOS network fees), Travel at \$11,500.00 and indirect costs at \$47,230.17.

In FFY 2025, the Impaired Driving Prosecutors & Paralegals set the following goals and met the following goals:

Goals:

I. Increased Prosecution of State Police DWI Alcohol/Drug cases. The additional funding support for the DOS Prosecution Unit will provide enhanced coverage for DWI cases in the primary courts for Troop A and Troop F as well as other courts routinely covered by Troopers. The additional support will ensure that a majority of State Police trials will be prosecuted by an attorney prosecutor.

II. Prosecutorial training. The additional prosecutors will enhance the unit's ability to provide additional training to State Police to include having DWI-focused prosecution training throughout the year in all troops.

III. Technical Assistance. This funding will enable the unit to enhance the legal assistance it provides to the State Police on DWI cases including immediately answering legal questions by phone or email, reviewing search warrant applications on DWI cases, reviewing and providing guidance on report writing and court testimony.

Goals Met:

All of the above goals were met. The additional funding allowed for attorney prosecutors to handle all DWI cases in Troop A and Troop F. In 2025, the Troop A DWI Impaired Driving Prosecutor handled 493 DWI and/or DWI related charges brought against 168 individual defendants. The additional funding allowed the Unit to have at least one prosecutor in each

New Hampshire State Police barracks which allows the Troopers access to the Attorneys for questions regarding report writing and trial testimony.

In summary, the funding of additional administrative and attorney hours have allowed the Unit to effectively prosecute New Hampshire State Police DWI cases throughout the State. The funding allowed at least one attorney Prosecutor to be assigned to each Troop barracks which has allowed State Troopers to spend more time patrolling and less time handling the administrative work that is required for a successful prosecution.

The funding has allowed the Unit to provide specialized training in DWI enforcement to include the administrative license suspension law. The Unit has been able to provide specific ALS training to probationary Troopers who recently graduated the NH Police Academy. ALS training has been offered to graduates of the 199th and 200th New Hampshire Police Academy specific to the administrative license suspension law to assist Troopers with common roadside issues they may face but to also provide training to assist them with their testimony during the ALS hearings. Successful prosecution of the ALS hearings is fundamental to the goal of highway safety as it removes these dangerous drivers from the roadway much quicker than the Court process. The funding has also allowed the Unit to always have attorney prosecutors available to answer questions from the State Police Troopers even when the attorney assigned to a specific barracks is not available. There have been several times when an attorney prosecutor assigned to one barracks has assisted with the prosecution of a DWI case in another barracks to ensure that all DWI cases are handled by attorney prosecutors. The funding has also allowed the Unit to handle serious felony matters related to a DWI offense as these matters are now handled in the Circuit Court which may include a probable cause hearing or a bail hearing.

Funding Source: 405d Funds Obligated: \$416,311.00 Funds Expended: \$247,129.38

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 2025, there were 30 motorcycle fatalities with 16 of these motorcycle fatalities being un-helmeted. This is a 25% decrease in motorcycle fatalities in 2023 (40). In 2024, there were 33 motorcycle fatalities, 18 of these motorcycle fatalities being un-helmeted.

NH Motorcycle driver licenses have been steadily on the increase. In 2023, there were 164,059 motorcycle endorsements issued and in 2024 there were 174,954. As of June 9, 2025, there were 70,527 registered motorcycles in New Hampshire. Rockingham, Hillsborough, 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 training was not conducted at important locations in 2025 (i.e., Belknap, Carroll, Cheshire, Coos, 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 have affected efforts to provide educational outreach 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 2025, 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 NH Rides Day event on May 2nd, 2025, beginning with a motorcycle ride that ended at the NH State house with Governor Ayotte who presented a motorcycle safety awareness month proclamation to the motorcycle taskforce. Also, a precision riding demonstration was put on by the NH State Police motorcycle division showing the public the importance of being trained and the importance of practicing to improve safe riding to reduce the risk of a crash. The entire event was designed to create awareness to the public before the start of the motorcycle season to stress the importance of motorcycle safety to reduce motorcycle crashes and the potential resulting injuries and fatalities. Attendees

included the media, public, highway safety partners, motorcycle riders, and vendors. Also in 2025, a PSA was created to increase awareness among motorcyclists to not drive impaired. Impairment has been the cause of many motorcycle fatalities. In 2023, 26 of the 40-motorcyclist killed or 65% tested positive for alcohol and/or drugs.

MOTORCYCLE PAID MEDIA

25-05-03

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 implement a NH rides day and continued to work on important motorcycle messaging to be released to the motoring public for 2025. In 2024, 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 was 1 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 training, 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

AAA Northern New England

25-05-03

In FFY 2025, AAA Northern New England was provided motorcycle funding to provide the following impaired driving PSA titled “there is a line between drinking and riding the smart ones never cross it” to the public to provide awareness to the public to not drink and ride and that 40% of motorcycle fatalities involve alcohol.

Funding Source: 405f Funds Obligated: \$22,000.00 Funds Expended: \$3,000.00

EVR Advertising

25-05-03

In FFY 2025, EVR Advertising was provided motorcycle funding to produce and message the public on motorcycle safety during the motorcycle riding season. Motorcycle messaging was placed on Facebook, Instagram, Streaming Audio, You Tube, and Reddit. A NH centered motorcycle PSA featuring locally known Scott Spradling mentioned the importance to “look twice” for motorcycles and “share the road” with motorcycles.

Funding Source: 405f Funds Obligated: \$54,000.00 Funds Expended: \$54,000.00

DMV – Motorcycle Rider Training (MRT) Program

25-05-03

In FFY 2025, the DMV – Motorcycle Rider Training (MRT) Program was provided and used motorcycle funding to purchase training material to complete two RiderCoach preparation workshops and to bring outside trainers to NH. Also, funds were used to replace the

motorcycle rider training trailer with a new trailer and to purchase motorcycle helmets. Lastly, funds were used to send the motorcycle coordinator to the annual SMSA (State Motorcycle Safety Association) conference.

Funding Source: 405f Funds Obligated: \$16,562.00 Funds Expended: \$15,413.33

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 2025, New Hampshire did not meet our projected (2021-2025 baseline average) target for pedestrian fatalities of 10.8. There were 14 pedestrian fatalities in 2025 resulting in (2021-2025 average) 13.6 fatalities pedestrian fatalities.

In 2025, New Hampshire did not meet our 2025 projected (2021-2025 average) target of 1.8 bicycle fatalities. In 2025 there were 3 bicycle fatalities resulting in (2021-2025 average) 2.6 bicycle fatalities. 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 the issue of motorists driving impaired or distracted. Also, there has been an increase in the popularity and use of e bikes, scooters, etc. that can travel at high rates of speed that increased the potential for crashes and the potential resulting injuries and or fatalities.

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. Highway safety partners are also collaborating on legislation to ensure e bikes, etc., have the necessary laws in place to help make our roads safer to minimize the potential of e bike, etc. related crashes and resulting injuries and or deaths.

PEDESTRIAN/BICYCLE PAID MEDIA

25-06-03

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 2025, funds provided or expended to our media vendor to provide pedestrian/bicycle messaging. Also, in 2025, the NH OHS did work with Bike Walk Alliance of New Hampshire to design and produce a brochure on Pedestrian & Bicycle Safety.

EVR Advertising

25-06-03

In FFY 2025, EVR Advertising was provided pedestrian/bicycle funding to produce and message the public in areas of the state that have high foot and bicycle traffic. These areas of high ped/bike activity were “geofenced” with important pedestrian and bicycle messaging “look both ways” and “follow the rules of the road.” The pedestrian and bicycle public safety awareness campaign PSA was geared towards a spring and summer kick-off in New Hampshire and showcased the Rye Police Chief, Kevin Walsh.

Funding Source: 402 Funds Obligated: \$15,200.00 Funds Expended: \$15,200.00

NH Office of Highway Safety

25-06-03

In FFY 2025, the NH OHS did work with Bike Walk Alliance of New Hampshire to design and produce a brochure on Pedestrian & Bicycle Safety. This brochure was distributed to the public at various events (public participation events, the NH Thunder Over New Hampshire Airshow, etc.) and included important information to the reader to include Driver, Pedestrian, and Bicyclist responsibility and the rules and laws pertaining to each.

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

2025 Pedestrian and Bicycle Enforcement Patrols

25-06-04

Planned Activity Description

State (405g 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. A careful analysis of available fatal and crash pedestrian and bicycle data for towns will determine where patrols will be conducted year-round with a focus on highly trafficked bicycle and pedestrian areas located throughout the state (many primarily in downtown locations) during commuting hours to maintain low crash and fatality numbers. 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 of the laws relating to bicyclists and pedestrians. Participating agencies are recommended to attend training, coordinated through Police Standards & Training, to help ensure that officers who work in an overtime capacity under this grant are familiar with the pedestrian/bicycle laws. 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 and provide messaging for pedestrians and bicyclists to be alert and aware when using roads. 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 2025, 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 2025, the NHOHS provided grant funding to the State Police and 11 local law enforcement communities who conducted 431.25 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 200 hours to this enforcement effort, which resulted in 227 vehicle stops, 248 warnings (13 were for ped/bike), 176 summonses (2 for ped/bike), and 1 arrest.
- Local Police dedicated 231.25 hours to this enforcement effort, which resulted in 507 vehicle stops, 581 warnings (232 were for ped/bike violations), 31 summonses (1 was for a ped/bike violation), and 3 total arrests (2 arrests made under ped/bike).

2025 Pedestrian Bicycle Enforcement Patrols		
Grantee	Obligated	Spent
BERLIN	\$3,000.00	\$2,760.21
CENTER HARBOR	\$1,000.00	\$-
CONCORD	\$3,000.00	\$-
DERRY	\$3,000.00	\$1,019.55
DOVER	\$1,600.00	\$-
GORHAM	\$2,000.00	\$-
HANOVER	\$3,000.00	\$670.86
KEENE	\$1,000.00	\$1,000.00
LACONIA	\$3,000.00	\$3,000.00
LEBANON	\$3,000.00	\$2,683.08
LINCOLN	\$1,600.00	\$-
LITTLETON	\$3,000.00	\$1,152.81
MANCHESTER	\$3,000.00	\$3,000.00
MEREDITH	\$3,000.00	\$2,747.84
NEWMARKET	\$5,000.00	\$-
PORTSMOUTH	\$3,000.00	\$1,445.53
SANDWICH	\$1,600.00	\$207.53
SOMERSWORTH	\$800.00	\$-
WOLFEBORO	\$2,500.00	\$-
NHSP	\$25,000.00	\$22,424.54
Total	\$72,100.00	\$42,111.95

Funding Source: 402 Funds Obligated: \$47,000.00 Funds Expended: \$19,687.41

Funding Source: 405g SP Funds Obligated: \$25,000.00 Funds Expended: \$22,424.54

OCCUPANT PROTECTION

Evidence based data from past years has shown that unrestrained fatalities have accounted for upwards of 60% of all fatal crashes (many of these crashes resulted in ejection) on New Hampshire roads. In 2025, there were 33 unrestrained fatalities on New Hampshire roads. In 2025, the target to maintain projected unrestrained fatalities at 48.2 (2020-2024 average) to 48.2 (2021-2025 average) was met with a result (2021-2025 average) of 44.2 unrestrained fatalities (an 8% decrease from the project 2021-2025 unrestrained fatality target).

Enforcement, messaging, and outreach countermeasures were 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 receiving feedback from our partners on 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 2026 and during the development of the FFY 2027 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 Saturations). Continued educational efforts (presentations for schools, messaging, community and betterment presentations, public participation and engagement presentations, etc.) will ensure the public is aware of the importance of wearing a seat belt, as well as capture data from enforcement, messaging, or educational efforts that may identify high-risk populations not wearing seats belts to proactively implement countermeasures. Also, the Emergency Medical Services project will provide funding to fire departments to train personnel to become certified Child Passenger Safety

(CPS) technicians to properly install child seats in communities to prevent the risk of child passenger injury or fatality in the event of vehicle collision. Lastly, the NH OHS continues 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.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2025. The reported New Hampshire statewide seat belt usage rate for 2025 is 82.3%, an increase of 5% from the 2024 seat belt usage rate of 78.2%. In 2025, NH had 33 unrestrained fatalities compared to 38 in 2024 (a 13% percent decrease in unrestrained fatalities).

In 2025, the target to maintain projected unrestrained fatalities at 48.2 (2020-2024 average) to 48.2 (2021-2025 average) was met with a result (2021-2025 average) of 44.2 unrestrained fatalities.

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 will continue to be used during the development of the FFY 2027 AGA to reduce unrestrained fatalities and serious bodily injuries.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

25-01-08

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 \$103,276.46 (CPS Program Coordinator \$63,897.60, Program Assistant \$10,408.32, IPC Program Manager \$3,521.86, benefits \$25,448.68), Current Expenses at \$42,150.00, Public Information & Educational Materials at \$10,000.00 (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 \$19,297.00, Media Campaigns at \$18,000.00, indirect costs at \$17,542.77, 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"**. Training 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 61*
- Special needs
- Hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings *Programmed for 260 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 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 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 2025 will see an added emphasis on addressing equity to be more inclusive with all to include high risk populations within our state to ensure that the message, training, education, and effective enforcement, is realized in these pocketed areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital in FFY 2025 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. This important program and countermeasure no doubt helped to decrease the potential of unrestrained fatalities occurring on New Hampshire roads in 2025.

In 2025, the target to maintain unrestrained fatalities at 48.2 (2020-2024 average) to 48.2 (2021-2025 average) was met with a result (2021-2025 average) of 44.2 unrestrained fatalities (an 8% decrease from the 2021-2025 target of 48.2). Other countermeasures placed emphasis in areas within the state where seat belts are not being used and placed emphasis on Teen Drivers, 25 - 35-years old and all other occupants to ensure that the appropriate message, training, and effective enforcement was achieved in FFY 2025.

Grant Overview:

In FFY 2025, the OHS continued funding to support the Child Passenger Safety Program and a Child Passenger Safety Specialist position (.8 FTE) which accomplished the following:

- Participated in 3 tabling events to promote the CPS program which helped spread the knowledge of proper use of child seats and the website resource for NH residents.
- Distributed 68 child seats through our fitting stations. These seats are used for emergency needs through the fitting stations.
- Certified 64 new technicians, and re-certified 14 expired technicians.
- Presented 4 CEU Update Classes to technicians to aid in renewing. This helps technicians streamline their renewal process leading to a great recertification rate.
- Presented 3 Introduction to Child Seat Safety Classes to caregivers through Waypoint. This allows the home visitors to better educate their clients. We used to provide several classes for DCYF but have since trained their staff to be technicians to present this information to their own workers and clients.
- Program website, BeseatsmartNH.org was used by nearly 9700 viewers.
- Successfully ran continuous radio advertisements about best practice for child seats as well as Hot Car death prevention messages as requested by NH OHS. NH is the last state in the lower 48 states to not have a “hot car” related death for a juvenile.
- Started training 3 technicians for instructor candidacy. Two will move on to become certified CPS Technician Instructors, which will help fill our instructor cadre which recently had two instructors retire from teaching due to job changes.

Goals achieved or not achieved:

1. By September 30, 2025, the CPS Program will work to reduce the number of Possibly Injured, Suspected Minor Injury and Suspected Seriously injured children age 8 and under by 10%. 2023 data reported 92 children in these categories.

Goal Achieved-Unknown: The CPS program was unable to confirm the achievement of this goal due to IPC no longer having access to this specifically defined data from DMV or NH OHS. In light of our previous data source no longer being available, and if awarded, the CPS Program Coordinator will be able to modify the goals of the 2025-2026 CPS grant to include the PCR data as well as data from the Department of Transportation which will reveal more accurate injury rates.

2. By September 30, 2025, the CPS Program will increase the number of certified technicians from 247 to at least 260 technicians.

Goal achieved. The program conducted 5 certification classes certifying 64 new technicians. Three recertification courses were held for 14 expired technicians to increase the number of certified technicians to our state's technicians' numbers. At the conclusion

of these courses New Hampshire had 276 CPS Technicians. Statewide courses were held in Rochester, Hampton, Hollis, Gorham and Lebanon. Gorham and Rochester were selected as underserved communities by the low number of technicians in those locations.

3. By September 30, 2025, the CPS Program will work to add 3 new fitting stations for a total of 64 locations.

Goal Achieved. Shortly after this goal was submitted for the application of grant 2024-2025 we had increased our fitting stations to 88 statewide. Over the course of the 2024-2025 grant year, we were able to add 4 new fitting stations, however during that same time period we also had 4 fitting stations discontinue their CPS Program for an end of year total of 88 stations. New stations included Farmington, Hope on the Hill in Rochester, the Family Resource Center in Gorham and the Family Resource Center in Littleton.

4. By September 30, 2025, the CPS Program will increase its distribution of non-English material by two languages for non-English speaking populations.

Goal Achieved. We were able to add Ukrainian and Hausa from Western Africa. Demand for our Spanish to English help guides has increased a lot. Most of the Spanish demand has been in locations in Concord and south. We have also distributed more African based languages like Swahili, Hausa and Arabic to our Concord, Manchester and Salem fitting stations.

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

25-01-06

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 19 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 2025, 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 2012 (68.5%) to 2025 (82.3%). From 2024 and 2025, seat belt usage increased by 5%. However, New Hampshire continues to be the only state in the country that does not have an adult seat belt law and has one of the lowest seat belt usage rates in the country in comparison to other states.

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

2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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%	82.3%

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: \$60,000.00 Funds Expended: \$53,795.35

ATTITUDE SURVEY

25-01-06

Planned Activity Description

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

between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA. In 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 provide information to the motoring public of the importance of seat belt use.

In FFY 2025, this project was not conducted due to a DOS contract process change. Last year 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.

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

OCCUPANT PROTECTION PAID MEDIA

25-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs 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. In 2025, media projects will demonstrate that funding will be used to improve seat belt use for the 35-44 age group. Unrestrained fatality data (2018-2022) has determined that the 35- 44 age group is a high-risk population having the most unrestrained fatalities within this timeframe. 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, and EVR Advertising, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or media vendor 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 2025, funds were provided to NHIAA, EVR Advertising and the Department of Safety PIO who provided impactful impaired driving highway safety messaging using T.V., radio, social media, etc. This important impaired driving messaging was provided to the public to create awareness of the issues of driving while impaired. This impaired driving messaging is also a countermeasure used in conjunction with enforcement efforts to reduce the potential of impairment related crashes and resulting injuries and or fatalities.

NEW HAMPSHIRE INTERSCHOLASTIC ATHLETIC ASSOCIATION (NHIAA)

25-01-03

In FFY 2025, funds were allocated to support NHIAA who executed messaging the public (athletes, coaches, parents, friends, and the public) during NH sporting events using AAA Northern New England and NH OHS seat belt messaging displayed to the public to "Please Wear Your Seatbelt" and PSA "Buckle Up. Every Trip. Every Time". These high-quality Seat Belt messages were shown by NHIAA during the Wrestling Meet of Champions, Girls Individual State Championships, and the Winter Spirit (Cheerleading) at Pinkerton Academy in Derry, NH, the Ice Hockey Championships at SNHU Arena in Manchester, NH, and the

Baseball Championships at Delta Dental Stadium in Manchester, NH. These messages were played at these events on jumbo videoboards after the PA announcer asked the crowd to turn their attention to the message to be played. In all, 89 high school communities were reached by this messaging and 53 schools who attended the above-mentioned events viewed this seat belt messaging. This messaging was also posted on both Instagram and X and tagged the NH Office of Highway Safety on each post. The NH OHS will continue to use this messaging as a countermeasure and in conjunction with seat belt enforcement efforts in 2026 and 2027 to address unrestrained fatalities occurring on NH roads.

Funding Source: 405b Funds Obligated: \$7,875.00 Funds Expended: \$7,875.00

EVR ADVERTISING

25-01-03

In FFY 2025, funds were allocated to support EVR Advertising seat belt messaging and heat stroke messaging. Seat belt messaging incorporated NHTSA messaging “Buckle Up. Every Trip. Every Time.” and Heat Stroke Prevention messaging. Also, EVR provided many NH centered messaging to include the “Buckle Up. Get to Where You’re Going” and “Please Click It. No Excuses. No Second Chances” and the heat stroke message “Heat Stroke Happens Fast – Even in NH”. Other seat belt messaging included the heart felt family PSA who described the daughter they lost who was not wearing her seatbelt. This and many more seat belt messages reached hundreds of thousands and were provided to the public on radio, streaming audio, banners at events, Instagram, SnapChat, Facebook, Google, Youtube, OTT, etc. The NH OHS will use this developed messaging as a countermeasure in conjunction with seat belt enforcement efforts often in 2026 and 2027 to address unrestrained fatalities occurring on NH roads.

Funding Source: 405b Funds Obligated: \$45,000.00 Funds Expended: \$44,985.46

DEPARTMENT OF SAFETY (DOS) PIO

25-07-03

In FFY 2025, funds were allocated to support the Department of Safety PIO to attend the 2025 largest Government Social Media Conference held in Lake Buena Vista, Florida to gain insights into the latest social media trends, tools, and strategies that directly benefited the NH Office of Highway Safety (NH OHS) and the public who travel and use NH roads. This conference was extremely beneficial to the DOS PIO who later took a lead role in supporting the NH OHS by working closely with the newly contracted media vendor to ensure impactful, accurate, timely, seat belt messaging was provided to the public on various platforms for maximum distribution and awareness of the importance of wearing a seat belt to reduce unrestrained related fatalities occurring on NH roads.

Funding Source: 405b Funds Obligated: \$750.00 Funds Expended: \$750.022025

Join the New Hampshire Clique and Sustained Occupant Protection Enforcement

25-01-04

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 are recommended to have their officers complete the online Occupant Protection course at PSTC. 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, law enforcement agencies will participate in the "Join the NH Clique" mobilization, which is the New Hampshire version

of “Click It or Ticket” and participate in sustained occupant protection enforcement during non-CIOT timeframes. These occupant protection enforcement efforts will be conducted statewide and will include participation from law enforcement agencies located where at least 70% of the states’ unrestrained passenger fatalities have occurred (Hillsborough County, Merrimack County, Rockingham County, Strafford County and Grafton County). 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 2025, 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 2025, the NH OHS provided grant funding to the State Police and 51 local law enforcement agencies who conducted 509.5 enforcement patrol hours, which resulted in the following:

- State Police dedicated 93 hours to this enforcement effort, which resulted in 223 vehicle stops, 190 warnings (10 were for Occupant Protection), 59 summonses (6 were for Occupant Restraint), and 3 total arrests.
- Local Police dedicated 416.5 hours to this enforcement effort, which resulted in 1,139 vehicle stops, 1,043 warnings (18 were for occupant restraint violations), 111 summonses (6 were for occupant protection), and 37 total arrests

2025 Join The New Hampshire Clique Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
ALSTEAD	\$850.00	\$850.00
ALTON	\$850.00	\$350.20
AMHERST	\$850.00	\$-
ANTRIM	\$850.00	\$847.90
AUBURN	\$850.00	\$262.49
BARRINGTON	\$850.00	\$463.66

BEDFORD	\$850.00	\$305.49
BELKNAP COUNTY SO	\$850.00	\$798.45
BELMONT	\$850.00	\$-
BERLIN	\$850.00	\$801.07
BOSCAWEN	\$850.00	\$302.41
BOW	\$850.00	\$850.00
BRADFORD	\$850.00	\$689.39
BRENTWOOD	\$850.00	\$-
BRISTOL	\$850.00	\$-
CAMPTON	\$850.00	\$-
CANAAN	\$850.00	\$-
CANTERBURY	\$850.00	\$-
CARROLL COUNTY SO	\$850.00	\$-
CHESTER	\$850.00	\$701.77
CHICHESTER	\$850.00	\$-
CLAREMONT	\$850.00	\$-
COLEBROOK	\$850.00	\$-
CONCORD	\$850.00	\$-
CORNISH	\$850.00	\$-
DERRY	\$850.00	\$-
DOVER	\$850.00	\$-
DUBLIN	\$850.00	\$529.03
DUNBARTON	\$850.00	\$797.17
EAST KINGSTON	\$850.00	\$-
ENFIELD	\$850.00	\$284.89
EPPING	\$850.00	\$850.00
EPSOM	\$850.00	\$772.02
EXETER	\$850.00	\$850.00
FREMONT	\$850.00	\$-
GILFORD	\$850.00	\$332.23
GILMANTON	\$850.00	\$-
GORHAM	\$850.00	\$-
GREENLAND	\$850.00	\$-
HAMPSTEAD	\$850.00	\$850.00
HANCOCK	\$850.00	\$-
HANOVER	\$850.00	\$-
HAVERHILL	\$850.00	\$-
HILLSBOROUGH CO SO	\$850.00	\$-
HILLSBORO	\$850.00	\$784.64
HOLDERNESS	\$850.00	\$-

HOLLIS	\$850.00	\$850.00
HOPKINTON	\$850.00	\$330.81
HUDSON	\$850.00	\$527.76
JAFFREY	\$850.00	\$806.43
KEENE	\$850.00	\$-
KENSINGTON	\$850.00	\$-
KINGSTON	\$850.00	\$-
LACONIA	\$850.00	\$850.00
LANCASTER	\$850.00	\$-
LEBANON	\$850.00	\$797.72
LEE	\$850.00	\$-
LINCOLN	\$850.00	\$507.14
LISBON	\$850.00	\$-
LITTLETON	\$850.00	\$313.93
LONDONDERRY	\$850.00	\$-
LOUDON	\$850.00	\$-
LYNDEBOROUGH	\$850.00	\$-
MADISON	\$850.00	\$491.61
MANCHESTER	\$850.00	\$850.00
MARLBOROUGH	\$850.00	\$836.70
MEREDITH	\$850.00	\$407.27
MERRIMACK	\$850.00	\$850.00
MILFORD	\$850.00	\$426.92
MILTON	\$850.00	\$-
MONT VERNON	\$850.00	\$734.32
NASHUA	\$850.00	\$850.00
NEWBURY	\$850.00	\$850.00
NEWFIELDS	\$850.00	\$570.97
NEWINGTON	\$850.00	\$386.09
NEWMARKET	\$850.00	\$-
NEWPORT	\$850.00	\$-
NORTHUMBERLAND	\$850.00	\$-
ORFORD	\$850.00	\$850.00
OSSIPEE	\$850.00	\$-
PELHAM	\$850.00	\$-
PETERBOROUGH	\$850.00	\$261.21
PIERMONT	\$850.00	\$555.70
PITTSFIELD	\$850.00	\$-
PLAISTOW	\$850.00	\$-
PORTSMOUTH	\$850.00	\$-

RAYMOND	\$850.00	\$-
ROCHESTER	\$850.00	\$-
ROCKINGHAM CO SO	\$850.00	\$626.06
RUMNEY	\$850.00	\$-
RYE	\$850.00	\$333.05
SALEM	\$850.00	\$850.00
SANBORNTON	\$850.00	\$-
SANDOWN	\$850.00	\$-
SEABROOK	\$850.00	\$-
SOMERSWORTH	\$850.00	\$-
STRATHAM	\$850.00	\$362.32
SULLIVAN COUNTY SO	\$850.00	\$-
SUNAPEE	\$850.00	\$285.90
SWANZEY	\$850.00	\$-
THORNTON	\$850.00	\$608.76
TILTON	\$850.00	\$726.60
WAKEFIELD	\$850.00	\$-
WALPOLE	\$850.00	\$445.34
WARREN	\$850.00	\$-
WEARE	\$850.00	\$-
WHITEFIELD	\$850.00	\$-
WINCHESTER	\$850.00	\$-
WOLFEBORO	\$850.00	\$-
NHSP	15,000.00	\$9,886.89
Total	\$107,650.00	\$41,302.31

Funding Source: 402 Funds Obligated: \$92,650 Funds Expended: \$31,415.42

Funding Source: 405b Funds Obligated: \$15,000.00 Funds Expended: \$9,886.89

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 received 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 2026, 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 assist 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 and 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 identifying any possible disparities in traffic enforcement.

In FFY 2025, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
25-04-04	Distracted Driving Enforcement Patrols
25-04-11	Distracted Driving Mobilizations
25-02-04	Enforcement Patrols & Equipment
25-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
25-07-11	Impaired driving National Campaigns
25-01-04	Join The NH Clique (Click It or Ticket)
25-06-04	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, 2023, and 2024, 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 2024 reflected 518 serious bodily injuries because of motor vehicle crashes. In 2023, reported crash data reflected that 4,520 of the 27,997 non-fatal crashes involved distracted driving as being one of the contributing factors. 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 V 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 Transportation (DOT) 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, 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, then, they have achieved their goal. The effectiveness of the enforcement effort may also show a correlation between overall crashes and reduced fatalities.

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 2026 AGA and will be used in the FFY 2027 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 to improve highway safety.

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2025, New Hampshire had 139 fatalities up from 133 in 2024. New Hampshire did not achieve the projected target of 122 (2021-2025 average) fatalities this year. The 5-year (2021-2025) average fatality number is 132.6. Still, in FFY 2025, enforcement efforts resulted in thousands of motor vehicle stops, warnings and citations issued. New Hampshire State Police and local enforcement agencies continued to show a steady level of participation and activity in 2025. 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 2025, 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 2025 to have the greatest impact of reducing crashes overall.

Also, of importance to note in FFY 2025, 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 \$9,999.00 were sent to NHTSA for approval and were 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 2026 and during the development of the FFY 2027 AGA, the OHS will continue to implement 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 contracted media vendor ensured that important highway safety messaging reached the public in the areas of impairment, speeding, seat belt use, distraction, motorcycle safety, and pedestrian/bicycle safety, etc in FFY 2025. In addition, in FFY 2026, the New Hampshire Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce will continue to have regular meetings to communicate ideas to improve driving behavior and 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

25-02-04

Using a funding methodology for FFY 2025 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 2024 and FFY 2025 remained consistent. 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), 2024 (133), and 2025 (139) to lower fatalities numbers to what was 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 stress 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:

Maintain Speed-Related Fatalities from 44.0 (2020-2024) average to 44 (2021-2025) average.

The 2025 data from FARS reported 46 speed related fatalities (*2025 data as of 1/06/2026 – not final).

- **The current speed related fatality (2021-2025) average is 44.0 (using the 2025/46 unconfirmed speed fatality number calculated into the 2021-2025 average).**

In 2025, Currently, New Hampshire **met** our target of 44 speed related fatalities (2021-2025) average. It was projected that at the end of 2025, the speed related fatalities (2021-2025) average target would be 44. However, 2025 has just ended so speed related fatality data may not be complete or final at this time as data could change.

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 efficiency but also activity with our law enforcement partners. In FFY 2026, 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 to change negative driving behaviors to minimize crashes and the resulting injuries and or deaths.

In FFY 2025, strategically placed enforcement efforts resulted in speed enforcement activity (warnings and summonses issued) **increasing 8%** in comparison to FFY 2024 speed enforcement activity. In 2025, 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 2025, law enforcement engagement in speed enforcement projects resulted in 1,700 more grant funded warnings and summonses issues than in 2024, 20,356 warnings and summonses issued (an 8% increase). Going forward, New Hampshire law enforcement has the ability and momentum to decrease fatalities in 2026 to begin the downward trend of fatalities. However, it is important to note that even though NH State Police continue to make progress to increase activity they are still down troopers and need to fill these positions.

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

25-02-03

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, EVR Advertising, 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 "Put the Phone Away or 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 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.

In FFY 2025, funds were provided to NHIAA, EVR Advertising and the Department of Safety PIO who provided impactful speed related highway safety messaging using T.V., radio, social media, etc. This important speed related messaging was provided to the public to create awareness of the issues of speeding. This speed related messaging was also used as countermeasure used in conjunction with enforcement efforts to reduce the potential of speed related crashes and resulting injuries and or fatalities.

NEW HAMPSHIRE INTERSCHOLASTIC ATHLETIC ASSOCIATION (NHIAA)

25-02-03

In FFY 2025, funds were allocated to support NHIAA who executed messaging the public (athletes, coaches, parents, friends, and the public) during NH sporting events by providing impactful speed related messages to include the NHTSA "Speeding Catches Up with You Message" and the NH OHS and AAA "Slow Down. Move Over. Save A Life." Message.

These high-quality speed related messages were shown by NHIAA during the Wrestling Meet of Champions, Girls Individual State Championships, and the Winter Spirit (Cheerleading) at Pinkerton Academy in Derry, NH, the Ice Hockey Championships at SNHU Arena in Manchester, NH, and the Baseball Championships at Delta Dental Stadium in Manchester, NH. These messages were played at these events on jumbo videoboards after the PA announcer asked the crowd to turn their attention to the message to be played. In all, 89 high school communities were reached by this messaging and 53 schools who attended the above-mentioned events viewed the speed related messaging. These PSAs were also posted on both Instagram and X and tagged the NH Office of Highway Safety on each post. The NH OHS will continue to use these messages as a countermeasure in 2026 and 2027 to address speed related fatalities occurring on NH roads.

Funding Source: 402 Funds Obligated: \$7,875.00 Funds Expended: \$7,875.00

EVR ADVERTISING

25-02-03

In FFY 2025, funds were allocated to support EVR Advertising speed related messaging. This messaging incorporated NHTSA messaging “Speeding Catches Up with You”. Also, EVR provided many NH centered, emotion, speed related messaging to include the NH State Police PSA “Move Over”. This and many more speed related messages reached hundreds of thousands and were provided to the public on radio, streaming audio, banners at events, Instagram, SnapChat, Facebook, Google, Youtube, OTT, etc. The NH OHS will use this developed messaging often in 2026 and 2027 as a countermeasure to address speed related fatalities occurring on NH roads.

Funding Source: 402 Funds Obligated: \$61,500.00 Funds Expended: \$61,500.00

DEPARTMENT OF SAFETY (DOS) PIO

25-02-03

In FFY 2025, funds were allocated to support the Department of Safety PIO to attend the 2025 largest Government Social Media Conference held in Lake Buena Vista, Florida to gain insights into the latest social media trends, tools, and strategies that directly benefit the NH Office of Highway Safety (NH OHS) and the public who travel and use NH roads. This conference was extremely beneficial to the DOS PIO who later took a lead role in supporting the NH OHS by working closely with the newly contracted media vendor to ensure impactful, accurate, timely, speed related messaging was provided to the public on various platforms for maximum distribution and awareness to the public to reduce speed related crashes and the potential resulting injuries and fatalities.

Funding Source: 402 Funds Obligated: \$750.00 Funds Expended: \$750.00

2025 Enforcement Patrols and Equipment

25-02-04

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). These funds will support New Hampshire's State (NH State Police Troops A, B, C, D, E, F, G and the special enforcement unit and Trooper in the aircraft used to spot motorists traveling at high speeds), 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 are over \$9,999.00 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 towards high crash corridors (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.) and altered as needed (locations and time of day) to address trending problem areas

through proactive monitoring initiatives. In 2024, 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.

In FFY 2025, 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, 1, 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 2025, the NH OHS provided grant funding to the State Police and 149 local law enforcement agencies who conducted 7,236 speed enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 3,351 hours to this enforcement effort, which resulted in 9,264 vehicle stops, 3,906 total warnings (1,993 of total warnings were for speeding), 6,169 total summonses (5,177 of total summonses were for speeding and reckless driving), and 100 total arrests (40 of total arrests were for speeding and reckless driving).

State Police also dedicated 738 hours to Commercial Motor Vehicle (CMV) Speed Enforcement that resulted in an additional 1,551 vehicle stops, 625 total warnings (499 of total warnings were for speeding), 1,180 total summonses (1,010 of total summonses were for speeding and reckless driving), and 4 total arrests.

The NHSP increased, substantially, the number of speed summonses issued from the previous year by 54%.

- Local Police dedicated 3,147 hours to this enforcement effort, which resulted in 9,621 vehicle stops, 8,913 total warnings (5,352 total warnings were for speeding), 1,263 total summonses (845 of total summonses were for speeding and reckless

driving), and 91 total arrests (6 of total arrests were for speeding and reckless driving).

2025 Speed Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
ALSTEAD	\$2,000.00	\$1,116.31
ALTON	\$3,200.00	\$2,797.09
AMHERST	\$5,000.00	\$4,990.34
AMHERST EQ	\$6,204.75	\$6,204.75
ANTRIM	\$1,600.00	\$1,089.30
ANTRIM EQ	\$16,887.34	\$16,887.34
AUBURN	\$1,600.00	\$1,325.70
BARRINGTON	\$1,600.00	\$-
BEDFORD	\$2,500.00	\$1,446.74
BELKNAP CO SO EQ	\$20,062.50	\$18,960.00
BELKNAP COUNTY SO	\$5,000.00	\$4,801.72
BELMONT	\$4,500.00	\$4,500.00
BELMONT EQ	\$5,769.00	\$2,902.50
BERLIN	\$7,400.00	\$3,584.01
BOSCAWEN	\$1,600.00	\$266.86
BOW	\$1,600.00	\$1,585.36
BRADFORD	\$1,600.00	\$1,590.99
BRENTWOOD	\$1,600.00	\$765.68
BRISTOL	\$1,600.00	\$1,381.37
BRISTOL EQ	\$7,162.88	\$7,162.88
CAMPTON	\$6,600.00	\$4,147.06
CANAAN	\$4,000.00	\$810.90
CANAAN EQ	\$1,950.00	\$-
CANTERBURY	\$1,600.00	\$527.32
CARROLL COUNTY SO	\$1,600.00	\$1,600.00
CARROLL COUNTY SO EQ	\$8,745.00	\$8,745.00
CENTER HARBOR	\$1,600.00	\$143.76
CHESTER	\$1,600.00	\$493.82
CHICHESTER	\$1,600.00	\$985.32
CHICHESTER EQ	\$6,558.75	\$6,558.75

CLAREMONT	\$1,600.00	\$1,451.24
CLAREMONT EQ	\$8,318.25	\$8,318.25
COLEBROOK	\$5,000.00	\$4,397.17
CONCORD	\$5,900.00	\$-
CONWAY	\$2,000.00	\$-
COOS COUNTY SO	\$8,500.00	\$4,319.10
COOS County SO	\$9,285.00	\$9,285.00
CORNISH	\$1,600.00	\$-
DERRY	\$12,000.00	\$8,691.77
DERRY	\$3,450.00	\$3,450.00
DOVER	\$6,000.00	\$4,323.48
DOVER EQ	\$9,067.50	\$9,067.50
DUBLIN	\$1,600.00	\$351.21
DUBLIN EQ	\$5,377.50	\$5,377.50
DUNBARTON	\$1,600.00	\$1,571.76
EAST KINGSTON	\$2,500.00	\$1,594.47
ENFIELD	\$1,600.00	\$1,018.14
ENFIELD EQ	\$1,815.00	\$1,815.00
EPPING	\$7,500.00	\$2,656.38
EPSOM	\$1,600.00	\$1,326.36
EXETER	\$2,900.00	\$971.00
EXETER EQ	\$6,625.46	\$6,625.46
FREMONT	\$1,600.00	\$233.79
GILFORD	\$5,400.00	\$5,092.14
GILMANTON	\$1,600.00	\$1,583.11
GORHAM	\$3,200.00	\$2,801.90
GREENFIELD	\$1,600.00	\$-
GREENLAND	\$5,000.00	\$4,944.92
GREENLAND	\$7,295.28	\$7,295.28
HAMPSTEAD	\$1,600.00	\$1,600.00
HAMPTON FALLS	\$5,000.00	\$461.11
HAMPTON FALLS EQ	\$11,040.75	\$11,040.75
HANCOCK	\$1,000.00	\$639.09
HANOVER	\$2,500.00	\$1,011.44
HANOVER EQ	\$2,268.75	\$1,792.50
HAVERHILL	\$2,100.00	\$895.84
HAVERHILL	\$8,025.00	\$5,100.00
HILLSBORO	\$2,500.00	\$2,360.16
HILLSBORO EQ	\$4,372.50	\$4,372.50
HILLSBOROUGH CO SO	\$2,400.00	\$1,160.32

HOLDERNESS	\$1,600.00	\$1,600.00
HOLDERNESS	\$1,768.46	\$1,768.46
HOLLIS	\$4,200.00	\$3,741.23
HOPKINTON	\$7,400.00	\$2,581.26
HOPKINTON EQ	\$2,186.25	\$2,186.25
HUDSON	\$1,600.00	\$-
HUDSON EQ	\$5,838.75	\$5,838.75
JAFFREY	\$1,600.00	\$1,600.00
JAFFREY	\$2,186.25	\$2,186.25
KEENE	\$2,000.00	\$2,000.00
KENSINGTON	\$3,500.00	\$3,500.00
KINGSTON	\$1,600.00	\$-
KINGSTON EQ	\$4,372.50	\$4,372.50
LACONIA	\$10,000.00	\$10,000.00
LACONIA EQ	\$20,407.50	\$20,407.50
LANCASTER	\$1,600.00	\$1,165.99
LANCASTER EQ	\$14,769.32	\$14,769.32
LEBANON	\$5,400.00	\$5,188.86
LEE	\$4,000.00	\$2,912.62
LEE EQ	\$13,882.50	\$13,882.50
LINCOLN	\$5,600.00	\$2,806.64
LISBON	\$1,600.00	\$-
LITTLETON	\$2,400.00	\$1,558.89
LONDONDERRY	\$5,000.00	\$960.05
LONDONDERRY	\$10,267.13	\$10,267.13
LOUDON	\$4,100.00	\$1,675.85
LYNDEBOROUGH	\$1,600.00	\$1,038.78
MADISON	\$1,600.00	\$437.88
MANCHESTER	\$8,000.00	\$7,966.32
MARLBOROUGH	\$1,600.00	\$1,584.97
MARLBOROUGH EQ	\$5,609.25	\$5,609.25
MEREDITH	\$1,200.00	\$921.39
MERRIMACK	\$1,600.00	\$1,600.00
MILFORD	\$1,600.00	\$1,278.71
MILTON	\$1,600.00	\$1,264.98
MONT VERNON	\$1,600.00	\$1,110.40
NASHUA	\$19,000.00	\$18,433.11
NEW HAMPTON	\$5,000.00	\$2,600.51
NEW HAMPTON	\$3,557.25	\$3,557.25
NEWBURY	\$1,600.00	\$1,072.42

NEWFIELDS	\$1,600.00	\$1,600.00
Newfields	\$1,233.75	\$1,233.75
NEWINGTON	\$1,600.00	\$638.70
NEWMARKET	\$1,600.00	\$1,567.36
NEWMARKET EQ	\$2,850.00	\$2,850.00
NEWPORT	\$1,600.00	\$1,381.17
NEWPORT EQ	\$5,545.50	\$5,545.50
NORTHFIELD	\$1,600.00	\$1,600.00
NORTHFIELD EQ	\$2,186.25	\$2,186.25
NORTHUMBERLAND	\$6,000.00	\$-
NORTHUMBERLAND EQ	\$10,033.88	\$9,441.94
ORFORD	\$2,600.00	\$2,597.18
OSSIPEE	\$4,000.00	\$1,512.11
OSSIPEE EQ	\$28,636.88	\$28,636.88
PELHAM	\$3,900.00	\$3,692.27
PETERBOROUGH	\$1,600.00	\$-
PIERMONT	\$1,600.00	\$871.85
PITTSFIELD	\$1,600.00	\$1,234.81
PLAISTOW	\$1,600.00	\$1,214.58
PLAISTOW EQ	\$15,717.00	\$8,327.25
PLYMOUTH	\$1,600.00	\$557.48
PORTSMOUTH	\$5,300.00	\$3,552.66
RAYMOND	\$1,600.00	\$1,578.55
ROCHESTER	\$1,600.00	\$1,571.81
ROCKINGHAM COUNTY SO	\$9,000.00	\$8,892.89
RUMNEY	\$1,600.00	\$-
RYE	\$6,000.00	\$2,145.59
SALEM	\$5,000.00	\$4,897.49
SANBORNTON	\$1,600.00	\$-
SANDOWN	\$1,800.00	\$742.44
SANDWICH	\$1,600.00	\$452.80
SANDWICH	\$6,487.50	\$6,487.50
SEABROOK	\$1,600.00	\$-
SOMERSWORTH	\$1,600.00	\$376.08
STRATHAM	\$1,600.00	\$1,600.00
SULLIVAN COUNTY SO	\$2,000.00	\$1,109.85
SUNAPEE	\$1,600.00	\$733.09
SUNAPEE EQ	\$16,539.75	\$16,539.75
SWANZEY	\$1,600.00	\$-
SWANZEY EQ	\$14,738.44	\$14,738.44

TAMWORTH	\$3,200.00	\$614.93
TAMWORTH EQ	\$6,264.00	\$6,264.00
THORNTON	\$1,600.00	\$974.01
THORNTON EQ	\$1,753.13	\$1,753.13
TILTON	\$1,600.00	\$1,541.76
WAKEFIELD	\$2,500.00	\$2,500.00
WAKEFIELD	\$5,896.50	\$5,896.50
WALPOLE	\$1,600.00	\$1,497.42
WARREN	\$1,600.00	\$108.04
WEARE	\$1,800.00	\$1,772.71
WHITEFIELD	\$1,600.00	\$948.18
WINCHESTER	\$1,600.00	\$1,210.43
WINCHESTER EQ	\$15,303.00	\$14,853.00
WOLFEBORO	\$1,600.00	\$309.74
NHSP	\$500,000.00	\$432,728.37
NHSP EQ	\$-	\$-
Total	\$1,232,211.95	\$1,016,892.77

Funding Source: 402
\$584,164.40

Funds Obligated: \$732,211.90

Funds Expended:

Funding Source: 402/405e Flex (SP) Funds Obligated: \$500,000.00 Funds Expended:
\$432,728.37

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION

25-02-05

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 Commissioner of the Department of 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 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 2025 and 2026, the commission will look to include other partners, stakeholders, and coalitions to increase communication to improve highway safety in New Hampshire. In 2024, 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 2025, \$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 highway safety related legislation to include e bikes, ALS and the refusal bill, etc.

In 2026, the Traffic Safety Commission will be updated to include new members in various positions (New Chair and Vice Chair) and designated chairs for subcommittees

(Administrative Enforcement, Motor Vehicle Enforcement, Judicial Outreach, Public Education and Awareness, Legislative Policy, and Data Collection) that will provide valuable insight to improve highway safety on NH roads.

Funding Source: 402 Funds Obligated: \$1,000.00 Funds Expended: \$0.00

TEEN DRIVER (TD) YOUTH OPERATOR PROGRAM

25-08-04

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 \$95,162.59 and Benefits at \$23,450.01, Current Expenses at \$10,650.00, Indirect cost at \$17,741.26, Contractual Services at \$74,500.00 (i.e. Matrix Entertainment, Think Fast Interactive, media, website hosting, etc.), and travel at \$7,100.00. 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 2024, 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 2025, 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 about 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:

School Outreach and educational programming:

a. **Goal:** To provide the Think Fast Interactive program to up to 15 new NH High Schools by September 15, 2025.

This **goal was met** through connections with Dartmouth Health Population Health members, community organizations, and coalitions. With these connections the Program Coordinator (PC) was able to gain new relationships within NH High Schools. 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 NH DOT, local law enforcement, and mental health/substance misuse and prevention members to be present during these events. Participating schools this grant year included Pittsburg Middle School (Colebrook, and Stewartstown middle school joined), Raymond High School, Spaulding High School, Woodsville High School, Windham High School, Newport High School, Milford High School, Franklin High School, Belmont High School, and Claremont Middle School.

b. **Goal:** To promote best practice safe driving educational material with four additional NH schools to include middle schools by September 15, 2025.

This **goal was met**. PC gathered information and educational material to share with New Hampshire middle and high schools. PC provided additional traffic safety educational material to the following schools: Pelham High School, Exeter High School, Somersworth High School, Hopkinton Middle High School, Salem High School, White Mountains Regional High School, Charlestown Middle School, and Portsmouth High School.

c. **Goal:** To provide the Matrix Entertainment “Save a Life” tour to five new NH High Schools by September 15, 2025.

This **goal was met** with the collaboration of the PC and Jason Cooper, Matrix Consultant, 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. Participating schools this grant year included Colebrook High School, Merrimack Valley High School, Bedford High School, Pinkerton Academy, and Epping High School

d. **Goal:** To provide pre/post survey data from the Matrix Entertainment “Save a Life” tour and the ThinkFast Interactive tour on a biannual and final progress report.

This goal was met and the PC provided biannual reports that included performance measures such as how much we do, how well we do it, and is anyone better off (# and %). This data is gathered from the completed pre/post survey by the youth who participated in the “Save a Life” tour and the ThinkFast Interactive tour.

e. **Goal:** To increase seat belt use, decrease distracted driving and decrease impaired driving across all NH schools receiving direct educational programming from the Teen Driver Program by an average of 2%, as measured by the biennial NH Youth Risk Behavior Survey comparing 2023 to 2025 and then every two years as the survey remains implemented and results are provided.

- This **goal was not met** due to the YRBS Data for 2025 not being released at this time.

Funding Source: 402 Funds Obligated: \$205,154.00 Funds Expended: \$193,986.10

*MATRIX ENTERTAINMENT EXPENDED \$17,500.00 OF THE YOUTH OPERATOR \$205,154.00

*THINK FAST EXPENDED \$35,000.00 OF THE YOUTH OPERATOR \$205,154.00

PARENT/TEEN SAFE DRIVING MODELING AND EDUCATION

25-08-05

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 should educate and strengthen families through encouraging more positive communication between youth and parents, and 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 2025. There will be an evaluation component to measure. In 2024, 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 2025, 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 messaging to include distracted driving, speeding, seatbelt use, etc. Derry teens developed this highway safety information and encouraged their peers, loved ones, and the people of their community to make safe and important decisions while driving. Also, creative messaging was developed by teens to include "life is Precious Drive Safe", "Alert Today Alive Tomorrow" and NHTSA messaging to include "Eyes Up" Messaging was placed on signage, run on community cable TV channels and delivered highway safety messaging on billboards at various events to include, Derry Community Festival and the downtown Derry After Dark beer tasting event, on school corridors to target parents and teen drivers during peak commute times.

Funding Source: 402 Funds Obligated: \$6,010.40 Funds Expended: \$6,010.40

COMMUNITY TRAFFIC SAFETY PROGRAM (COB)

25-09-03

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 (also used in the development, creation, and printing of multilingual drivers' education manuals), 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 traditionally marginalized 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.) while encouraging diversity and collaboration among all highway safety partners involved. The NH OHS is very excited to continue this program in FFY 2024 under the Federal Government Executive Order that states “The Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality.” Using these federal funds from the National Highway Traffic Safety Administration (NHTSA), invited and 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. Under the COB Grant, these groups are identified as:

- Refugee/New Americans
- Underserved/low-income neighborhoods
- Older drivers; low vision or hearing-impaired drivers
- Youth drivers
- Limited English Proficient (LEP) groups
- Elementary/High School/Drivers Educational programs
- Persons with disabilities

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 and should be easily accessible to all persons and communities, regardless of resources or funding. In 2024, 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 2025, the NH OHS provided grant funding to the State Police, 2 local law enforcement agencies and AAA Northern New England.

2025 Community Outreach & Betterment		
Grantee	Obligated	Spent
BERLIN	\$5,000.00	\$-
CONCORD	\$5,000.00	\$-
DOVER	\$5,000.00	\$4,700.02
LACONIA	\$5,000.00	\$-
MANCHESTER	\$5,000.00	\$-
NASHUA	\$7,500.00	\$1,213.47
PORTSMOUTH	\$5,000.00	\$-
SALEM	\$5,000.00	\$-
NHSP	\$10,000.00	\$5,001.26
Total	\$52,500.00	\$10,914.75

Funding Source: 402 (Local) Funds Obligated: \$42,500.00 Funds Expended: \$5,913.49

Funding Source: 402/405e Flex (SP) Funds Obligated: \$10,000.00 Funds Expended: \$5,001.26

Funding Source: 402 (AAA NNE) Funds Obligated: \$44,000.00 Funds Expended: \$20,528.25

TRAFFIC RECORDS

In FFY 2025, 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 2025, there were 168 (12/31/25) New Hampshire law enforcement agencies (out of 209) submitting crash reports electronically to the DMV VISION System. The OHS has easily 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 2025, the OHS provided funding to forty-six (46) law enforcement agencies to purchase printers, scanners, receivers, and MDTs.

Although the NH OHS is working toward the goal of obtaining 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 and accurate through a data warehouse before using and that law enforcement agencies have the ability to submit a MMUCC V and in the future MMUCC VI compliant crash report using a MMUCC V/VI compliant platform or portal. Currently, the crash data warehouse project is being conducted and is hoped to be completed in FFY 2026 if there are no issues. Also, there is a need to update the DMV MMUCC V VISION system to MMUCC VI. The NH OHS is currently in the process of selecting a vendor to implement a crash data dashboard. Additionally, we continued to refine our data driven allocation process and develop 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 2026 and 2027, 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

25-03-05

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 into the DMV VISION 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 2024, 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 improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) 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 2025, this project was planned for in the FFY 2025 AGA but not conducted by the DMV as they had no backlogged crash reports needing to be manually entered.

Funding Source: 405c Funds Obligated: \$50,000.00 Funds Expended: \$0

E-CRASH/ E-TICKET/CRASH UPGRADE AND J-ONE INSTALLATION ASSISTANCE

25-03-06

Planned Activity Description

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

Funds shall be provided to contract with a vendor 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, there is still several New Hampshire enforcement agencies that submit manual citations and crash reports to the State creating, at times, a backlog of these reports that

are entered by DMV staff resulting in untimely data for analysis. However, with VPN connectivity and 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.

Funds shall also be used to allow NH State Police J-One to work with a third party vendor to implement a crash data warehouse to ensure that data coming into the warehouse through crash reports and other data feeds is scrubbed of Personal Identifiable Information (PII), is accurate and complete to improve data quality and the timeliness and uniformity of data to be accessible and integrated into a core highway safety database. This data will be analyzed to determine highway safety trends occurring on NH roads to deploy resources (enforcement, education, outreach, messaging, etc.) to save lives.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security hardware firewall, licenses, CAD RMS software, 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 \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, 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 improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) 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 FFY2025, 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, 46 local police departments purchased E-Crash/MDT equipment and only state police expended C.A.R equipment training funds. Funding was also provided to New Hampshire State Police to purchase CAR equipment and attend CAR training. In 2025, the NH State Police did not purchase equipment but did attend CAR training.

All purchases made were Buy America compliant; equipment that is \$9,999.00 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 enabled the State to have more accurate and timely data submitted, reduce the backlog of unrecorded data, as well as provide access to this data, and identify areas where enforcement efforts need to be deployed. This effort aids in decreasing traffic crashes, save lives, and reduce the potential for injury.

2025 E-Crash (E-Ticket/Crash Upgrade)/C.A.R Equipment/JONE			
Grantee	E= E crash M=MDT C.A.R JONE	Obligated	Spent
BELMONT	M	\$8,176.50	\$7,486.28
BELMONT	E	\$1,872.00	\$1,852.00
COLEBROOK	M	\$3,738.12	\$3,738.12
DOVER	M	\$36,424.65	\$35,812.50
ENFIELD	M	\$4,215.00	\$3,890.55
ENFIELD	E	\$895.00	\$890.00
EXETER	M	\$446.25	\$446.25

EXETER	E	\$977.34	\$977.34
FREMONT	M	\$14,299.20	\$14,299.20
HENNIKER	E	\$9,069.50	\$9,069.50
HILLSBORO	M	\$4,310.19	\$4,310.19
HILLSBORO	E	\$988.33	\$536.83
HOLDERNESS	E	\$4,518.33	\$4,518.33
HOPKINTON	E	\$971.54	\$971.54
LEE	M	\$4,819.49	\$4,819.49
LEE	E	\$1,034.00	\$549.00
NEWINGTON	M	\$17,837.55	\$17,837.55
NORTHFIELD	M	\$24,583.24	\$23,037.75
NORTHFIELD	E	\$2,745.00	\$2,745.00
ROCKINGHAM CO SO	M	\$11,475.00	\$11,475.00
ROCKINGHAM CO SO	E	\$1,876.00	\$1,876.00
TAMWORTH	E	\$3,315.00	\$3,315.00
BELMONT	M	\$8,176.50	\$7,486.28
BELMONT	E	\$1,872.00	\$1,852.00
COLEBROOK	M	\$3,738.12	\$3,738.12
DOVER	M	\$36,424.65	\$35,812.50
ENFIELD	M	\$4,215.00	\$3,890.55
ENFIELD	E	\$895.00	\$890.00
EXETER	M	\$446.25	\$446.25
EXETER	E	\$977.34	\$977.34
FREMONT	M	\$14,299.20	\$14,299.20
HENNIKER	E	\$9,069.50	\$9,069.50
HILLSBORO	M	\$4,310.19	\$4,310.19
HILLSBORO	E	\$988.33	\$536.83
HOLDERNESS	E	\$4,518.33	\$4,518.33
HOPKINTON	E	\$971.54	\$971.54
LEE	M	\$4,819.49	\$4,819.49
LEE	E	\$1,034.00	\$549.00
NEWINGTON	M	\$17,837.55	\$17,837.55
NORTHFIELD	M	\$24,583.24	\$23,037.75
NORTHFIELD	E	\$2,745.00	\$2,745.00
ROCKINGHAM CO SO	M	\$11,475.00	\$11,475.00
ROCKINGHAM CO SO	E	\$1,876.00	\$1,876.00
TAMWORTH	E	\$3,315.00	\$3,315.00
NHSP	JONE	\$253,168.00	111,656.00

NHSP	C.A.R.	\$38,111.75	\$19,872.93
Total		\$449,866.98	\$285,982.35

*NHSP J-One and CAR are below.

Funding Source: 402 (Locals/eCrash/CAR) Funds Obligated: \$158,587.23 Funds Expended: \$154,453.42

Funding Source: 405c NHSP (J-One/CAR) Funds Obligated: \$291,279.75 Funds Expended: \$131,528.93

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

25-03-03

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/402 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 2024, 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 2025, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services 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 2025, as in past years, the traffic records consultant developed the Traffic Records Strategic Plan (to be approved by NHTSA for 405c funds) for the NH OHS and provided the NH OHS traffic records related information for the annual report, triennial report and the annual grant application (AGA) that is submitted to the National Highway Traffic Safety Administration for approval. This consultant also coordinated and conducted the NHTSA required three (3) TRCC meetings in 2025 and helped the state address the NH Traffic Records Assessment Recommendations, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding Source: 402 Funds Obligated: \$70,000.00 Funds Expended: \$55,000.00

Data Analysis

25-03-08

Planned Activity Description

Funds shall be 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 to include speed, impairment, and other motor vehicle related 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 NH OHS 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 2025, the data analyst will continue to produce an annual non-fatal crash report. This tool will become a principal tool to reduce overall crashes and the resulting fatalities and injuries. In 2024, 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 improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) 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 2025, funds were provided to the Department of Transportation who did not conduct this project to provide the NH OHS with a 2024 non-fatal crash summary report. It is important that this project is conducted in 2026 to provide the NH OHS with highway safety data that can be used in the NH OHS methodology when inviting grantees to participate in the NH OHS grant program or when developing documents, press releases, initiatives, etc. This is an important non-fatal crash data that will be shared with highway safety partners to include the motoring public through messaging.

Funding Source: 402 Funds Obligated: \$17,100.00 Funds Expended: \$0

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

25-03-07

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 2024, 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 improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) 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.

Funding Source: 405c Funds Obligated: \$78,000.00 Funds Expended: \$58,092.57

CORE HIGHWAY SAFETY DATABASE

25-03-09

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. Funding will support this database and the implementation of a data warehouse and portal to ensure highway safety data is confirmed/accurate “scrubbed” and that all law enforcement partners will have the ability to submit crash reports electronically throughout the state and have access to this important core highway safety database. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, public participation meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included collecting data to better understand highway safety concerns and who, what, when, and where may be contributing to the overall problem of crashes. Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) 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 has guided the NH OHS in the implementation of this project to help minimize overall crashes and the potential resulting injuries and or deaths.

In 2025, this project was not conducted. However, the NH OHS has begun the process of selecting a vendor to implement the crash data dashboard.

Funding Source: 405c Funds Obligated: \$549,483 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

25-10-04

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 \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, 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 2025, 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 and 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 (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, 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”, “Put the Phone Away or 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 2024, 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 2025, 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 2025 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 and analysis of State traffic safety programs shall rest with these positions.

Funding Source: 402 Funds Obligated: \$251,933.84 Funds Expended: \$216,422.09

NH OHS STAFFING (FIELD REPRESENTATIVE) ACTIVITIES

In FFY 2025, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for approximately over 150 local, county, state, organizational and institutional grants which make up approximately 750 projects 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 208 New Hampshire law enforcement agencies.

Field Rep/LEL's continue to inform NH Law enforcement agencies of the electronic educational and training presentation platform that can 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. In FFY 2025, 76 monitoring visits were conducted throughout 2025 with no concerning issues. These monitoring visits continue to generate positive feedback and communication from our partners, helping them improve their own internal process.

Funding Source: 402 Funds Obligated: \$675,910.00 Funds Expended: \$620,969.41
Funding Source 405f Flex Funds Obligated: \$15,000.00 Funds Expended: \$9,066.51

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, 2025.**

Target Achieved.

- 2. Submitting the Annual Report to NHTSA by January 28, 2026.**

Target Achieved.

- 3. Developing, managing, monitoring, and evaluating grants described in the FFY 2025 Annual Grant Application.**

Target Achieved.